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PART I

STATISTICS

BUILT BY	American Bridge Co.
BUILT AT	Ambridge, Pennsylvania
REDUCED COMMISSION	Ambridge, Pa., 26 July 1944
FULL COMMISSION	New Orleans, La., 3 August 1944

Commander H. RIDOUT, USN, assumed command of LST Group 64 and hoisted his broad command pennant on the U.S.S. LST 755 at St. Andrew's Bay, Florida, on 11 August 1944.

SHIP'S CHARACTERISTICS - LANDING SHIP TANK

COMPLEMENT	9 Officers, 105 Enlisted Personnel
LENGTH	328' 0" (OA)
BREADTH	50' 0" (OA)
DISPLACEMENT	Light 1625 tons - Loaded 4000 tons
MAIN ENGINES	2 Diesel type - G.H. 12-57A 900 H.P.
SPEED	Max. 11.5 knots
ARMAMENT	2 Twin 40 mm AA Guns 4 Single 40 mm AA Guns 12 Single 20 mm AA Guns
BOAT EQUIPMENT	2 Davits - 2 LCVF's



## LIST OF OFFICERS

SHIP'S COMPANY

HARRIS, Hyman (n)	Lieut.	USNR	Commanding Officer
CARR, William R.	Lieut. (jg)	USNR	Executive Officer
GUMM, Andrew (n)	Ensign	USN	First Lieutenant
HOMES, George S.	Ensign	USNR	Engineering Officer
FRATT, Loran D. Jr.	Ensign	USNR	Gunnery Officer
REAVY, James L.	Ensign	USNR	Stores Officer
DUNN, Seldon C.	Ensign	USNR	Communications Officer
RYAN, Thomas A.	Ensign	USNR	Supernumerary
SHORKEY, Edward S.	Ensign	USNR	Supernumerary
KINSAUL, Raymond L.	Ensign	USNR	Supernumerary
WEST, Donald A.	Ensign	USNR	Supernumerary

STAFF OF LST GROUP SIXTY FOUR

RIDOUT, Horatio (n)	Commander	USN	Commander LST Group 64
DICK, Arthur J.	Lieutenant	USNR	Medical Officer
MUELLER, Emil L.	Lieutenant (jg)	USNR	Radar Officer
JAMES, Frederick B.	Ensign	USNR	Supply Officer
HELTIER, Louis C.	Ensign	USNR	Communications Officer



## LIST OF ENLISTED PERSONNEL

SHIP'S COMPANY

ADDISON, George W.	StM2c	USNR
AIKEN, Ralph (n)	StM2c	USNR
ALIRIE, Fred (n)	F2c	USNR
ALLEE, Othor A.	F2c	USNR
ALISS, Glynn W.	SC2c	USNR
AMMENTROUT, Forest D.	S2c	USNR
ATHENS, Carl J.	S2c	USNR
AUBUCHON, Norman J.	S2c	USNR
AYCOCK, Wilburn W.	FC3c	USNR
BAINBY, Clarence C.	GH3c	USNR
BATES, Shelton J.	S2c	USNR
BATTEN, Charles (n) Jr.	S2c	USNR
BEAUCHAMP, Eugene L.	Flc	USNR
BIENSTOCK, Julius L.	Fhl3c	USNR
BLYMILLER, Bernard E.	GH3c	USNR
BOSCHMANN, Frank W.	QM2c	USNR
BROOKINS, John R.	Flc	USNR
BRYANT, Curtis C.	S2c	USNR
BRYCELAND, Andrew C.	S2c	USNR
CARLSEN, Arthur B.	S2c	USNR
CHEEK, James H. Jr.	F2c	USNR
CLARK, Henry R.	Slc	USNR
CLARK, James S.	S2c	USNR
CLUBB, Billy H.	S2c	USNR
COATES, George B.	GH3c	USNR
COCGINS, Russell B.	BM2c	USN
CONNELLEY, Donald G.	S2c	USNR
DEAL, LaVerne (n)	S2c	USNR
DICE, Joseph T. Jr.	S2c	USNR
DIVINE, Cecil E.	MolM2c	USNR
DUFNER, Frederick A.	S2c	USN
ELLIS, Luther H. Jr.	S2c	USNR
FINNLE, George W.	Y3c	USNR
GALYEN, Lewis A.	F2c	USNR
GAYER, Frankie (n)	S2c	USNR
GLOSE, William M. Jr.	SF3c	USNR
GODMAN, Floyd E.	S2c	USNR
GREENWAY, James R.	S2c	USNR
GREL R, Quentin I.	CCS(MA)	USN
HAGEN, Robert E.	S2c	USNR
HALL, Leon W.	S2c	USNR
HAUSKA, Albert (n) Jr.	RM3c	USNR
HELMEL, Glenn D.	Slc	USNR
HENRY, William E.	FhlM2c	USN
HOWELL, Robert S.	S2c	USNR
HUSTED, Frank (n)	S2c	USNR



SHIP'S COMPANY (Cont'd)

IRELAND, Paul M.	S2c	USNR
JAKUBOWITZ, Stephen J.	S1c	USNR
JOHNSON, Bruce C.	S2c	USN
JOHNS, Howard R.	S1c	USNR
KITCHEN, Norman (n) Jr.	S2c	USNR
KORZENIEWSKI, John E.	S2c	USNR
KOSIK, Joseph J.	F1c	USNR
KOSTIELNEY, Raymond W.	S2c	USNR
KIRACK, Walter V.	S2c	USNR
KRIENS, Robert F.	F2c	USNR
LAMIE, John W.	M01M1c	USNR
LANEY, Fred S.	S2c	USNR
LANTIC, Neil E.	S2c	USNR
LAZOR, Steve (n)	S2c	USNR
LEFLEY, Chester T.	S2c	USNR
LOCKE, Mandell (n)	PhM3c	USNR
LOCKHART, Atlas R.	S2c	USNR
LOWE, Gaston V.	SK1c	USNR
MACDONALD, John J.	M13c	USNR
MADDOX, John W. Jr.	F1c	USNR
MAY, Lyle B.	F2c	USNR
MCLEOD, Innis M.	F1c	USNR
MILLER, Henry M.	S2c	USNR
MOLLOY, Martin J.	F1c	USNR
NERNEY, Thomas A.	F1c	USNR
NESS, Selmer J.	S2c	USNR
NIEDZIELSKI, Frank S.	W12c	USN
NILMY, John P.	F1c	USNR
NUZZO, Ralph (n)	S2c	USNR
O'DELL, Donald E.	SK3c	USNR
O'DELL, Glenn H.	F1c	USNR
OSIF, Leo B.	M01M13c	USNR
PERRY, John J.	S2c	USNR
RICE, Montia A.	S1c	USNR
RITACCO, Theodore (n)	GM3c	USNR
ROBINSON, Richard M.	SF3c	USNR
ROTHERMEL, William W.	GM3c	USNR
SCHWEIDLER, Donald L.	S2c	USNR
SHELTON, Kenneth L.	Cox	USNR
SHERWOOD, David F.	S2c	USNR
SKEENS, Virgil E.	S2c	USNR
SMITH, Harold S.	S2c	USNR
SPALINATO, John R.	S2c	USNR
STEWART, Wilbur J.	S2c	USNR
THROW, George T.	S2c	USNR
TOMASSETTI, James (n)	S2c	USNR
TOOLAN, John G.	F1c	USNR
VANDERLEEST, William J.	S2c	USNR



SHII'S COMPANY (Cont'd)

VINCENT, Orthello (n)	S2c	USNA
MAGCNER, Colonel E.	Cox	USN
WHEELUS, Charles R.	Bkr2c	USNR
WHITNEY, Joseph G.	El1c	USN
WISHCHUK, James (n)	MoML3c	USNA
WYLIE, Ralph I.	El1c	USNA
YUHLIS, Julius (n)	S2c	USNA
YULAVAGE, Edward A.	Slc	USNA

STAFF OF 1ST GROUP SIXTY FOUR

BUCCELLA, Paul R.	Y3c	USNA
DUIED, Forrest E.	SK1c	USNR
EGOLF, Robert H.	SK3c	USNA
GOODMAN, John B.	Al1c	USNR
IRSON, Arthur D.	AL3c	USNA
KOORE, Heyward (n)	StM2c	USNA
MUELLEN, Frank (n)	Y1c	USNA
STOUT, Dean W.	SM2c	USNR

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## PART TWO

## SHIP'S HISTORY

On 26 July 1944, the officers and men reported aboard for their first glimpse of the LST 755, their future home for months to come. With less than 10% of the crew having previous sea duty, the LST 755 sailed in reduced commission down the Ohio, and Mississippi Rivers to New Orleans, La., arriving on 3 August 1944. She was formally commissioned a vessel of the United States Navy on 3 August 1944, with Lieut. H. Harris, USN, as Commanding Officer. The next six days saw the ship "fitted-out", in preparation for the "Shakedown" period, and on 9 August she sailed from New Orleans to St. Andrew's Bay, Florida. The ship arrived on 11 August 1944, and on that day, Commander H. MIDCUT, USN, hoisted his broad command pennant and assumed command of IST Group Sixty four.

During the "Shakedown" period, the crew began their first transformation from "unexperienced hands" into the crew of a fighting ship. This period saw day and night Anti-Aircraft firing, beachings, moorings, loadings, and general drills. During the short periods of rest, the men enjoyed the scenic beauty of the Gulf of Mexico.

Having completed the shakedown period on 24 August, we sailed back to New Orleans for availability. The LCT 1118 was loaded aboard the main deck and all provisions and ammunition were stowed away. On 1 September 1944, the 755 sailed for Gulfport, Mississippi to load her first cargo, which was to be transported across the Pacific. On 4 September 1944, cargo loading completed, the ship sailed from the Continental U.S. bound for the Pacific area of operations.

On September 11th, the 755 made port at Coco Solo, Panama Canal. Many of the crew got their first view of the tropics at the Canal Zone. The canal accepted us for passage, and we proceeded to pass thru the greatest waterway ever constructed by man. The canal was a most unforgettable sight. On 13 September 1944 we sailed from the Canal Zone for forward areas.

The 25th of September saw our crossing of the Equator, at 000° 00' lat. and 122° 00' W long. All polywogs were duly initiated, and we suffered the scars of battle with Neptunis Rex. Escaping with all hands intact, we then proceeded on our way towards Espiritu Santo, New Hebrides Islands. Our trip was again delayed when we chanced to journey thru the Domain of the Golden Dragon. This interlude proved to be a pleasant one, and all hands enjoyed festivities in honor of the Golden Dragon and the Silent Mysteries of the Far East beyond the 180th Meridian.

Arriving at Espiritu Santo on the 16th of October, we saw our first view of the might of the U.S. fleet. After a stop-over there of 3 days, we then went on to Manus Island in the Admiralty Group, making port on the 27th of October. Here, our cargo was unloaded, and the LCT 1118 was



launched from the main deck. Then, on the 10th of November, the ship sailed for Hollandia, New Guinea, arriving at that port on 12 November. At Hollandia, the crew received advanced instructions in up to date tactics including beachings, retractings, towings, firing, and general maneuvers.

In December 1944, the LST 755 received orders for her first battle assignment. Staged at Finschaven, New Guinea, the ship sailed in convoy on 3 January 1945, with Capt. Enees, USN as Convoy Commodore. On 11 January the convoy was attacked by 10 enemy planes. Of these, seven were shot down, the other three being turned back. This was our initial baptism into war!

The LST 755 landed on the beach at Lingayon Gulf, Luzon, Philippine Islands, on the 13th of January (D-Day + 4), without further excitement. While beached, the stern anchor cable became fouled in the cable of the LST 720, then while retracting, the ship's port rudder and screws were damaged. This necessitated dry docking when the ship reached her next port at San Pedro Bay, Leyte, Philippine Islands on 20 January 1945.

On 28 January 1945, Commander H. RIDOUT, USN, Commander LST Group 64 shifted his broad command pennant to LST 932, while this ship was undergoing repairs. On 30 January 1945 this ship entered dry dock at San Pedro Bay, Leyte. All hands turned to while the ship was in dry dock and she emerged on 3 February 1945, with her new war colors.

The ship's next billet was an anti-aircraft training ship. On 11 February, a Navy Anti-Aircraft training command was assigned to this ship. On 10 March 1945, the AA unit was detached and stationed at Samar, Philippine Islands.

On 16 March, the 755 went to sea again, en route to Manila. On the 18th of March, the convoy had several sub alerts, but no action was seen other than the depth charges dropped by the escorts. Arriving on 20 March, the ship beached and unloaded her cargo. She had the distinction of being the first LST to beach at Manila. Liberty was granted and the crew made their first real liberty port. The ship sailed for Leyte on 22 March 1945 but when reaching Mindoro, she was ordered to join another convoy bound for Subic Bay, Luzon. Commander H. RIDOUT, USN, Commander LST Group 64 shifted his broad command pennant back to this ship on 25 March 1945, at Subic Bay, Luzon.

The ship sailed on 28 March 1945, for Lemery, Luzon, P.I., arriving on 29 March. From there, she sailed for Legaspi. The ship encountered no opposition while beaching or while beached. She sailed that night for Subic Bay, and arrived there on 3 April. After loading bulk supplies at Subic Bay, the 755 sailed for Lemery, and when loading of troops was completed, she made a re-supply echelon to Legaspi, arriving there on 7 April.

On 9 April the ship beached at Mindoro, and took on troops for the coming Mindanao operation. The 19th of April saw the 755 at her D-Day



objective, Polloc Harbor, Mindanao. No action occurred, but unloading was slow due to the fact that we were unloaded thru the bow doors into LCT's.

On 18 April 1945, Lt. William L. Johnson, and Lt. T.C. Olson relieved Lt. H. Harris, and Lt. William R. Carr, as Commanding Officer, and Executive Officer, respectively.

The ship sailed from Polloc Harbor on 21 April 1945, arriving at Mindoro on 24 April. A re-supply echelon left Mindoro on the 25th, arriving at Polloc Harbor on 4 May 1945. After a one day stop-over, a convoy sailed for Taloma, Mindanao, arriving on the 7th of May. We were witnesses to a display of superior dive-bombing accompanied by Naval precision bombardment of island establishments, but as for actual action the ship saw none. After unloading, we made way for Polloc Harbor once again.

At Polloc Harbor, we received orders to proceed to Morotai Island in the Halmahyras. We departed for Morotai, on the 11th of May, and we reached there the 13th.

Having partially loaded at Morotai, we sailed for Biak, in the Schouten Islands, arriving there on the 25th of May. There, troops were loaded, and we sailed again for Manila on the 30th. Our stay at Manila was short. We unloaded one day and left the next, once more on our way to Subic Bay. This short trip was completed the 8th of June, the same day we left Manila. While at Subic Bay, Commander H. RIDGUT, USN, held the Annual Military Inspection of the 755 and other ships of his group.

From Subic Bay, we were ordered to proceed to Milne Bay, New Guinea via Leyte, and Hollandia, New Guinea. We made port at Milne Bay, on the 5th of July. After loading, we once again made for Manila via Hollandia. The ship made port at Manila on 23 July, for the third time. After three days in port, she sailed for Iloilo, Panay, Philippine Islands, with a Tank Corps aboard. Then on 30 July, she sailed for Leyte, arriving on the 2nd of August for a 20 day availability.

While at Leyte, the crew had the pleasure of learning of the end of the war! They participated lustily in the celebration with pyrotechnics and any available noise makers. With this news under our belts, we sailed for (Kinawa) on the 5th of September, arriving there on the 10th. Then, on the 16th, having loaded up with elements of the 24th Army Corps, she sailed in convoy for Jinsen, Korea, with Commander H. RIDGUT, USN, as Convoy Commodore. On 21 September, the 755 arrived at Jinsen, Korea. After discharging our load, we again departed for (Kinawa), reaching there on 2 October 1945. A few days were spent awaiting orders to load, when a typhoon warning came in. We joined a convoy of 47 other LST's and went to sea. The typhoon reached its peak on the 10th of October. This ship suffered no material damage, although the sea was rough. Loaded once again, with elements of the 24th Army Corps, we sailed for Jinsen on the 18th of October, with Commander H. RIDGUT as Convoy Commodore.



The next tour of duty took the 755 from Jinsen to Suisu To, Korea, where, on 27 October, 1400 Japanese POW's were loaded aboard. On the same day, the ship sailed in convoy with its cargo of Nips for Sasebo, Japan. She reached Sasebo on the 29th of October, cargo intact, with the exception of one Nip, who passed on to his honorable ancestors due to a combination of Beri-Beri and heart disease. From Sasebo, we sailed for Okinawa again, making port on the 4th of November. Then, our orders directed us to Fusan, Korea. Again loaded with the 24th Army Corps, we set sail. From Fusan, after unloading, we proceeded to Tsingtao, China, leaving Fusan, on the 17th of November.

On the 18th of November the ship had a slight diversion from the beaten path. During mid-day, a floating mine was sighted. The guns responded aptly to the touch of the gunners, and the mine, although not exploded, was sunk by our gun fire. After sinking the mine we continued on our way to Tsingtao, and arrived there safely on the 19th of November 1945. After a four day stopover, the 755 sailed again for Sasebo, loaded with 800 POW's as cargo. After Sasebo, we returned to Tsingtao, on the 3rd of December. Having obtained availability, we again proceeded to paint the ship, and erase the battle dressing that had adorned her throughout her wartime life. The crew turned to and a grey coat of paint was spread over her graceful lines.

We had our longest lay-over in Tsingtao, since the end of the war. The Group Commander, who was embarked aboard at that time, had charge of LST Logistics for ships leaving the Tsingtao area for Japan with Japanese prisoners of war. The crew appreciated this lay-over, as it was the first opportunity for a real liberty since the termination of the war.

On the 14th of December, Lt(jg) Andrew Guna, USN, and Lt(jg) L.D. Pratt Jr., USNR relieved Lt. William L. Johnson, USNR, and Lt. T.C. Olson, USNR, as Commanding Officer and Executive Officer respectively.

On the 18th of December the ship was given orders to proceed to Shantung Province in Northern China to rescue Marine pilots who were forced down there during a storm some days before. A detachment of Marine Officers and men were aboard to carry out the rescue, and do the salvage work. LST 755 had the honor of being the first American LST to drop her anchor in Narcisus Bay, in Shantung Province. This is where the arrangements were made with the Chinese Communists for the salvage and rescue operations. We had the pleasure of entertaining aboard ship the Mayor of Weiheiwei and his friend Dr. Lee, who acted as interpreter.

Christmas was a very uneventful day for the men. Aside from the delicious Christmas dinner the cooks prepared for them, this Holy Day was the same as any other. We were underway for Tsingtao, China, having completed the rescue and salvage work in the Shantung Province.

We arrived back in Tsingtao, the 26th and upon arriving, the ship was given orders to proceed to Shanghai, where we were to be given another assignment.



We passed the Yangtze River entrance buoy on the 29th of December. Everyone had heard so much about Shanghai, so we were all anxious to get ashore again. We were in Shanghai for the New Year's celebration. Ships from many nations participated in the simple but very appropriate celebration. Ship's bells were ringing, whistles and sirens were sounding many miles up and down the Whangpoo River - the Shanghai anchorage. The sky was a gay solar scheme as the fireworks were shot off.

On 3 January 1946, Captain H. RIDOUT, USN, shifted his broad command pennant from the LST 755 to the U.S.S. HERNDON (LST 121).

We started our newest assignment on the 9th. This ship was one of many which transported Japanese prisoners of war from Shanghai to Sasebo, Japan. Each trip we carried over 1000 prisoners. This assignment was completed on the 12th of February, having transported nearly 6300 Japanese soldiers back to their homeland.