

U.S.S. LSM 434

WAR HISTORY

Built by Dravo Corporation, Wilmington, Delaware, this vessel was commissioned March 13, 1945 with the following officers aboard: George D. Roth, Lieut., USNR, 102 Springton Manor, Bywood, Upper Darby, Pa., Commanding and Lt. (jg) William R. Walton, USNR, Lt. (jg) William S. Warren, USNR, Lt. (jg) George E. Graf, USNR, and Ensign Robert A. Brocklesby, USNR as Executive, Engineer, Gunnery, and Watch Officers respectively.

A period of shakedown in Chesapeake Bay was followed by post shakedown availability at the Norfolk Navy Yard. Then, on April 22, 1945, the ship proceeded with a load of pontoons for Davisville, Rhode Island, unloaded and reloaded a cargo of pontoons and pontoon jewelry assigned to Guam.

The trip to Guam was by way of Key West, Florida, Coco Solo, Panama, San Diego, Calif., and San Francisco, Calif.

In San Francisco, Lieut. Harlan T. Hall, USNR, 5245 12th. N.E., Seattle, Washington replaced Lieut. George D. Roth as commanding officer on 4 June 1945, and the ship departed that same day for Guam via Pearl Harbor and Eniwetok, Marshall Islands.

After unloading material assigned to Guam, another load consisting of gasoline driven finger lifts was placed aboard and delivered to Saipan, Marianas Islands.

In August, 1945, ship was ordered to report to Commander Marshall-Gilberts Area for a months duty and arrived at Eniwetok the morning of cessation of hostilities 15 August 1945. Two round trip shuttle runs between Eniwetok and Roi-Namur were made loaded with aviation supplies. Ship proceeded to Majuro and was assigned by Atoll Commander, Majuro to take part in the surrender of the Japanese on Jaluit Atoll on 5 September 1945.

While at Jaluit Atoll this vessel loaded aboard and jettisoned five hundred tons of every type of Japanese ammunition and explosives possessed by the Japanese Navy and Army garrison troops, took a photo party to Jabor Island (former Japanese capitol of the Marshall Islands) and became the first American ship ever to visit this island since the Japanese mandate was obtained. Further service here included the repatriation of several hundred natives and their possessions throughout the atoll.

Returning to Eniwetok in late September, this vessel was inactive while awaiting vital spare parts until 3 December 1945 when, loaded with fifty four passengers and two 65 foot crash boats, we took departure for Pearl Harbor, towing a disabled LCI the last 700 miles.

After unloading at Pearl Harbor the ship proceeded to Seattle, Washington for a complete overhaul pending return to active duty with the Pacific Fleet under Commander Service Force.