

J. W. Foubt S'ce
U.S.N.

U.S.S. LST. # 841

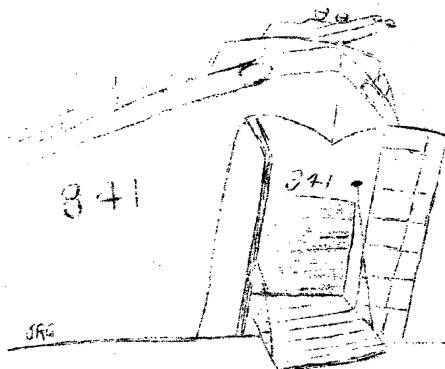
(I was Here.) Mom & Dad we
it are been at all of these
places.

7 December 1941

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HOW HEARTING
25th ANNIVERSARY
OF LST 841
7 DECEMBER 1941

ALL HANDS:

On this anniversary day, I extend my cordial and sincerest "Well Done". In your year's service aboard this ship, your splendid cooperation, hard work, study, and ingenuity has gone far in making your ship the best of its type in the Navy. My honest hope is that each of you, irrespective of the walk of life you may choose to take, be it a career in the United States Navy, or a civilian employee, carry on with the same honorable attitudes, cooperation and integrity that you have shown while serving aboard this ship. If so, you may rest assured that you will go far on the road to success.

To those of you who designed this pamphlet and through your efforts made it possible for all of us to enjoy and have a compilation of the year's activities, I congratulate you on a splendid job.

R. W. Ashley
R. W. ASHLEY
Commanding Officer

IT'S A BOAT

The Navy boys are pleasant, they are friendly
as can be,

No matter where you meet them, they are jolly
company.

Their eyes are quick to twinkle, and their
faces quick to grin,

They are fond of mirth and music, and they all
have yarns to spin.

But their peacefulness will vanish, and they'll
want to slit your throat,

If you haven't learned their language, and you
call their SHIP A BOAT.

LOST AND PAST HISTORY

The gallant and malignant men that make up our all but famous crew, once had life, liberty, and free speech. Yes, my friends, we were all humans at one time. That is until we VOLUNTEERED for the dangerous missions of the Amphibious task force. Our special group was chosen for their renowned bravery, to the LST's. As was the case, we all landed in a group, which was to be our crew, 4715. This, you understand, was all enacted at the beautiful and scenic Camp Bradford, Norfolk, Va. We were assembled in the crew on 13 October 1944. Here we were to meet the rest of our fellow prisoners and our specially chosen officer's and Skipper. Officers, you know what they are: "A ninety day blunder with an awful lot of wonder". So, my fellow ship birds, this was our crew.

How well you should remember it. We worked, strived, sweated, and marched for two weeks, to become better physically fit and minded to take over the duty which we had been equipped for aboard our gruesome, flatbottomed, banana boat. After completing our preliminary training, we were confident that we worked like a team. Yea, like a team of mules. But, we had high spirits. (Biasella kept it under his sack.) So, now we were ready for our training cruise out on the wide and massive Chesapeake Bay. We tried our best to do as we were told on this cruise, but our hearts were on land and our bellies over the side. Sea sick? Hell, no. Not our crew of giants. They were just having a community sing over the rail. Half of them thought they were dead and the rest wished they were. But we did the job to the best of our ability during those two weeks, and in the quickest possible way. You know the different "ways"? "THE RIGHT WAY", "THE WRONG WAY", and "THE NAVY WAY".

So went our first tour of sea duty, and we were shipped back to Bradford to find out where we picked up our tub. This, to our great and happy surprise, was to be Pittsburgh, Pa. Our ship was to be the U.S.S. LST 841, constructed by the American Bridge Co. We arrived in Pittsburgh, a hale and hearty crew, greeted by a lone dog on the plat-

form. But this did not bother us. We were all ears to hear how soon we would be able to get aboard our new ship. Not a thought came into our head about WOMEN and LIBERTY. We were too anxious to hit the old rack and get an early start to see the scow. NOW! What am I saying? Now you can see how one gets after eleven months overseas, jumping from one "GOOK" island to another. Well, to continue, we finally oriented ourselves to work and play, and our ship showed progress. Finally, on December 7, 1944, we boarded our ship, bag and baggage, and were ready to set sail. After hearing some "after dinner speeches" we hauled anchor, and started down the Mississippi to New Orleans.

SHIPS WAR DIARY

- 7 December 1944: Placed in reduced commission by Capt. W. B. Nichols, USN, and Lt. R. B. McArthur and Ferry Crew #15. Under way for first time on our own ship to Algiers, La.
- 9 December 1944: We had our first accident while entering lock #14 on the Ohio River. The locks put a hole in our side. We were ready to hit the water when Lopes reported that he had stopped the leak with a straw.
- 14 December 1944: Between Greenville and Vicksburgh, Miss., we collided with the USCG Willow. You might have known that the "Hooligan Navy" would be the cause of this. We damn near sank their tub.
- 16 December 1944: Arrived at U.S.N. Repair Base, Algiers, La.
- 18 December 1944: Ship put into commission and Lt. F. T. Carey assumed command. He sure assumed a lot of things after that.
- 3 January 1945: Under way to Panama City, Florida, for shakedown. We test fired guns, all the time aiming at the conn. (But damnit, we missed.) We made our first beaching at "Dog Island", off the coast of Florida. You know why they call it "Dog Island"? Because there are somany trees.

"Doc" Watkins came aboard at this time. Good old "Doc". He use to drive the deck gang mad with his pacing up and down the deck all day long. They would have to follow him up with scrapers and paint brushes. We had our Annual Military Inspection also, and it was so clean that you could eat your chow off the deck. That is, if you could eat the chow, and if you could call it chow. My compliments to the Galley forces Parr, Marsh, DeMeyer, Tongue, and the rest. It was known as the "Milk Pail", now it is known as the "Gargage Pail".

- 20 January 1945: Arrived back at New Orleans. LCT was loaded on our deck, and crew reported aboard. F. A. Glojek and W. H. Mills reported aboard ship for duty, with long drawn faces.
- 28 January 1945: Underway for Cristobol, Canal Zone.
- 3 February 1945: Arrived at Panama - Coco Solo. It was sure good to get away from there. All you could hear was "Two Buckie".
- 8 February 1945: Liberty at Corento, Nicaragua. Ran aground. I'm telling you, if there was a med flat in the middle of the Pacific we would be sure to find it. That's all brother! !
- 12 February 1945: Liberty in Acapulco, Mexico.
- 18 February 1945: Arrived at Naval Repair Base, San Diego, Calif.
- 22 February 1945: Left continental limits of the U. S. Headed for Pearl Harbor, under full steam. Full steam! Ha! You could have walked faster. The Black Gang tried their best, but they forgot to open their eyes.
- 4 March 1945: Arrived at Kewala Basin, Oahu, Hawaii, the island of beautiful splendor, women and torsos. Everybody is friendly here, just ask Leach and Shaw. They walked up to a girl and started to talk to her, she slapped

their faces and walked away. Dumb founded, they returned to the ship disgusted, later to find out that Filardo had sung "Bell Bottom Trousers" to this lass. Lt. Carey detached from his command. Need I say more. Lt. F. M. COPELAND in command.

- 14 March 1945: Ens. J. S. Winogrodski (if you can't pronounce this, don't blame me. I can't even spell it. Just call him "Mr. Jones" or "You". He won't mind.) reported aboard. Army of 3261 Q M Co. came aboard here. Left for Eniwotok, Marshall, Islands.
- 21 March 1945: Crossed International Date Line here, and went from 21 March to 22 March. Received the Order of the Golden Dragon.
- 27 March 1945: Arrived at Eniwotok. Had liberty on Parry Island. Beer, swimming. Small boat No. 2 fell into the water while it was being hoisted, and Eschman, bow hook man, was knocked unconscious; Pennington, fireman, received a broken arm; Browning, cox, was uninjured, but he saved Pennington from being drowned. Every man in the crew is to be commended for his work this nite. Left for Ulithi, Caroline Islands, 30 March.
- 5 April 1945: Arrived at Ulithi Islands for further orders. Had liberty on "Mog Mog" Island. Beer, swimming, baseball, and etc. Had our first alarm here but nothing happened. Left for Okinawa 12 April.
- 18 April 1945: Arrived at Okinawa - Nago Wan. Had GQ that nite. Made smoke. That's all you could hear, "Make Smoke". Left for Okinawa proper.
- 24 April 1945: Arrived at Naha Ko, Okinawa. We unloaded our troops and pulled out to anchor. 26 April we launched the LCT. Every nite that we were in Okinawa, we had an air raid.

An air raid, HELL, we had not less than 30 a nite. When we would get an alert, all would run to their battle stations, and the long nite would begin. One ship would think that they saw something and would begin to fire. Then another and another, until the whole harbor was firing. It was tremendously exciting. Something like a fourth of July celebration, only this time it was their life or yours. Left for Ulithi in convoy of 35 ships, 29 April.

5 May 1945: Arrived at Ulithi.

6 May 1945: The Armistice was signed in the European Theatre of War for an unconditional surrender by the Germans. Now we are wondering when the war will be over over here? Left for Leyte, P. I., 5 June.

9 June 1945: Arrived at Leyte. Left for Manila, P. I.

13 June 1945: Arrived at Manila. There are about 350 sunken ships in the harbor here. Went on liberty, and the town is dirty and there is not a whole building standing. This place sure was bombed. Loaded the 2812 Engineer Co. Left for Subic Bay, 15 June.

15 June 1945: Arrived at Subic Bay. Left for Lingayen Gulf, 18 June.

19 June 1945: Arrived at Lingayen Gulf. Left for Okinawa, 20 June.

24 June 1945: Arrived at Okinawa. Unloaded troops. While on the beach we went ashore and raided Jap houses that they had left in a hurry. GQ this nite. Got stranded on a sand bar before we hit the beach. Boy, we sure can find all the bars that are uncharted. Loaded the 77th Army. Left for Leyte, 29 June.

4 July 1945: Arrived at Leyte. Left for Cebu, P. I., 5 July.

6 July 1945: Arrived at Cebu. Went on liberty in Danao City. Unloaded Army. Left for Subic Bay, 9 July.

10 July 1945: Arrived at Subic Bay. Beached at Subic City to load the 5th Air Corp. Went into dry dock here to paint and scrape bottom of the ship. I don't think any of the crew or Officers will ever forget this. I think that they heard us clear back in New York. Ha! Ha! What an ornery crew. But GOD, what fun. Mills left us here. Bad eye sight, they say. Harrington won't tell though. How about it "Doc". Left for Okinawa, 20 July.

24 July 1945: Arrived at Okinawa but are moving to Ie Shima today.

27 July 1945: Arrived at Ie Shima to beach and unload troops. The Nips came over and kept us up until 0400 on the 27 th. They bombed the air strip while we were beached. They sank an LCT and a Victory ship where we had been anchored that afternoon. You can't tell us that we haven't got a rabbit's foot with us. HELL, we've got the whole rabbit. Left for Nakagusuku Wan (Buckner Bay) 28 July.

29 July 1945: Arrived at Buckner Bay to beach and load 96th Infantry. On the first of August, we had to leave because of a typhoon warning. All ships larger than an LSM were to put to sea. Traveling in convoy to Leyte.

4 August 1945: Submarine attacked our convoy - U.S.S. Johnson (DE) sank one.

7 August 1945: Arrived at Leyte. Left for Mindoro, P.I., 9 August.

11 August 1945: Arrived at Mangarin Bay, Mindoro, P. I. Unloaded troops and left for Zamboango, Mindanao, 12 August.

14 August 1945: Arrived at Zamboango.

15 August 1945: PEACE WAS DECLARED AT 1100 THIS DATE. Left for Leyte, 19 August.

21 August 1945: Arrived at Leyte. 28 August, first troops and ships to arrived and landed in Tokyo.

3 September 1945: V-JDAY: The Armistice for the Jap surrender was signed this date aboard the Battleship Missouri in Tokyo Bay.
V-J NITE: Last but not least, the war is finally over. There is the greatest display of fireworks in the harbor here tonite that we may ever see. The pyrotechnics illuminated the heavens for more than two hours. These were finally out done by the playful mood of great beams from powerful search lights. These beams seemed to be searching the skies and playing tag with one another among the high reaching clouds. Then the sound of horns, sirens, and many other noises were to be heard. Never again will we be able to see anything of such splendor. This truly was a day of remembrance, joy, and security. Thank GOD that we are AMERICANS. Left for Iloilo, Panay, 7 September.

9 September 1945: Arrived at Iloilo; Moran, Hollopeter, and Sturm transferred on points. Beached and loaded 164th Artillery Batt., 17 September. Returned to Iloilo. Musburn, St. Jean, and Spaulding left on points. Then "Doc" Watkins decided that he wanted to go home, so he transferred himself. Left for Jinsen, Korea, 19 September.

29 September 1945: Arrived at Korea. All men that had three or more children were transferred here; Deushlo, Freid, Andrews, Summey, Teague, Levely, Wettengel, Hodges, Gibson, Boswell, and Friedrichsen. Left for Fusan, Korea.

4 October 1945: Arrived at Fusan. The harbor here is heavily mined. We saw Jap Destroyers and Jap Troop and Hospital ships here. Unloaded the Army. Left for Manila.

6 October 1945: Orders were changed, and half the convoy will proceed to Manila, and half will go to Jinsen. We are going to Jinsen.

- 8 October 1945: Arrived at Jinsen. Loaded Jap prisoners, one thousand, to take them to Japan. You weren't allowed to talk to the prisoners; but if you wanted some souvenir that they had, you went right ahead and took it. Just ask Biasella and Blair. Left for Sasebo, Japan.
- 14 October 1945: Arrived at Sasebo, and unloaded prisoners. Went on liberty. Left for Manila.
- 23 October 1945: Arrived at Manila; there were about a thousand ships in the harbor, overly full compared to the first time we were here. Went on liberty, and this is really where we saw the change in the place. Stores and buildings are all built up and they have everything to sell. (At their price.) F. M. Copeland, K. J. Schwabenton went home on points. R. W. Ashley took command. Marsh and Green left the ship for transportation to the U.S. Left for San Fernando, P. I.
- 31 October 1945: Arrived at San Fernando to pick up the 56th fighter control division. Camacho and LaPage left the ship for the U.S. Left for Jinsen, Korea.
- 3 November 1945: We received orders this date to return to San Fernando. There was a typhoon raging off of Okinawa.
- 4 November 1945: Arrived back at San Fernando.
- 5 November 1945: Left San Fernando for Jinsen, Korea again.
- 13 November 1945: Arrived at Jinsen, Korea.

14 November 1945: Arrived at Jinsen, Korea. Beached and unloaded troops. Left for Taku, China, 18 November 1945.

20 November 1945: Arrived at Taku, China. Anchored out thirty miles Tientsin, and ten miles from Taku, because it is so shallow. Went on liberty to Tientsin and Peiping, China. Loaded Jap prisoners. Left for Sasebo, Japan, 29 November 1945.

3 December 1945: Arrived at Sasebo, Japan. Unloaded Jap prisoners. Loaded Korean civilians to take them to Kunsan, Korea. Left for Kunsan, Korea, 6 December 1945.

7 December 1945: ANNIVERSARY OF THE SHIP BEING IN COMMISSION
ONE YEAR.

U. S. S. LST 841's GALLANT CREW

OFFICERS

Lt.(jg) Raymond W. ASHLEYCaptain
 Lieut. E. J. ZAMBERTI, ...Executive Officer
 Lt.(jg) W. R. SMITH.... Communication Officer
 Ensign J. W. LEES,Gunnery Officer and First Lieutenant
 Ensign L. S. DANIELS.....Navigator and Stores Officer
 Ensign J. S. WINGRODZKI.....Engineering Officer
 Ensign H. S. KLOSLY, Ass't. Communication Officer

ENLISTED PERSONNEL

ALEXANDER, J.B., Y3c	HARRINGTON, P.H., FM1c	MYERS, S., RM3c
BENNETT, E.E., S2c	HARROLD, G.W., S1c	LYLES, R., Ck3c
BIASELLA, J., GM2c	HOCFBUM, R.E., S1c	OSBORNE, S.H., S1c
BLACKSTONE, R. A., S1c	HOLLARS, J.O., SK3c	OVITT, E. F., F2c
BLAIR, T.F., S1c	HUBBS, A. R., Y1c	PARR, H. S., CCS
BLANC, C. J., S1c	HULTQUIST, C.W., SM3c	PENORA, J. C., S1c
BLUCHER, C.L., EM2c	IVNER, I., Cox	PIERCE, J. F., SC3c
BRONNICH, R.S., RT2c	JOHNSON, E.R., MoMM2c	REYNOLDS, S.J., S1c
BROWN, A.C., AS	JOHNSON, J.D., S1c	RILEY, C.J., S1c
BROWN, L.D., S1c	JOHNSON, M.A., MoMM3c	RILEY, J. L., EM2c
BROWNING, T.F., Cox	KLEIBER, H.L., MoM1c	ROOS, R.F., MoMM2c
BUCHANAN, B.L., S1c	KOULIA, J. G., Flc	ROSEBERRY, C.G., SK2c
BURKE, J.L., PC2c	KRUPKA, D. F., MoMM3c	RUDEL, P. M., GM3c
CLARK, E.D., S1c	KUENZI, G.L., S1c	SCHROEDER, A. F., MoMM2c
COFFEY, R.L., S1c	LANE, D. E., MoMM2c	SEALY, E. E., S1c
COLLEMAN, S.R., S2c	LEACH, V. R., GM3c	SHAW, J. G., GM2c
DAVIS, J.R., S1c	LONG, C. R., MoMM2c	SCLOCIUS, W. F., Flc
DE MEYER, A.R., SC2c	MARTIN, K. E., SM3c	STANTON, J. G., RM2c
ESCHMAN, R.F., S1c	MC CARTER, A.I., S1c	SUDIT, L. P., FM3c
FILARDO, M.J., GM2c	MC KINNON, V.P., S1c	TEREFENKO, M., Cox
FISHER, R.K., SF2c	MC NAMEE, C.J., MoMM3c	THORNTON, R. M., SM2c
FONTANESI, N., WT3c	MELTON, E., S2c	WAGNER, J. I., GM3c
GARCIA, O., Flc	MIRCHEFF, A. K., Bkr2c	WALTER, B. C., GM3c
GARRISON, J.R., S1c	MORRIS, F., StM1c	WHEELER, M. E., RM3c
GOULD, J.W., S1c	MULFORD, E.H., E, FM3c	WORRELL, V. R., MoMM3c
HALFACRE, H.H., S1c	MUSTACIUCOLO, V.J., RM3c	

RUMORS

WHAT WOULD THE SHIP BE LIKE IF:

BEST didn't tell you all about Ann, and how he used to wear shoes. Oh yes, he is a Kentucky through bread.

BIASELLA and FILARDO didn't talk "Giney", and if Jim didn't tell everyone about Mary and try to talk Mike into a date with some hot number.

BLAKESLEE didn't try to comb the hair that he doesn't have, and then try and tell everyone that it was a secret potion that "Doc" Harrington mixed for him.

BLUCHER could write a letter with out all of his girls pictures stuck up in front of him.

BROADWAY and SHAW tried to get into each others clothes.

BURKE didn't try and write five letters a nite to Mrs. Burke. (Julie to the fellows.) Now he will have to go home and explain how he managed to get lipstick on his whites. By the way Jim, how did you?

CAMACHO wasn't so damn small that he couldn't sneak around corners to spy on the deck gang.

DE MEYER and his galley crew didn't try and kill all of us with their new fangled ways of making BEANS. Al has red hair and his daughter Sandy hair. How come? OH! OH!

FISHER didn't try to weld the ship shut, and then try and blame BEST for it. Or is it just the other way around? Damn, who's the chief in that outfit, anyway?

GALLAGHER and IE PAGE didn't try to drink the coffee pot dry each nite, at sea, and drank the bottle dry each nite in port.

GARCIA could speak English.

HARRINGTON didn't have his needles and a lost love life. Who is it now "Doc"?

HOCFBAUM didn't have the largest ___?___ aboard ship.

JOHNSON, "J" "D" didn't always tell you that he was a true YANKEE.

LANE wouldn't sleep in engineers stores during watch. Don is a big boy and he needs his sleep, so don't anyone tell on him.

LEACH wasn't a GM and didn't have BIASELLA to guide him. What would your mother say Leach, if she knew what you did on your liberties?

MOORE didn't grow chin whiskers, and then tell ODOR to hang on.

LONG and WAGNER didn't comb their wavy locks all the time.

MC NAMEE didn't talk about his "Slop Shoot" all the time. By the way fellows, the drinks are on the house when you come to Chicago.

MIRCHEFF ever got to see the daylight.

MORAN didn't always get a "Yes Boats" this and a "Yes Boats" that.

PARR wouldn't try and save beans from one meal to make bean soup with the next. We love you Hal, but you keep that up and we shall stink you out.

RILEY, C. J. and RILEY, J. didn't always inspect themselves to see if it was true that they should be called one ball and two ball.

ROSENBERRY didn't sleep and read all day and make HOLLARS do all the work. Charlie is all right though, not every one can have a nice wife 46 points and still stay out here.

RUDL didn't have "Sharon" to write him five times a day. Chick does a good job here though. Who else can take a gun apart and have three pieces left over and still make it shoot.

RUSCIGNO didn't always have stateside and survey ITIS. Joe is telling the crew that he has that mustache because his wife likes it. But we know better, don't we fella's.

SOMOSKE didn't tell everyone that he was picking corn in the corn field with SEALY that nite we were in Danco City.

SEALY didn't tell the crew that he was now in the galley because his feet hurt trying to out step RADAR around ever corner. Did you ever hear any of those typical Sealy Bull Sessions, GOD, they aren't fit for human ears. What would Mrs. S. think, Ed?

SUDIT didn't try to tell you that he was IRISH, just because McNamee said he was.

THE DECK GANG RAN OUT OF PAINT.

MR. KLOSKY put down his COMIC book long enough to try and shave.

MR. LEES ever found out where all of the GM crap out all day long. By the way, he is a happily married man now. If he didn't get at least five letters each time that we received mail, someone would sure catch HELL.

MR DANIELS didn't get his morning salute from the chart room gang.

MR. ZAMBETTI lost his RADAR gear. GOD, that man can pick up a match stick at a thousand yards.

MR. DUNN... publication. He'd go crazy.

MR. WINOGRODZKI couldn't tell stories about "the good old days".

CAPTAIN ASHLEY ever said, "Well done fellas; just for that we will turn around and go home."

YOU UNDERSTAND, THESE ARE ALL "IFS"!

NOW HEAR THIS

Yes, now hear this. We have heard that same sentence repeated until we thought that we would go nuts. Frankly, we don't know which way to turn now. The best way, of course, would be toward HOME. But while you are waiting, let's take a gander around the ship a little bit. You, for instance, could walk down the STARBORD LADDER (Stairs, you damn civilians.) and find the SWAB JOCKIES busy at work. Busy did I say. Most likely you would find them crapped out in some corner. Or, if you were to LOSEY up to the FUNTIL, you would see SOMOGYE drinking JOE and eating his daily sandwich. GOD, how that man stays alive, I will never know. It is not unusual to go to the GUN SHOP and see all the fellows chewing the rag about how many SKUNK each one knew. As you are passing up TOPSIDE, you are most often going to hear CHOP CHOP, as BLASELLA is screaming to RUEL to hurry up and get the BB gun dislodged, and RUEL telling him that the damn thing was in there SLANCHWISE. Believe it or not, these PEA SHOOTERS really work. If by chance you were near Sick Bay, you would see HARRINGTON working hard on how he could SACK out, or hear LOPES explain to BEST and LANE about the OLIVER in his arm that was connected to the GISHO. But no one seemed to SAVY him. When the SWAB JOCKIES were through, you would pass on to the chiefs quarters, and most likely as not see HUBBS crapped out in his SACK, dreaming about the SLOP SHOOT that he had visited on his last liberty. After awhile, GOULD and HOCFBUM would come into the scene arguing about which one had the best POGGY BAIT, and both ending up by DEEP SIXING all they had. As you can see, the Navy is not to bad, or so they tell us. Good-bye now!