

General information The first two items are directly from the “Welcome Aboard” pamphlet.

- The Clymer was the first attack transport to participate in both theaters of war: the Mediterranean and the Pacific.
- During WWII she steamed over 163,000 miles, carried over 46,000 troops and care for more than 2600 sick and wounded.
- Her peacetime complement was about 30 officers and 350 enlisted.
- Her actual maximum speed was measured closer to 16 knots. We never made 17 knots when I was aboard.

Her armament when I was aboard was only the four single 3”50s. All other mounts were removed prior to 1959. I was told they were removed either right before or right after Korea (I forget). Ship alterations removed the 40 mm. and other guns to accommodate enhancements to improve our amphibious capabilities, which was our primary mission. Probably the changes provided room to carry additional landing craft.

- What the Clymer was most noted for when it was active were the wardroom and officer spaces.

Her original design, that of the merchant African Planet, included some rather plush spaces for the intended merchant ship’s officers and passengers. Many of those were left in place when re-designated as a navy ship. This purposeful configuration was to provide accommodations as a flagship. The Clymer was the command ship for PhibRon 3 the entire time when I was aboard, and flagship for Seventh Fleet as well when in the Far East. Capt. Klein told me that she had been a flagship ever since her commissioning. Admirals and other senior naval officers, especially, loved her accommodations. The Captain’s Cabin and the Commodore’s stateroom were “fancy hotel suite” accommodations. Many officers had nice staterooms. My own comparatively large stateroom, which was shared with one other officer, had its own bathroom that included shower and bathtub. This was an unheard of luxury for a Lt(jg.).

The Wardroom was one large room stretching across the entire width of the superstructure with picture windows along its length on both the starboard and port sides. Unless on an operation, the XO always removed the LCVP’s from the welin-davits alongside the Wardroom so that we could have great views while eating, relaxing or in wardroom meetings. Within Officer’s Country, all the passageways, as well as the Wardroom, had all piping hidden within the ceilings and walls. The ship also had a grand centerline staircase leading to the Wardroom (on the 01 level) from the Main Deck. When officers from other ships came aboard, especially those within our own squadron, sometimes all they could talk about (with noticeable envy) was the “grandeur” of Officer’s Country and our Wardroom.

- Also, the communications spaces were configured for flagship use with extra rooms and provided with additional communications equipment for flagship use. I was ship’s Communications Officer for 2 years and ordered TAD (temporary additional duty) as Assistant Staff Communications Officer on our 1961 Westpac cruise, so I am familiar with the differences.

- She had two nicknames. She was called the “Lucky George” because, though involved in several amphibious operations (as shown in your website), she received only one hit, and one that did little damage at that. That hit was in the North Africa Campaign.

She was also called the “Greasy George.” Not by its own crew, but by the men on other ships in the squadron. And not because we were greasy, because we were not. As far as I can tell it was just a derogatory nickname given to us by envious sailors on other ships in the squadron.

· The George Clymer engaged in many peacetime operations after Korea in the 1950's and early '60's. In every case of which I am aware, she was the flagship for these operations. This includes an amphibious exercise (Phiblex 61?) that involved two amphibious squadrons, ships from several SEATO nations, two squadrons of destroyers for escort duty and probably other support ships as well. This was the largest international Pacific amphibious exercise after WWII, or so we were told.