



(above) 'Amber Beach' in the British 46th Division sector at dawn during the Allied landings at Salerno on September 9

(below) British troops run from a landing craft onto the beach at Salerno

This WAS MY SHIP



the greatest invasion of the war was about to take place on the beaches of Salerno.

In his stateroom on the *Ancon* General Clark was informed at 10.45 p.m. that the Germans had destroyed the harbour installations at Salerno. His first comment to Hewitt was that the Germans 'had tightened their grip on Salerno.' Accompanied by the Admiral, he went up to the bridge and together they looked towards the distant fiery sky.

To Clark the fires brought H-hour nearer. His remaining worry was the availability of the 82nd Airborne Division which he still believed was necessary, even essential, for the success of *Avalanche*. During the planning stages of the operation he had been assured that the 82nd would be available to him for a strategic drop northwest of Naples. But Eisenhower had other ideas. Clark remembered his conversation with the Supreme Commander:

Eisenhower: It will be a shock to you, Wayne, but it has been decided that we'll make the drop on Rome.

Clark: Where are you going to get an airborne division to do it?

Eisenhower: The 82nd.

Clark: No, that's my division.

However, the plan for the 82nd Airborne Division to land at Rome was suddenly cancelled. Then Clark's own plan for dropping the 82nd further inland northwest of Naples on the Volturno River, some forty miles from the nearest beach landing at Salerno, was also cancelled. The reason given was that Tedder felt the advantages of an airborne attack on the Volturno would not be worth the probable losses.

Though discouraged, Clark had not given up hope. The 82nd Airborne was a vital emergency force. Eisenhower would hardly refuse his request again.

ON THIS SHIP AT THIS **United States Ship**
U.S.S. SARSFIELD (DD-837)

Sarsfield (DD-837) was laid down on 15 January 1945 by the Bath Iron Works Company, Bath, Maine; launched on 27 May 1945; and commissioned at Boston Naval Shipyard on 31 July 1945, Commander Hepburn A. Pierce in command.

Sarsfield sailed, on 24 August, for Guantanamo Bay, Cuba; and shakedown training. She returned to Boston on 30 September. On 1 February 1946, Sarsfield sailed from New York bound for Key West, Florida. She arrived in Key West on 4 February to begin two decades with the Operational Development Force located there. From 9 to 14 February 1947; she conducted operations for the Underwater Sound Laboratory at New London, Connecticut, from 3 September 1953 until 18 October 1954; and operated out of Newport, Rhode Island, between 8 July and 4 August 1955. In 1956, she embarked VIP's for ASW demonstrations out of Key West and, in 1957, underwent overhaul at the Norfolk Navy Yard. On 6 February 1958, she joined units of Escort Squadron 14 at Charleston. She departed Charleston on 5 January 1959 and conducted five weeks of refresher training out of Guantanamo Bay, Cuba. This employment, testing submarine detection and destruction devices, continued until January 1961. In September 1961, Sarsfield took station in the Atlantic as recovery ship for Project Mercury.

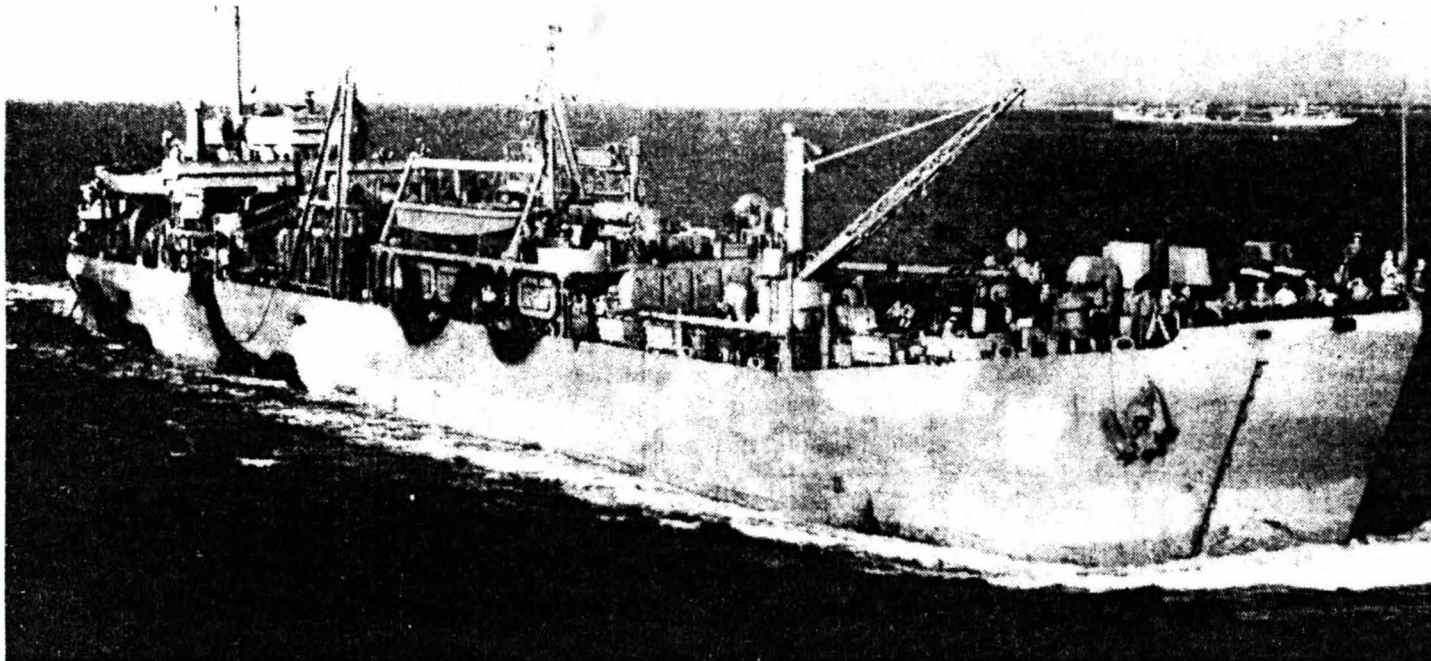
In January 1962, she again took station for Project Mercury, this time off the coast of Africa. In June 1963, she received several new weapons systems, including ASROC, and DASH. She cruised the Caribbean and then returned to Key West and the Operational Test and Evaluation Detachment. This employment continued until 1966. On 15 July, she again commenced overhaul. The overhaul was completed on 30 January 1967; and, by 7 February, she was back in Key West. In 1968, she operated off the Virginia Capes and in the Caribbean. On 10 January 1969, she arrived in Mayport, Florida. Sarsfield remained in the western hemisphere for all of 1969 and 1970. In January 1971, Sarsfield again deployed to the Middle East, entering the Indian Ocean in February. By 29 June, she was back at Mayport.

On 13 April 1972, she got underway for an entirely different deployment. Proceeding via the Panama Canal, she arrived in Subic Bay, P.I., on 11 May. Throughout the summer, Sarsfield plied the waters of the Gulf of Tonkin. She departed the gunline on 12 September; stopped at Hong Kong for six days of liberty (15 to 21 September) and at Yokosuka, Japan, for four days (25 to 29 September); and then, got underway to return to the United States. She entered San Diego on 13 October, transited the Panama Canal on 21 October, and reentered Mayport on the 25th. On 29 May 1973, she weighed anchor to join the 6th Fleet in the Mediterranean. She sailed with the 6th Fleet until 22 September, when she passed through the Straits of Gibraltar to join NATO units. Later, at the outbreak of the Arab-Israeli War, she departed Scotland to reenter the Mediterranean with John F. Kennedy (CVA-67). Sarsfield put into Athens, Greece, on 14 November.

On 18 November, she was ordered to rejoin John F. Kennedy for the voyage back to the United States. She arrived at Mayport on 1 December and spent the rest of 1973 in a standdown and leave status. In May 1974 she resumed Atlantic seaboard operations. Sarsfield continued to operate out of Mayport until

Sarsfield earned one battle star for service in the Vietnam War.

I LEFT THIS SHIP ABOUT Dec. 1, 1945



BRONTES WAS ONE OF THE CYCLOPES

Brontes, although reclassified AGP 17, 14 August 1944, was launched 6 February 1945 as LST 1125 by Chicago Bridge and Iron Co., Seneca, IL; sponsored by Mrs. June Elizabeth Reimer; and placed in reduced commission 17 February 1945; placed out of commission 10 March 1945; underwent conversion to a motor torpedo boat tender; and recommissioned as Brontes (AGP 17) 14 August 1945, Lieutenant W. B. Beanden, Jr., in command.

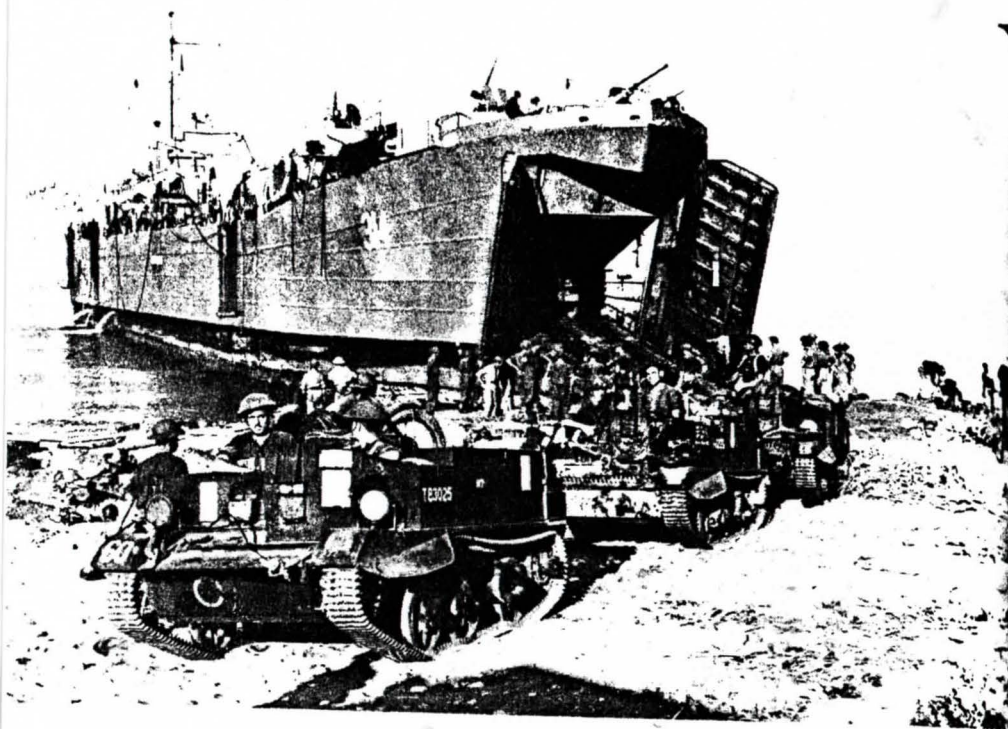
On 26 September 1945, Brontes got underway for New Orleans, where she arrived 3 October. At New Orleans she participated in the Navy Day activities and then remained to service torpedo boats. In December 1945 she sailed to Washington, D.C., to participate in the "parade of torpedo boats" held in conjunction with a Victory Bond drive.

On 20 December 1945 she departed Washington for New York and pre-inactivation overhaul. Brontes was decommissioned 14 March 1946 and sold 1 April 1946.

Ex LST 1125. Sold 25 March 1947 to Cushing and Co. Refitted as merchant ship. Served as such from 1948 until wrecked in hurricane at Manzanillo 27 October 1959.

was on this ship three weeks
to the day.

USN Photo



British Bren gun carriers are driven ashore from a landing craft onto a beach at Salerno

Some of the first German troops taken prisoner by Fifth Army forces at Salerno are used to help unload Allied landing craft



the end of the ramp he saw the first man, already dead, floating in the water. Waist-deep, his Bren gun held above his head, Hughes waded onto the beach in the 56th Division's 'Roger' sector, under fire from machine guns and shells, and dived for cover among the dunes. Around him he saw men from the 56th's first 'Black Cat' wave, dead and dying.

He lay there, digging in as best he could, until the Navy guns had silenced the opposition on the beach. Then he and the six men in his section clambered to their feet and fanned out along the stretch of sand, searching for anti-personnel mines. Even in the darkness that was imperceptibly lightening he could make out the trip wires of four rows of 'S' mines, killer mines which, triggered off, would shoot four feet into the air and explode.

A landing craft had dropped its ramp and was putting Bren gun carriers and infantrymen ashore. 'Keep your heads down!' Hughes shouted at them.

The corporal and his sappers traversed the beach, dismantling the mines, first taking the tension off the wire, then unscrewing the igniter on top of the mine. Just beyond the dunes were Tellermines, as big as dinner plates, safe for a man to walk on, but lethal for a tank or vehicle to cross. When these mines were disarmed Hughes ordered two sappers to mark off the safe stretch of beach with white tapes. Then the carriers rolled in.

Minutes later an officer with wireless equipment set up a tripod on the beach and flashed a light out to sea, calling in more landing craft.

On the lower deck of his LST, Landing Ship Tank, Petty Officer James Sharkey, a telegraphist with the 'Black Cats' of the 56th Division, kept the engine running in his waterproofed Bedford truck. As soon as the ramp went down he would drive off.

The Division's objective was to land on 'Sugar' and 'Roger' Beaches, south of 'Uncle', capture the airfield at Montecorvino, then drive south towards Ponte Sele, the river bridge apex of the desired beachhead line.

Sharkey's orders were to drive with his leading signalman and orderly telegraphist as quickly as possible to the tobacco farm marked on his map, less than a mile from the beach. Here he was to set up his radio signals. In the three-ton Bedford he carried wireless equipment and a generator, and in the trailer twenty wireless sets.

Four *Dukws* were parked ahead of him on the lower deck of the landing craft. When the ramp was dropped the first *Dukw* rolled off into the water and 'sank like a stone'. The second *Dukw* reached the



6/6 Fleet Post Office
New York, N. Y.

ACTION REPORT OF USS LST-2 ON SECOND TRIP
TO FRANCE IN [REDACTED] OPERATION

15 JUNE 1944 CONT'D

casualties are being taken below her main deck on stretchers. There seem to be two enemy batteries shelling the portion of beach that these seven LSTs are now beached on. We are all high and dry on the beach and we cannot retract or fire back as enemy is out of range of our guns. Shells are bursting continuously and very close by. 1132 - Shell landed 25 yards off our stern and we cut loose both of our barrage balloons as the beachmaster thinks they aid the enemy in determining our range. 1134 - Shell landed 25 yards on our starboard quarter. Several of the other LSTs have had direct hits now and we all have shrapnel holes in our sides - many of them are below the water line. 1140 - LST-307 received another direct hit. 1145 - The completed unloading all our vehicles and troops. The other LSTs are evacuating their ships to seek shelter on the beach as there is nothing they can do until the tide rises enough to enable them to retract. All of the shells are being concentrated on the aforementioned seven LSTs here on the beach and the accuracy with which they seem to have our range is uncanny. It is almost a certainty that the enemy has a spotter hidden close by transmitting results by secret short-wave radio. 1200 - We have a direct hit on our port bow and believe our forward magazine on the port side is hit. It is hard to ascertain the exact location of the hit because of the terrific smoke screen enveloping the ship throughout, so as a first precaution, we flooded the magazine by pumping water from a ballast tank through the overflow into the magazine. The sprinkling system is inoperative because of the fact that we are high and dry on the beach. There are no casualties among our personnel from this hit and the entire complement of personnel is bearing up under the strain remarkably well. It is believed that the shells are 105 MM anti-personnel as the shrapnel is very thick. 1220 - Another near miss on our starboard quarter. 1225 - Cruiser is opening up with opposing fire. 1230 - More men from LSTs on our starboard side are evacuating their ship and making for the beach. We have now ascertained that our first direct hit is about 10 inches aft of frame 13 in compartment A-208-L and about 6 inches above the overhead of the forward magazine. Hole is about four feet in diameter; Degaussing cable "M" is severed. Shell exploded on compact. 1235 - Shelling has temporarily ceased and casualties from other ships are being carried ashore. We have several shrapnel holes about the side of the ship. 1315 - Shelling has started again. Shells are hitting on both sides of this ship only a few yards away. 1320 - Shell hit on starboard quarter within a few feet distant. 1322 - Shell hit on our port side a few feet away. 1325 - We have a direct hit on our main deck which damaged the forward frame of our cargo hatch and exploded in the tank deck. There are several men of the British Medical Corps wounded on the tank deck where they have been cleaning up in preparation to take casualties aboard. Shells are falling thick and fast and at this point several incidences of extreme courage and valor are observed among the officers and men throughout the ship in attempting to t

UNITED STATES SHIP

LST-2

THURS.

1

JUNE

1944

(Day)

(Date)

(Month)

00 - 0400: Anchored in berthing area 4, Berth B-2, West Solent, Eng. in 7½ fathoms of water with 45 fathoms of chain out on bow anchor. Anchorage brgs: Hampstead Control Vessel (south) 199° PSC; West Lepe Buoy - 070 PSC; Shepherds Hill Tower - 135 PSC; Ships anchored in vicinity are: US LSTs 1, 17, 21, 30, 44, 229, 264, 279, 280, 287, 312, 344, 345, 359, 377, 378, 379, 503, 519, 520 and British ships: 7 Destroyers, 6 transports, Frigate K-215, 1 LSD, 1 freighter, HMS ACRESFORD, and Polish Destroyer L-115.

W. C. Forshag
W. C. FORSHAG
Lieut. (jg), USNR

00 - 0800: No remarks.

L. R. Small
L. R. SMALL,
Ensign, USNR

00 - 1200: 0800 - Crew mustered on stations, JOHNSON, Calvin C., S1c, and KOSMAN, Joseph P., COX, absent over liberty since 2100, 31 May 1944. Pursuant to LST Flot 11 ltr. P16-4/MI, 25 May 1944, the following men reported aboard for duty with bags, hammock, service records, health records, transfer papers: JOHNSON, Donald N., 321 79 24, MoMM2c, USNR; WILDER, Gardner J., 857 68 96, MoMM2c, USNR; WILKINSON, Leonard A., 821 79 89, MoMM3c, USNR. 0845 - MOB-33 came alongside to give SUPPLY fresh water; draft fwd 2 ft. 6 in., aft 11 ft. 6 in. 0945 - C-625 came alongside and commenced transferring smoke pots and GSK listed as follows: 24 Mark VI Smoke Pots; 26 Smoke Pot Igniters; 4 Smoke Pot Covers, Miscellaneous GSK. 1023 - Completed taking on 20,000 gal. of fresh water; Draft: fwd 2 ft. 6 in., aft. 12 ft. 1024 - Sounded GQ - No action. 1029 - Secured from GQ and held gas mask drill. 1120 - Small boat returned with two cases of sporting gear. 1145 - British LCT-976 tied up along port side. Changes in rating and advancement in ratings effective 1 June 1944: Deck Force: DAUBNER, Carlton R. 224 40 44, USN, GM3c to GM2c; GILLEY, Luther L., 272 88 14, USN, COX to EM2c; MARSHALL, Eldridge, 657 05 40, USNR, S1c, to GM3c; SMITH, John J., 205 28 27, USNR, GM3c to GM2c; SPARKS, John R., 606 25 93, USNR, GM3c to GM2c. Engineering as follows: ALEXANDER, Clyde, 822 82 51, USNR, S2c to Flc; BITSKO, George, 923 77 94, USNR, S2c to F2c; BLEIWEISS, Murray, 712 52 13, USNR, S2c to F2c; KIPLER, James F., 608 96 24, USNR, S1c, to Flc; MOUNTS, Frank C., 560 36 84, USNR, S1c to Flc; PARKER, Paul M., 575 03 29, USNR, S1c to Flc. Supply as follows SHANAHAN, John S., 305 96 01, USNR, PhM3c, to PhM2c; SPRUILL, Freddie, 657 12 06, USNR, StM1c to Ck3c.

W. C. Forshag
W. C. FORSHAG
Lieut. (jg), USNR

0 - 1600: 1200 - This ship assumed guard mail duty for ships of Division 65 in the harbor. 1252 - LCT-976 cast off from our port side. 1254 - British stores lighter cast off from our stbd side. 1303 - Underway in obedience to orders from Commander LST Group 33 to shift anchorage to Berthing Area 5, Berth B-7. 1329 - Anchored in Berthing Area 5, Berth B-7, in 8½ fathoms of water, with 45 fathoms of chain out to bow anchor. 1345 - Liberty began. 1415 - British LCT-976 tied up to our port side. 1500 - LCT-976 cast off to proceed to LST-21. 1506 - JOHNSON, C.C., S1c, and KOSMAN, J.P., COX, returned aboard having been A.O.L. since expiration of liberty, 2100, May 31. 1530 - LST-520 shifted anchorage to this vicinity.

Jas. R. Dodson, Jr.
Jas. R. DODSON, Jr.
Lieut. (jg), USNR

0 - 2000: 1615 - Br. LCT-2119 tied up to our port side. 1625 - Br. LCT-976 tied up to the port side of LCT-2119. 1720 - HMY CIROFFEE tied up alongside LCT-976. 1735 - HMY CIROFFEE cast off. 1815 - LSTs 44, and 312 underway towards Southampton. 1920 - LST-344 stood into harbor and anchored.

Jas. R. Dodson, Jr.
Jas. R. DODSON, Jr.
Lieut. (jg), USNR

0 2400: 2000 - Master gyro started per orders of Navigator. 2045 - LCT-976 tied up alongside LCT-2119 on our port side, got underway. 2052 - LCT-2119 tied up on our port side got underway. 2100 - Liberty expired. 2330 - Began preparations for getting underway pursuant to orders from GG-3, directing this ship to proceed to Southampton and load at 0230, June 2, at S3 hard, West side, orders also received in some despatch to change serial number from 2819 to 2822. This was done. 2345 - Set special sea detail all preparations completed. 2353 - Heaving in on bow anchor. 2357 - All stations manned and ready. R M C 20

UNITED STATES SHIP

IST-2

6

JUNE

TUESDAY

1944

(Day)

(Date)

(Month)

ADDITIONAL REMARKS

0000: other crafts. 1940 - British cruiser commenced shelling in vicinity of village of ARROMANCHES.

L. R. Small
L. R. SMALL,
Ensign, USNR

- 2400: 2015 - Several squadrons of Flying Fortresses passed overhead. 2240 - Sounded general quarters on receiving Red Neptune by radio. 2255 - Received visual signal to make smoke. Started smoke generator. 2313 - Received all clear, secured from general quarters. Set condition "TWO", secured smoke generator. 2320 - Sounded general quarters on order from Commanding Officer. AA fire from several ships. 2324 - Received radio message to cease firing at friendly planes approaching from NW. 2330 - About 6 heavy bombs were dropped near a British Cruiser. Several bombs dropped on beach off our stbd bow. Our guns did not open fire. No enemy planes sighted.

R. N. Ciaiola
R. N. CIAIOLA,
Lieut. (jg), USNR

- 0400: Anchored by stern anchor in 6 fathoms of water with 400 feet of anchor wire, in GOLD Area, KING Sector of NEPTUNE Operation, 1.8 miles off the beach near Ver-Sur-Mer, France, on the following bearings: Point de Ver - Light Tower - 162 PGC; Village of Arromanches - 235 PGC. There are about 50 - 75 LSTs in vicinity, with all types of landing craft, transports, destroyers, corvettes, minesweepers, 1 Battleship, 3 cruisers, Rhinos, and the HMS BULALO. We are at General Quarters, under orders from Com. Force "G" not to open fire unless ordered by radio. Several planes overhead and much AA fire. Cloudy and low overcast ceiling. We have been making smoke since 2320. 0010 - Secured from gen. quarters and set condition II watch. 0054 - Sounded gen. quarters. 0110 - Secured from Gen. quarters. There were about 40 flares dropped inland about 10 miles distant, but no air activity overhead. 0130 - Rhino came along our stbd side loaded with vehicles and tied up for the night. 0138 - Sounded gen. quarters. 0158 - set off smoke pot. Considerable bombing going on just over the beach. Several fires still burning on the beach. 0207 - Secured from gen. quarters. 0300 - During the last half hour we have seen 5 planes shot down in flames about 10 miles inland of the beach. Sky is still cloudy and barometer falling - wind is increasing. 0341 - Sounded gen. quarters and sight AA fire in many sectors.

Jas. R. Dodson, Jr.
Jas. R. DODSON, Jr.
Lieut. (Jg), USNR

0800: Occasional heavy AA fire to westward and inland, several planes heard to pass overhead but no ships in this immediate vicinity opened fire. 0515 - Secured from general quarters. 0605 - Four FW-190's sneaked in from seaward and two of them succeeded in strafing ships about two thousand yards off our stern. These planes appeared to be using rockets to strafe with. The BULALO was hit - causing a small fire. One FW-190 was shot down - crashing off our stbd beam, on the beach. This ship opened fire - and tracers from our 40MM were seen to burst near the plane, along with those of BULALO and L-35. Rang general quarters. 0607 - More Planes passing overhead - some FW-190, others clipped wing spitfires. Ships opened fire promiscuously. One of the Spitfires was hit and pilot bailed out over the beach. The plane crashed far inland. This ship fired two bursts - then held fire. 0648 - Secured from general quarters - This was evidently a strafing raid as no bombs were dropped. 0650 - Rhino cast off and headed towards shore. 0659 - Ammunition expended during this watch: 209 rds. 20MM, 31 rds 40MM.

W. C. Forsberg
W.C. FORSBERG,
Lieut. (Jg), USNR

1200: 0945 - Sounded General Alarm upon receipt of Red Gold via radio. 1004 - Secured from General Quarters set condition II upon receipt of all clear via radio. No enemy planes sighted. 1048 - Sounded general alarm upon receipt of "Red Juno" via radio. 1056 - Secured from General Quarters upon receipt of "all clear" via radio, no enemy planes sighted.

W. E. Treadway
W. E. TREADWAY,
Lieut. (Jg), USNR

1600: 1300 - Began preparations for getting underway per orders from SOFC MT to beach on KING RED Beach (La Riviere) at 1430, dry out and unload. Message dated 070900 of June. Notified main engine room and generator room. 1335 - All stations manned and ready to get underway. 1340 - Heaving in stern anchor. 1341 - Anchors aweight, proceeding into beach. 1407 - Dropped stern anchor about 800 yards from the beach. 1410 - Dropped bow anchor. 1415 - Beached at high tide, about 700 yards from shore at KING RED Beach, La Riviere, France, 275 feet of stern anchor cable veered out, 5 fathoms of bow anchor. We are standing by to unload vehicles and troops of the British Army, as soon as the tide ebbs sufficiently to permit it. The beach is lined with beached LCTs and LSTs. 1437 - LST-52 beached 200 yards off our port quarter. LSTs 44 and 493 beached off our starboard beam. 1500 - LST-312 beached off our starboard beam. 1550 - Started to unload British vehicles from tank deck.

L. R. Small
L. R. SMALL,
Ensign, USNR

000: 1628 - Began unloading vehicles from top side. 1630 - Barrage balloon, MK VI, S20, 69140 taken ashore. 1720 - Completed off loading, making preparations to receive casualties. Beach parties were exploding mines on the beach all during watch. Received red alerts during watch but no enemy planes sighted.

UNITED STATES SHIP

LST-2

THURS.

15 JUNE, 1944

(Day)

(Date)

(Month)

0000 - 0400: Anchored about 1.2 miles off red beach of SWORD Area, between La Breche and Lyon, France, in 3 fathoms of water, with 30 fathoms of chain to the bow anchor. We are standing by for unloading. We are at General Quarters stations. Until now there has been considerable anti-aircraft fire from the beach, but we have not opened fire. Several groups of flares have been seen which were several miles inland. 0030 - Secured from general quarters, set condition II watch.

L. R. Small
L. R. SMALL,
Ensign, USNR

0400 - 0800: Anchored as before - Large formations of Allied planes over this area during the watch.

R. N. Ciaiola
R. N. CIAIOLA,
Lieut. (jg), USNR.

0800 - 1200: Anchored as before. 0800 - Mustered crew on stations - no absentees. 0840 - Master-gyro broke down - trouble being investigated. 0905 - Underway in obedience to orders from control ship to follow US LST-331 into "RED" Beach (SWORD Area) and beach to the west of LST-331. 0915 - Made daily inspection of magazines - Conditions normal. Gyro electrician reports trouble probably in bearing. 0925 - Dropped stern anchor 400 yds. from beach, veered out 250 feet. 0926 - Dropped bow anchor and veered 5 fathoms of chain to keep us from yawing. 0927 - Beached on QUEEN RED Beach, SWORD Area, La Breche, France. 0928 - Opened bow doors and lowered ramp to be ready to unload as soon as the tide goes out. 0930 - Secured special sea detail and set condition II watch. LST-331 is beached on our port side. 0935 - LST-307 beached on our stbd. side 65 yards distant. 0938 - LST-266 beached on stbd side of LST-307, 50 yds. distant. 0950 - LST-347 beached on stbd side of LST-266, 50 yds. distant. 0958 - LST-356 beached on stbd. side of LST-347, 65 yds. distant. 1010 - LST-360 beached on stbd side of LST-356, 65 yds. distant. 1020 - Commenced off-loading vehicles - and British Troops of the Monmouthshire Regiment - Depth of water at our ramp about 2 feet. 1030 - British Cruiser about 2 miles off beach is shelling objectives inland of the beach. 1040 - Tank deck is unloaded and starting to unload main deck. 1120 - LST-307 was hit by shell from the beach in direction of OUISTREHAM. Shell entered port side of wardroom - Casualties observed being carried off on stretchers - Her main deck is still loaded. 1130 - Another shell passed overhead. 1132 - shell landed 50 yds. off our stern. 1133 - We cut loose our barrage balloons as enemy battery seems to be getting our range from them. 1134 - Shell landed on our stbd quarter 50 yds. distant. 1135 - Continuous shelling of the seven LSTs on the beach including this ship. 1140 - LST-307 hit again. 1145 - Other LSTs have abandoned their ships to seek shelter on beach. All our vehicles and troops are unloaded.

Jas. R. Dodson Jr.
Jas. R. DODSON, Jr.
Lieut. (jg), USNR

1200 - 1600: 1200 - This ship received a direct hit on port bow; shell entered A208L about one foot above deck and three feet aft of bulkhead at frame 13, leaving hole about four feet by two feet and cutting degaussing cable "A". This compartment is directly above forward (port) magazine. 1220 - It is impossible to determine whether smoldering fire has been started in (port) forward magazine since inside of ship is filled with smoke, sucked in by ventilating system, from smoke screen being laid around us. 1220 - Sprinkler system on forward (port) magazine rendered inoperative by shell hit. 1230 - Forward (port) magazine flooded by overflow from ballast tank. 1230 - There are no casualties aboard this ship. Other LSTs have suffered casualties and are transferring them to beach. 1240 - Shelling, which has been continuous for the past eighty minutes has ceased. 1315 - Further inspection of ship shows 3 holes about 1 in. in diameter in C-419V and three small holes in steering engine room - received from a near miss off stern. These are being repaired by shipfitter. All other LSTs beached in this area are believed to have evacuated. 1315 - Shelling has started again, and shells are hitting on both sides and astern of this ship - within a few yards. 1325 - Received another direct hit amidship on main deck. Several casualties were suffered among RAMC personnel attached to ship, who were cleaning out tank deck in preparation for receiving casualties, at the time shell hit. 1326 - Captain gave orders to evacuate ship until such a time when shelling ceases and/or it is possible to retract. 1330 - Received another direct hit. 1340 - Inspection by MYREN, QM1c, revealed all hands evacuated. Casualties carried to dressing station on beach. 1345 - Several of the

UNITED STATES SHIP

LST-2

THURS.

15

JUNE

44

(Day)

(Date)

(Month)

ADDITIONAL REMARKS

- 0 - 1600: about four miles to seaward are firing back. 1545 - LST-356 has retracted. 1550 - Special sea detail set, and began preparations for getting underway. 1559 - Bow ramp raised and doors closed forward, anchor secured for sea. 1600 - All preparations for getting underway completed. Heaving around on stern anchor and backing full on both engines - attempting to retract.

Wayne C. Forsiag
Wayne C. FORSIAG,
Lieut. (jg), USNR.

- 00 - 2000: 1600 - Attempting to retract from SWORD Beach. 1615 - All LSTs on this beach have retracted with the exception of this ship. 1630 - Retracting from beach and proceeding to anchorage. 1640 - Received orders to anchor on western end of Goosebury from LCH-269. 1700 - Dropped bow anchor. 1710 - Anchored in Bay of Seine about 1 1/2 miles from beach off Lyon, France, in 6 fathoms of water with 30 fathoms of chain to bow anchor. LSTs 307, 360, 266, 331, 356, are anchored nearby. 1930 - Tested general alarm and tank space horn. General alarm functions on some stations, tank space alarm does not function at all. Whistle does not work due to ruptured air line.

W. E. Treadway
W. E. TREADWAY,
Lieut. (jg), USNR

- 0 - 2400: 2000 - Damage report is to be appended later. Mustered crew on stations. No absentees of crew. Four men of British Corpmen still on beach. Casualty report will be appended. 2010 - Shells are landing close. Captain gave orders to get underway immediately to safer anchorage. 2015 - Anchors aweigh and proceeding to anchorage farther away to try to get out of range of enemy guns. 2026 - Dropped bow anchor. 2030 - Anchored about 2 miles from the beach off Lue-Sur-Mer, France, SWORD area, in 6 fathoms of water, with 35 fathoms of chain to the bow anchor. 2110 - British craft Q-903 came alongside. Officer came aboard and inspected damage. 2340 - Large fire started on the beach towards the center of the assault area.

L. R. Small
L. R. SMALL,
Ensign, USNR

Casualty Report is as follows: HANWAY, A.P., Capt. 133133, S.W. left leg and scalp, Evacuated to hospital in UK; DAVIES, T.G., Cpl. 7516369, S.W. left arm, Evacuated to hospital in UK; JONES, T.L., Pte., 7388548, Traumatic Amp. L. Leg, Evacuated to beach dressing Station, France; JENKINS, G., Pte., 7359042, S.W. Left Leg, Evacuated to hospital in UK; HEWER, H., Pte., 7368167, Multiple S.W.s, Evacuated to hospital in UK; MAYES, F.W., Pte., 7345089, Small S.W. Left Groin, Evacuated to hospital in UK; MUNDAY, G., Pte. 14398817, S.W. Right Leg, Evacuated to Beach Dressing Station, France; PRUECE, A., Pte., 7394462, S.W. Right Knee, Evacuated to hospital in UK; OSBOURN, E., Pte., 14358032, S.W. Right Knee, Evacuated to Hosp. in UK; LLOYD, W., Pte., 7388437, S.W. Right Thigh, Evacuated to hospital in UK; HOYLE, S., Pte. 7388422, S.W. Left Ankle, Evacuated to hospital in UK; SMITH, J., Pte., 7390151, S.W. Both Legs, Evacuated to Beach Dressing Station - France; JONES, J.R., Pte., 7374843, S.W. Scapula Region, Evacuated to Beach Dressing Station - France.

W. G. NEWIARD,
Commanding

UNITED STATES SHIP

LST-2

15

JUNE THURS

1944

(Day)

(Date)

(Month)

ADDITIONAL REMARKS

- 600: determined on return to ship by Lt.(jg) LETKIMAN and Myron, M.S., QMlc: Main Deck just forward of cargo hatch; Port side ballast tank - 1 ft. diameter; Boat deck into galley - 4 ft. diameter; Port side main deck into C202L - 4 ft. diameter; 50 small holes portside into wardroom and officers quarters; Five small holes above water line on port side - amidships; eleven small holes in void tank below steering engine room - Following is a report of damage caused by the enemy shelling: Shrapnel holes in port shaft alley; Eleven (11) shrapnel holes in tank C-419V.; Shell hole (about 2 ft. square) on top side aft frame 36 - Compartment C202L. Degaussing cable severed. Port main engine exhaust pipe damaged; Shell hole in port side (about 3 ft. by 2 ft.) compartment A208L, aft of frame No. 13 - degaussing cable severed; Handy billy damaged by shrapnel; Small boat No. 2 severely damaged by shrapnel; Raft No. 6 severely damaged by shrapnel; Floatnet on No. 6 raft damaged by shrapnel; Shell hole (about 2 ft. square) on main deck forward of frame No. 28 - frame No. 28 damaged - salt water flushing system pipe immediately forward of frame no. 28 severed - ship's service air line immediately forward of frame no. 28 severed; Shrapnel hole in tank deck directly under Frame No. 28; Shrapnel hole in tank deck directly under Frame No. 30; Boat davits on port side damaged by shrapnel (extent of damage such as to make operation of port davits impossible); Raft No. 8 damaged by shrapnel; Approximately seventy (70) shrapnel holes in superstructure between Frames Nos. 34 and 38; Fire hose leading from fire main C34I damaged by shrapnel - gate valve on C34I Fire Main Auxiliary intake damaged by shrapnel - Fire hose (aft boat deck) damaged by shrapnel; one hundred fifty (150) fathoms six (6") inch manila damaged by shrapnel; Fire hose leading from fire main C24S damaged by shrapnel; Life line on starboard side damaged by shrapnel; Life ring aft of Raft No. 3 damaged by shrapnel; Water breaker on No. 1 Raft damaged by shrapnel; No. 2 life raft damaged by shrapnel; Shrapnel holes in port side of steering engine room; Emergency ration container on No. 10 Raft damaged by shrapnel; Vent pipe from C419 tank damaged by shrapnel; Shell hole (about 4 ft. square) in boat deck directly above galley - Charlie Noble damaged - galley range damaged - bake oven damaged; Shrapnel holes on No. 01-40-1 and 01-40-2 tank deck blowers; Shrapnel hole in aft support of starboard boat davit; Shrapnel hole in mast; After mast guy wire severed - port mast guy wire partly severed; All signal halyards damaged - flag bag damaged - and one set of signal flags damaged; Shrapnel holes in "PA" speaker; Shrapnel holes in boiler smoke stack; Shrapnel holes in conning tower; Shrapnel holes in port side (about 1" dia.) compartment A206L forward of frame No. 11; No. 7 - 20 MM ready box damaged by shrapnel - No. 4 - 40MM breech casing damaged by shrapnel No. 10 - 20MM ammunition ready box damaged by shrapnel; No. 15 - 40MM breech case, one sight, automatic loaded cover, gun cover, and ammunition ready box damaged by shrapnel; No. 16 - 40MM gun cover, ammunition ready box, and splinter shield damaged by shrapnel; 7000 rounds of .45 cal; 5000 rounds .30 cal - and 13 belts of .30 cal. for machine gun, wet; Pyrotechnic locker, and all contents destroyed by shrapnel; Spare parts locker, and line throwing gun 2" damaged by shrapnel; No. 18 - 40MM ammunition canvas cover damaged by shrapnel; Smoke generator damaged by shrapnel; Forward 20MM magazine room (port) flooded with water; twenty six (26) 20 MM magazines submerged in salt water; Two (2) Spare barrel protective canvas covers damaged; 40 MM spare barrel No. 41138 damaged by shrapnel; Aft 40MM magazine partly flooded; Armory door damaged by shrapnel; Battle telephone helmet damaged by shrapnel; All electrical cables and wiring immediately forward of Frame No. 28 severed; Electrical wiring in Wardroom damaged by shrapnel - Hot plate and toaster damaged by shrapnel (wardroom); Galley exhaust fan and motor damaged by shrapnel; All electrical cables and wiring directly above galley range severed; Recognition light cable severed; All recognition light wires damaged; Blinker signal lamp damaged by shrapnel; Gyro compass out of commission; Blower motor (fwd troop spaces port side) damaged by shrapnel. 1346 - Shelling has ceased. 1430 - Chief SCHAUF, SCOTT, P.F., HEGEMEYER, P.L., returned and turned off generators, secured manhole in steering engine room and made hatch water tight. 1430 - Tide is now flooding. 1445 - Captain returned aboard. Temporary repairs made to holes in compartment C-419-V. 1510 - Captain gave orders for all hands to return aboard. 1513 - All hands aboard except 6 British Medical Corpmen. 1515 - Shelling evidently by some enemy shore battery started again. Firing seems to be more rapid than before. Shells falling very close. 1517 - LST-266, second ship on stbd side, suffered a direct hit. 1520 - ships on our starboard side have sustained several direct hits in last five minutes. 1534 - Shelling has continued at a rapid rate - several near misses on our port and starboard. Judging from the near misses on our starboard side, it would seem that the projectiles are traveling a high trajectory - The battery is firing from our port side. 1535 - LST-307 received another direct hit. 1545 - Rapid firing from enemy shore battery continues.

UNITED STATES SHIP

LST-2

FRI.

16

JUNE

1944

(Day)

(Date)

(Month)

0 0400: Anchored about 2 miles from the beach of Luc-Sur-Mer, France, SWORD Area of Operation NEPTUNE in 6 fathoms of water with 35 fathoms of chain out to bow anchor. The ship is in the following condition after having sustained 5 direct hits and several near misses of H.E. projectiles, probably 155MM, during the afternoon of 15 June: Degaussing cables out in at least two places; holes above and below water line on port side, 2 holes in main deck; hole in boat deck aft, electric cables severed in numerous places, C-419V partially flooded; magazine on port side forward flooded and later drained; galley range riddled by HE, #4 40MM damaged so it cannot be fired. The master gyro is out of order. This area of the Bay of Seine is occupied by numerous major and minor warships of the Allied Nations. Some of the US LSTs anchored in this area are: 266, 307, 331, 347, 356, and 360. We are standing by awaiting orders to return to the United Kingdom. Three section gun watches and steaming watch set. Received yellow alert at 0000. AA fire to the north. Four enemy aircraft caught in searchlights. Heavy AA directed at planes caught in one of searchlights - One plane possibly shot down. Our guns did not open fire, Planes out of range. At 0105 - Received message by radio that parachute mines and glider bombs dropped. Continued AA fire until 0210 when white SWORD received by radio. We made smoke during the raid. At 0325 - received yellow alert. AA fire put up by shore batteries. 0340 - Unidentified white light passing in the sky off our stern to starboard beam at a distance. 0342 - Received white SWORD.

R. M. Ciaiola
R. N. CIAIOLA,
Lieut. (jg), USNR

1 - 0800: Anchored as before. 0406 - Shells bursts observed over the beach abeam to port. 0410 - Started making smoke on signal by radio. 0415 - Our searchlights on the beach are active trying to spot enemy planes, but low cloud ceiling is making it difficult. 0445 - Stopped making smoke on signal by radio. Much AA fire over beach. 0450 - Searchlights went out. 0520 - Received radio signal to be on lookout for pilot floating in water from westward. 0600 - Observed glider bomb to seaward, approaching beach on our port quarter way out of our range, and followed it with glasses till it came down at 45° angle and exploded close to Free French Battleship lying close to QUEEN RED Beach, SWORD Area. 0630 - Observed ME-109 approaching beach from seaward distant about 3 miles, elevation about 2500 feet - No ship opened fire on him and he disappeared in clouds. 0655 - Cruisers and Destroyers opened fire on beachhead for a short time.

Jas. R. Dodson, Jr.
Jas. R. DODSON, Jr.
Lieut. (jg), USNR

- 1200: 0800 - Mustered crew on stations - no absentees. 0815 - Received message from British Destroyer L-27 to proceed and report to Captain North-bound sailing for further sailing orders. 0839 - Underway in company with US LST 307, 347, 356, 360 and British LST-215 and 163. 0925 - Gyro repeaters synchronized. Electrician reported commentators were rubbing on field poles. This trouble remedied and bearings cleaned. 0927 - Dropped bow anchor about 1 mi. SSE of HMS DACRES, in 13 fathoms water, with 75 fathoms of chain out. Orders from HMS DACRES to await 1600 convoy. The above mentioned LSTs have anchored in vicinity. 0930 - Filled ballast tank A-40W, approximately 110 tons ballast.

W. C. Forsilag
W. C. FORSILAG,
Lieutenant (jg), USNR

- 1600: 1445 - US LSTs 1, 165, 264, 505 and 3 British LSTs stood into harbor; 1535 - received signal HMS LST-215 to be underway at 1545. 1558 - Anchor aweigh and underway in convoy of 9 LSTs. British 215 IS.O.), 163, US 2, 226, 307, 308, 331, 347, and 356, our position 1-3. Convoy escorts, Destroyer G-46, Corvette 123.

W. E. Treadway
W. E. TREADWAY,
Lieut. (jg), USNR

2000: 1604 - Secured special sea detail. Set Condition II watch. We have no de-gaussing "A" cable out in yesterday's attack. 1610 - We are steering on course 340 PGC. 1635 - Passed 58-G buoy abeam to port. 1715 - Passed 58F buoy abeam to port. 1750 - LSTs 212, 327 passed abeam to stbd heading toward France. 1750 - Passed buoy 58-E abeam to port and altered course to 338 PGC. 1900 - Passed buoy 58-G abeam to port and altered course to 320 PGC. 1922 - Passed buoy 58-B abeam to port.

L. R. Small
L. R. SMALL

DECLASSIFIED

EXCERPTS FROM THE LOG OF USS LST-2JULY 11, 1943

1000 - LCT-197 alongside to assist in unloading. This LCT had a hole in starboard below water line giving her a deep draft.
1005 - LCT-490 shoved off from side having received 2000 gallons of fuel oil and 700 gallons of water.
1025 - LCT-197 shoved off for beach with five (5) tanks.
1100 - Beachmaster came aboard requesting that tanks be unloaded as fast as possible, as they were urgently needed.
1115 - Six (6) ME-109 planes overhead; fired on by ship's (AA) battery.
1145 - Italian planes overhead - fired on by ship's (AA) Battery.
1221 - Two (2) Italian planes attacked this vessel, strafing and bombing. Two (2) bombs dropping 25 yards off port quarter and wounding Commanding Officer of LCT-197 with 50 Cal. bullet through leg. One of these planes was seen to drop behind sand hill ahead of ship leaving trail of smoke.
1530 - Three (3) enemy planes crossed bow.
1540 - Large group, approximately 30, Heinkel Bombers flew across transport area dropping a great number of bombs; one (1) transport and Liberty ship JOHN ROWAN being hit.
1640 - Large group of enemy bombers seen over GELA.
1705 - Liberty Ship JOHN ROWAN blew up sending up large volumes of smoke from burning gas and exploding ammunition.
1715 - LCT-491 left bow with last of cargo.
1720 - Underway to anchor further off shore.
1801 - Anchored one and one-half (1½) miles off Blue Beach 67.
1843 - Underway on orders CTG 80.6 to come alongside and moor to starboard side of USS ORIZABA in order to take aboard her cargo.
1925 - Alongside USS ORIZABA in strong wind, force three (3). Ship difficult to handle on account of light draft and bow fell off hitting USS ORIZABA, damaging her accommodation ladder; no damage to this vessel.
2015 - Air attack - No damage.
2210 - Air attack, planes first dropping flares and following with bombing. One (1) bomb dropping several hundred yards off starboard bow.

JULY 12, 1943

0000 - Moored to USS ORIZABA as before, loading cargo.
1630 - Army personnel and Army survivors from liberty ship JOHN ROWAN taken aboard for transportation to beach.
1703 - Lines cast off USS ORIZABA. Underway to Blue Beach 67 to discharge cargo.
1735 - Enemy planes overhead.
1740 - Anchored off beach with stern anchor.
1743 - Enemy planes overhead.
1751 - Air attack by three (3) ME-109-E's; this vessel's (AA) fire drove two (2) off, the third continued in and was caught in our fire and fell in flames behind beach hills.
1800 - Underway to beach ship as ordered by beachmaster.
1823 - Beached ship at standard speed; it coming up quite fast, shifting some deck cargo. No one injured. Vessel stranded on bar off beach with 100 yards between bow and beach, about eight (8) feet of water off bow ramp, 200 feet stern cable out.
2035 - Started unloading cargo overside and over bow ramp to LCMs.

ACTION REPORT
USS IST-2

SUMMARY:

It is believed that a much clearer picture of the events occurring the 10th of July to the 13th inclusive can be given by generalizing in a written account than by the forms put out. This vessel has no tracking or detecting equipment and to fill in the form with the various bearings, ranges, altitudes, and times, would merely confuse the picture; and since there were so many attacks occurring in such a short time, no complete data could be kept as to the ammunition fired at each group of planes. The records were further confused by the Army AA guns placed on our deck for transportation and manned by them during some of these attacks.

The equipment stood up very well. We have the Mk 14 sights mounted on our 20mm, and their effectiveness hasn't been proven. Most of the planes were out of range of the 20's, and the gunners couldn't see the planes through the reticel. The sights themselves vibrated considerably making it more difficult. The converter for two of them burned up, so now two 20mm are using tracers only, but haven't had the opportunity to shoot them since. The gunners don't like them, and one has been known to look over or around the sight and depend on tracers. We had several jams, but they were cleared quick enough to permit firing again in the same action. Most of the jams were caused by faulty loading of magazine. The face piece didn't pick up the round. In one case the lower lip of the face piece was bent back. In another, the face piece picked it up enough to force it into the breech, but the lip held it away from the striker and it jammed. Only two (2) face pieces were broken. No other equipment failed.

Some of the 40mm clips were bent, and failed to slide out, but by juggling, and pushing they were forced through. The 40mm fired 70 rounds continuously one night with no interruptions.

The ammunition was excellent, and we had no duds or misfires on that account.

AMMUNITION EXPENDED

	<u>July 10</u>	<u>July 11</u>	<u>July 12</u>	<u>Total</u>
20mm	900 rds.	2700 rds.	484 rds.	4084 rds.
40mm	35 rds.	268 rds.	157 rds.	460 rds.
3"50	5 rds.	25 rds.	8 rds.	38 rds.

(7)

THE SECRETARY OF THE NAVY
WASHINGTON

December 29, 1945

My dear Mr. Marshall:

I have addressed this letter to reach you after all the formalities of your separation from active service are completed. I have done so because, without formality but as clearly as I know how to say it, I want the Navy's pride in you, which it is my privilege to express, to reach into your civil life and to remain with you always.

You have served in the greatest Navy in the world.

It crushed two enemy fleets at once, receiving their surrenders only four months apart.

It brought our land-based airpower within bombing range of the enemy, and set our ground armies on the beachheads of final victory.

It performed the multitude of tasks necessary to support these military operations.

No other Navy at any time has done so much. For your part in these achievements you deserve to be proud as long as you live. The Nation which you served at a time of crisis will remember you with gratitude.

The best wishes of the Navy go with you into civilian life. Good luck!

Sincerely yours,


James Forrestal

Mr. Eldridge Marshall
Route 2
Ararat, Virginia

United States Ship
U.S.S. Sarsfield (DD-837)

Sarsfield (DD-837) was laid down on 15 January 1945 by the Bath Iron Works Company, Bath, Maine; launched on 27 May 1945; and commissioned at Boston Naval Shipyard on 31 July 1945, Commander Hepburn A. Pierce in command.

Sarsfield sailed, on 24 August, for Guantanamo Bay, Cuba; and shakedown training. She returned to Boston on 30 September. On 1 February 1946, Sarsfield sailed from New York bound for Key West, Florida. She arrived in Key West on 4 February to begin two decades with the Operational Development Force located there. From 9 to 14 February 1947; she conducted operations for the Underwater Sound Laboratory at New London, Connecticut, from 3 September 1953 until 18 October 1954; and operated out of Newport, Rhode Island, between 8 July and 4 August 1955. In 1956, she embarked VIP's for ASW demonstrations out of Key West and, in 1957, underwent overhaul at the Norfolk Navy Yard. On 6 February 1958, she joined units of Escort Squadron 14 at Charleston. She departed Charleston on 5 January 1959 and conducted five weeks of refresher training out of Guantanamo Bay, Cuba. This employment, testing submarine detection and destruction devices, continued until January 1961. In September 1961, Sarsfield took station in the Atlantic as recovery ship for Project Mercury.

In January 1962, she again took station for Project Mercury, this time off the coast of Africa. In June 1963, she received several new weapons systems, including ASROC, and DASH. She cruised the Caribbean and then returned to Key West and the Operational Test and Evaluation Detachment. This employment continued until 1966. On 15 July, she again commenced overhaul. The overhaul was completed on 30 January 1967; and, by 7 February, she was back in Key West. In 1968, she operated off the Virginia Capes and in the Caribbean. On 10 January 1969, she arrived in Mayport, Florida. Sarsfield remained in the western hemisphere for all of 1969 and 1970. In January 1971, Sarsfield again deployed to the Middle East, entering the Indian Ocean in February. By 29 June, she was back at Mayport.

On 13 April 1972, she got underway for an entirely different deployment. Proceeding via the Panama Canal, she arrived in Subic Bay, P.I., on 11 May. Throughout the summer, Sarsfield plied the waters of the Gulf of Tonkin. She departed the gunline on 12 September; stopped at Hong Kong for six days of liberty (15 to 21 September) and at Yokosuka, Japan, for four days (25 to 29 September); and then, got underway to return to the United States. She entered San Diego on 13 October, transited the Panama Canal on 21 October, and reentered Mayport on the 25th. On 29 May 1973, she weighed anchor to join the 6th Fleet in the Mediterranean. She sailed with the 6th Fleet until 22 September, when she passed through the Straits of Gibraltar to join NATO units. Later, at the outbreak of the Arab-Israeli War, she departed Scotland to reenter the Mediterranean with John F. Kennedy (CVA-67). Sarsfield put into Athens, Greece, on 14 November.

On 18 November, she was ordered to rejoin John F. Kennedy for the voyage back to the United States. She arrived at Mayport on 1 December and spent the rest of 1973 in a standdown and leave status. In May 1974 she resumed Atlantic seaboard operations. Sarsfield continued to operate out of Mayport until

Sarsfield earned one battle star for service in the Vietnam War.

I LEFT THIS SHIP ABOUT Dec. 1, 1945

MATTHEW 27:45-56

THE TERRIBLE COST OF FREEDOM... Dark days that I remember when some one tried to away our freedom.

Sept. 1, 1939... Roby McCraw and I....Mr. Gus Simmon s
Dec.7, 1941 My Mother and I...PEARL HARBOR.... Two sons,.

DARK DAYS THAT I REMEMBER TO TRY TO KEEP OUR FREEDOM ...JULY 10, 1943

TWO SHIPS SUNK NOT FAR FROM OURS

TRAGIC MISTAKE... Two nights after the initial drop, Gen. Patton ordered the remainder of the 82nd Airborne to SICILY. This proved to be one of the most Tragic Administrative Mistakes of WWII.

As the transport planes approached the beach, they passed over an AMERICAN flotilla of Ships still at their battle stations following a GERMAN bomber attack. As the I44 troop transports carrying 2,304 men of the 504th Parashute Regimental Combat Team approached, Allied anti-craft batteries mis-took them for German bombers. Some 318 American paratroopers and scores of Air crew members were killed when a total 23 C-47s were

shot down by friendly fire . VANCE HALLMAN ...Mitchel Street.

Sept. 9, 1943..... 2nd, ship to hit beach at SALERNO

Ship sunk beside ours.

JUNE 6, 1944 D- DayNormandy FRANCE...The Greatest Assault Force ever assembled.... Sword Beach..

JUNE 15, 1944.... I336Evacuate Ship.

Sept. 6, 1944....22 of us left Ship...so-happy...yet sad. 42yrs later.

8-6-1985 1945.000 TO GIVE US TRUE FREEDOM 8-9-1985 74.000

JESUS said to the fisherman come follow me,,.Also to the Tax-collectors come follow me. He took them as He found them and did them all good.

He came to give new life. To forgive sinners. To give sight to the blind. To cure or heal the Demoniac. To forgive the Woman caught in the very act of adultery. To make an Evangelist of the Woman at the Well.

THEN THE PEOPLE GATHERED INTO JERUSALEM FOR THE PASSEOVER

WERE YOU THERE The religious people were there. The Priest... The Sanhedrin...The Hypocrites...The Sadducees... The Pharisees.... The SoldiersThe Harlots... The Gamblers...

The groupe had gathered from far and wide, in Jerusalem to Worship. Under trumped up charges against Jesus, the crowd turned into Mob Violence, and they began to shout CRUCIFY HIM...CRUCIFY HIM..

On thier way to GOLGOTHIA , Simon of Cyrene was compelled to carry the Cross for Jesus. That may be the last kind deed ever done for Jesus .

THE PENITENT THIEF... LUKE 23:39-43. "THE MODEL PENITENT", Rebuked his sinful companion Luke 23:40

Confessed, his own sin, Luke 23:41.

Declared Christ to be sinless,Luke 23:41.

Exhibited Wonderful Faith,Luke 23:42.

Confessed Christ, calling Him LOrd, Made a model Prayer, Luke 23:42

Recieved an immediate answer, Luke 23:43.

May have been the last kind word ever spoken to Jesus, Was by the PENITENT THEIF.

TO GIVE TRUE FREEDOM

GOD allows us to make choices, Remember the Younger Son in the 15th chapter of the Book of Luke. The Father yields to the wishes You remember what happened.

LET ME WARN YOU ABOUT MAKING WISHES, THEY MAY COME TRUE
PAUL BRUNNER...AND MYSELF

HITLER tried to take away our freedom,..Look at the destruction he saw and then committed suicide, buried in a bome crator.

MUSSOLINA SHOT BY HIS OWN PEOPLE...
AND hung up by the heels for his people walk by and spit on..

HEROD IN THE BOOKS OF ACTS 12:21-23
Being a truePOLITICAN wanted to please both the Romans and the Jews. After putting James to death and he saw that it pleased the Jews he planned to put Peter to death also.

You remember what happened , the Church met and prayed, then a miracle happened , Peter was let out of prison by an Angel. You remember what happened to Herod. "because he would not give God the glory:and was eaten by worms, and gave up the ghost".

ACTS 10: Cornelius prayed about the ninth hour....

Nextday about the sixth hour Peter prayed..
Both seeing visions...

Now back to the Passover in Jerusalem.

The darkest day the world has ever known. When sin at its worst, met Love at its greatest.

THE SUN WAS SO ASHAMED OF WHAT THE MOB WAS DOING TO ITS CREATOR
THAT IT HID ITS FACE FOR THREE HOURS.

"And, behold, the veil of the temple was rent in twain from the top to the bottom; and the earth did quake, and the rocks rent;"

"And the graves were opened; "

SINS OF OUR NATION It seems that we as individuals, as groups and as a Nation need to turn to the Lord in Prayer.

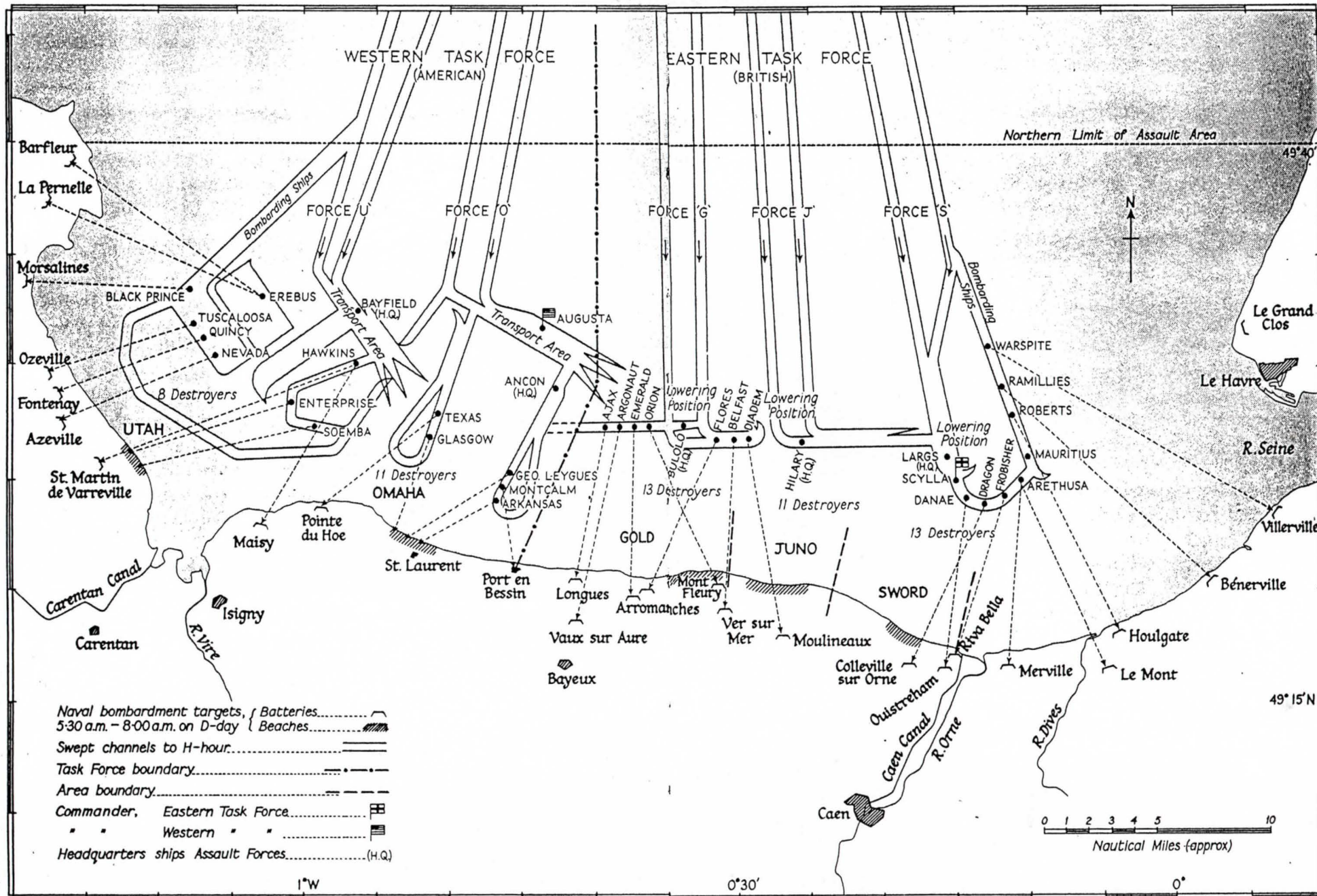
2Chron.7:14..... ISAIAH 38:1-5.Hezekiah....

Matt. II:28-30 invites you to come.....Rev. 3:20Latch on inside.

Jesus may have said , John ,before we close this Book lets give on more invitation.Rev.22:17,

"And the Spirit and the bride say, Come. And let him that heareth say,, Come. And let him that is athirst come. And whosoever will, let him take the water of life freely".

THE NAVAL BOMBARDMENT





50 YEARS AGO THIS MONTH

**Operation Husky:
The Capture of Sicily**

by Dominic J. Caraccilo

LST-2 PUT THE FIRST LOAD OF TANKS ON GELA SICILY

I SAW DEAD SOLDIERS

Gaining control of strategic Sicily, between July 9 and Aug. 17, 1943, catapulted the GI onto the center stage of the European Theater.

At 2:45 a.m. on July 10, 1943, 15 minutes after paratroopers from the U.S. 505th Parachute Combat Team descended upon the southern coast of the island of Sicily, U.S. soldiers began wading ashore in what was then the largest amphibious assault in modern history.

The chief of the Mediterranean Fleet, British Adm. Andrew Cunningham, described the Allied invasion as "the most momentous enterprise of the war...striking for the first time at the enemy in his own land."

On Sicily, the U.S. established itself as a force to be reckoned with at places like Gela, Palermo, and especially Messina. Lt. Gen. George S. Patton permanently established the Army's reputation when his newly formed 7th U.S. Army won the race against the British to the strategic port city of Messina in an attempt to cut off the retreating enemy.

The overall Allied objective was to eliminate Italy from the war and gain control of the Mediterranean Sea. Once these objectives were met, the Allies could focus their attention on the eventual cross-channel assault from England onto mainland Europe.

I HAVE BEEN THROUGH
Destination Messina Capturing Messina on Sicily would prevent the enemy from retreating to the Italian mainland. Yet the Strait of Messina was so narrow and well fortified, that invaders believed that the only solution was to land elsewhere and march on Messina by way **SEVERAL TIMES**

of the shallow coastal shelves. **AGED OUT WAY TO KEEP TANKS FROM RUNNING OVER THEM.**
The plan called for three U.S. divisions to land between Licata and Scoglitti. The British, in turn, would assault to the right of the U.S. with over four divisions coming ashore between Sampieri and Syracuse.

Assisting this massive armada ashore were Allied paratroopers and gliders inserted early on the morning of July 10. This force consisted of 226 C-47s of the U.S.



American paratroopers prepare for the invasion of Sicily in July 1943. Smithsonian Institution

52nd Troop Carrier Wing filled with some 3,400 82nd Airborne paratroopers. And 109 American C-47s and 35 British Albermarles of the 51st Troop Carrier Wing towing 144 Waco and Horsa gliders. The airborne mission was to strike tactical objectives to facilitate the following seaborne assault.

Patton ordered the 505th to seize the high ground behind Gela, and Montgomery chose the Ponte Grande Bridge near Syracuse as the objective for the British 1st Air-

borne. However, high winds, poor navigation techniques and improperly trained air crews scattered the paratroopers all over southeastern Sicily, placing only one eighth in their planned drop zones. It was the first night parachute assault conducted by an organized Army and proved to be very confusing and costly to the Allies. Much was the same for the British in the east.

I SAW LST 313 HIT AND BURN ON OUR RIGHT SIDE.

Invasion From the Sea Coinciding with the airborne assault was a massive seaborne invasion: the 45th, 1st and 3rd Infantry divisions landed at Scoglitti, Gela and Licata, respectively. All told, 66,285 personnel, 17,766 tons of equipment and 7,416 vehicles made it ashore. Their objective was to move northward and open successively the ports of Empedocle, Marsala, Trapani and Palermo.

I SAW A TROOP TRANSPORT BEHIND US HIT AND SINK

Other major U.S. units involved in the

continued on page 18



Gela was one of the first Sicilian towns to fall to U.S. forces on July 11, 1943. U.S. Army Military History Institute

continued from page 16

fight for Sicily included the 2nd Armored Division, the 18th Infantry Regiment, the 540th Engineer Shore Regiment, Force X of Darby's Ranger Command, the 945-ship Western Naval Task Force (flagship *Monrovia*) and 400 aircraft from the Northwest African Air Force.

As presaged in North Africa, poor performance by Italian units left to the German reserves the task of repelling the invasion. However, theoretically, Sicily was defended by the Italian 6th Army consisting of eight coastal divisions, four Italian mobile divisions, and two German units, including the elite *Hermann Goering Division*. Axis troops defending the island totaled 30,000 Germans and 240,000 Italian troops.

W.G.R. Jackson, in his book *The Battle For Italy*, wrote: "The worthless coastal divisions, comprised of local troops, could be relied on only to report a landing and to fire a few shots before fleeing."



Triumphant GIs, with a tank in the lead, enter Palermo, Sicily on July 22, 1943. The island was in Allied hands 26 days later. National Archives

In accordance with Axis defense plans, the *Livorno* and *Goering* divisions counterattacked the American beaches but with little success. Garrisons throughout the island fell on the first day, in many cases without a shot being fired. The only significant opposition came from Axis air elements, which harassed the U.S. beachheads, sinking a destroyer and a minesweeper.

On July 11, the *Livorno* and *Goering* divisions attacked the 82nd Airborne and 1st Infantry divisions at Gela. After six hours of fighting, nearly 100 Mark III and German Tiger tanks were within 2,000 meters of the beach. But determined resistance and massive naval gunfire forced the



I Remember THAT Night
Vance Hallman now dead was
in INFANTRY said they thought
THE PARATROOPERS WERE ENEMY TROOP
Axis units back, destroying one-third of their tanks.

Jumping in behind them. They shot
Tragic Mistake Two nights after the initial drop,
Patton ordered the remainder of the 82nd Airborne to
Sicily. This proved to be one of the most tragic administrative mistakes of the war.

As the transport planes approached the beach, they passed over an American flotilla still at battle stations following a German bomber attack. As the 144 troop transports carrying 2,304 men of the 504th Parachute Regimental Combat Team approached, Allied anti-aircraft batteries mistook them for German bombers. Some 318 American paratroopers and scores of aircrew members were killed when a total of 23 C-47s were shot down by friendly fire.

Meanwhile, the 7th Army rapidly advanced to the northwest, but was ordered to delay its assault on Palermo and Trapani. It then turned eastward and drove along the northern coast to Messina. At the same time, two additional German divisions arrived in Sicily.

German forces next set up a series of defensive lines, ultimately leading to a withdrawal across the Messina Strait into mainland Italy. "Trying to win a horse race to the last big town," Patton wanted desperately to beat Montgomery's 8th Army to Messina. So he conducted a series of amphibious "end runs" with *Task Force 88* assisting the 3rd Division at Sant' Agata and Brolo. Because of unstable Italian politics, the Germans began to evacuate Sicily.

Final Push Catania fell on Aug. 5 to the British, as did Misterbianco and Paterno. The next day the Big Red One assaulted Troina in a long and bloody battle. Randazzo fell seven days later. Meanwhile, the 3rd Division was progressing rapidly toward Messina closely supported by the cruiser *Philadelphia*.

On the night of Aug. 16, U.S. troops triumphantly entered Messina. A reinforced platoon from Company L, 7th Infantry, under the leadership of 1st Lt. Ralph Yates, had pushed into the city proper, ending the Anglo-American race for the port city. Except for occasional rifle fire, the GIs met no resistance.

The Axis had already evacuated 62,182 Italian and 39,569 German soldiers — complete with weapons and supplies — across the Messina Strait to mainland Italy.

Axis losses on Sicily were 12,000 German dead and captured, and 147,000 Italian casualties. U.S. Army troops suffered 1,233 KIA; 968 MIA; and 4,695 WIA. The Navy counted 522 dead and more than 500 wounded.

"Sicily — ancient battleground, land of the Mafia and the blood orange — added to the Army's core of veteran divisions the 3rd Infantry, 45th Infantry, 2nd Armored and 82nd Airborne, while extending the combat experience of the 1st and 9th Infantry divisions," wrote Geoffrey Perret in *There's A War To Be Won*.

"Sicily provided a dramatic setting for [act one of the invasion of Europe], and the show had taken an unscripted turn. The American soldier, cast in a non-speaking walk-on role, had grabbed center stage." ❖

Dominic J. Caraccilo is an assistant professor at West Point, a veteran of the Persian Gulf War and a VFW member.

SOME
THAT
WERE
BAILING
OUT.

USS LST-2

8 0253

LST-2/A9
CONFIDENTIAL **DECLASSIFIED**

20 July 1943

From: Commanding Officer.
To: ✓ Commander-in-Chief, United States Fleet.

Subject: ACTION REPORT, ~~██████~~-HUSKY OPERATION.

Enclosure: ✓(A) Excerpts from the Log.
✓(B) Remarks from the Log.
✓(C) Report of Gunnery Officer.

CLASSIFICATION THIS CORRESPONDENCE
CHANGED **SECRET**
AUTHORITY
DATE... **SEP 2 1943**

1. Enclosures listed above form the action report of this vessel in the BIGOT-HUSKY Operation against Sicily.

2. The Commanding Officer of this vessel wishes to express his pride in his crew, who although having never been under battle conditions before, tirelessly and faultlessly carried out all the missions and duties assigned to them. Among these duties were the following:

- (a) Transporting armored force from Tunis and unloading this force unto beach under plane and tank attack so as to save beach-head from serious position.
- (b) Repulse of enemy planes with the destruction of two (2).
- (c) Taking cargo from the USS ORIZABA and discharging it to small craft at beach.
- (d) Beaching and retracting vessel from beach.
- (e) Evacuating casualties from beach.
- (f) Transporting survivors from liberty ship to beach.
- (g) Embarkation and transportation of prisoners of war.
- (h) Repairs to all damages to vessel while enroute to Tunis.

J. P. Horgan
J. P. HORGAN
Commanding

1943 AUG 4 11 29

COMMANDER IN CHIEF
U.S. FLEET
RECEIVED

cc: **(2)** Commander, U.S. Naval Forces, NAW.
Commander, Task Force 80.6
Commander, Group TEN, LST Flotilla FOUR

52518 **FILMED**

45 years after landing at Normandy, 16 sailors gather for reunion

With 16 roses from widow of one who planned to come

By Dot Robertson
News Pickens bureau

EASLEY — It was no fun on the beach at Normandy that June of these boys' youth. Water, water everywhere, and mines as thick as minnows in the shallows.

It was a spring day of rush and push and death, on the beach at Normandy, and yet not one of their landing craft shipmates suffered more than a scratch, in three major campaigns. Including D-Day, at Normandy.

Now, 45 years later, a reunion has brought 16 of these long-ago sailors together again in Easley, for a long weekend of catching up, tale-telling, laughter and, as their host Elford Turner says wistfully, "There have been some tears shed, too."

On the patio at Elford and Helen Turner's place near Pow-

dersville, on a big, shady lot thick and sweet with blooming azaleas, the reunioners sit and perch and stand around in little conversation-knots, clinging to each memory thrown out for confirmation.

There is a picture-board on the garage wall with ships, and beachheads, and ranks and ranks of young, beaming faces to be perused, recognized, accounted for.

There were 125 crewmen on that 328-foot long LST-2, nicknamed "The Deuce." Here on the wall is its picture, a boxy, clumsy-looking craft that took them safely from Norfolk to Tunis, to the invasion of Sicily, to Bizerte and Palermo and Salerno and Tripoli and places most had never heard of, before there was the war.

"The Deuce" took them to Normandy at high tide on June 6, 1944 and as the tide went out, its

bosom opened and the tanks rolled out into the retreating surf, onto the sand and up the beach.

When the ship's belly was emptied medics loaded it with the stretchers of the wounded, and with the incoming tide, it rose and headed back to England, to unload and load with tanks and jeeps and trucks, and off to France again.

"Here's a bomb going off," says Eldridge Marshall, of Mount Airy, North Carolina, pointing to a dark blur in a snapshot. "German batteries hit us five times. One bomb hit the deck right over the galley. The cooks had just put some meatballs for spaghetti on to cook. That bomb hit and that hamburger meat stuck all over the ceiling."

For an hour or so, the assembly remembers, the crew abandoned ship. "All we had to do was jump off and run for a ditch," one says. When it was clear that the ship would stay afloat, back to work they went, in an invasion by what Marshall recalls to be "the greatest force ever assembled — 5,000 ships and 17,000 aircraft."

Elford and Helen Turner contacted as many of the veterans as they could find and held the first reunion of the crew at their home last spring.

Last year there were six, Elford says. "This year we have 16. With their wives, we have 30."

They came from Florida, North Carolina, Minnesota, Oregon, Washington, West Virginia, Massachusetts, California and elsewhere. South Carolinian Paul Parker had only to come from



THE NEWS — DOT ROBERTSON

Host Edford Turner, far right, and his Navy buddies
...renew their friendships formed during World War II

Travelers Rest, Sam Wofford from Orangeburg and Earl Rivers from Berea.

But it had been 45 years. One thing that helped was the hats — blue baseball caps that say "LST-2." Turner said that when he went to the airport to pick up some crewmen, "I just told 'em to look for the hat."

A few just knew everybody. "Sam Wofford spotted me and said, 'I see Eldridge Marshall!'"

There are jelly-belly jokes, bald-spot jokes, comparisons of then and now. Doesn't Paul

to be a fine-looking man!"

They remember the accuracy of Fred Myren's navigation; "Myren would take that sextant and shoot at the stars and know exactly where we were," one said.

Myren, after 24 years in service, came home to Minneapolis and a job as a civil servant where he never calls upon the stars.

They remember the skipper, now in his nineties and unable to come. Chief boatswain's mate Mike Casanueva, of Tampa, Fla., did come, bringing the same even

See Reunion, Page 2

There are, among the crew, six known dead, Casanueva says. Possibly others have died; all are not accounted for, but the search committee is trying.

Roland Viehauser, of Upsala, Minn., had written early in the winter that he and his wife would be here, on this day. Viehauser had a heart attack Jan. 9 and died. His wife Dorothy sent a bouquet of red roses in his place; 16, one for each of his buddies who would be coming.

The planning for next year's reunion is already under way. But,