



USS LST-176

Builder: Missouri Valley Bridge & Iron Company, Evansville, Indiana

Commissioned: 12 May 1943

Decommissioned: Her Coast Guard crew was removed on 3 November 1944.

Disposition: Struck from the Naval Register in 1974.

Length: 327' 9" oa

Beam: 50'

Draft: 1' 6" bow, 7' 5" stern (unloaded); 8' 2" bow, 14' 1" stern (loaded -- at sea);
3' 1" bow, 9' 6" (loaded -- beaching)

Displacement: 1,625 (light); 4,080 (w/ full load of 2,100 tons)

Propulsion: 2 x General Motors 12-567 diesels, twin shafts/rudders

Range: 24,000 nm @ 9 knots

Top Speed: 11.6 knots

Complement: 111

Troops: 163

Armament: 7 x 40mm (single mount); 6 x 20 mm (single mount); 2 x .50-caliber
mgs; 4 x .30-caliber mgs

Commanding Officers:

LT John A. Salt, USCGR: 12 May 1943 - 3 November 1944

History:

USS LST-176
LST Flotilla 17, Group 51, Division 102

The Coast Guard-manned USS *LST-176* was laid down by the Missouri Valley Bridge and Iron Company, Evansville, Indiana. She was launched on 15 April 1943 and was ferried down the Mississippi River. She was commissioned on 12 May 1943 under the command of LT John A. Salt, USCGR.

On 1 November 1943, *LST-176* was in convoy with Commander, LST Group 25, heading east passing through the Gulf of Aden. Stopping at Aden she was underway in three hours for Bombay, India, where she dropped anchor on the 9th. On the 11th she got underway for Calcutta where she moored on 25 November 1944. While in drydock at Calcutta on 5 December 1943, she was attacked by eight enemy bombers, going to general quarters at 1145. At 1215 she opened up at the enemy air squadron. A bomb dropped near by, wounding a seaman aboard. At 1335 she secured from general quarters. The LST moved up the Hoogly River and on the 22nd was underway for Colombo, Ceylon, where she anchored on the 27th. On the 28th she was underway for Aden. Passing through the Suez Canal she arrived at Milford Haven, England on 12 February 1944.

On 5 March 1944, she proceeded to Portland, England, where she loaded Army gear and personnel for Slapton Sands, proceeding to Rosemeath, Scotland via Barry Roads and Milford Haven on the 12th, she arrived there on the 27th. On April 19, she proceeded to For Bay, South England, and on the 20th anchored at Mother Bank, Isle of Wight, proceeding to Harsich on the 21st. On 15 May 1944, she moved to Nore, Deptford, England, proceeding to Harwich on June 1st. Here on the 3rd she loaded Army equipment and British troops proceeding to Area Zebra, off Isle of Wight on the 5th. On the 6th at 0035 she was en route across the English Channel to Beach King, Area Gold, Normandy, France when the *LST-981*, abeam and to starboard of her, struck a mine.

The "176" anchored in the unloading area off King Beach at 2010 on the 6th, sounding general quarters when enemy aircraft were sighted but secured without further incident. Again on the 7th, at 0605, six enemy planes began to strafe the ships at anchor. At 1005 the British troops departed in HMS *LST-3627*. The *LST-176* then offloaded her cargo of tanks and vehicles onto a Rhino ferry which transported them to King Beach. At 0955 on the 8th she was underway for the English coast, mooring at Tilbury, England, in the Thames River on the 9th and again loading cargo for France.

On 12 June 1944, while proceeding to anchorage HMS *Empire Pitt* struck *LST-176* abeam of forward booby hatch, sheering along toward the stern for about 75 feet and causing considerable damage to the port side, but no human casualties. At 1820 she again beached at Area Gold, King Beach, Normandy,

France, and unloaded Army equipment. On the 13th she was underway for England and moored at Selbury for repairs on the 114th.

From 17 June 1944 to 13 August 1944, LST-176 made numerous trips from England to France with Army vehicles and men. Twice in June she beached at Area Gold. The account of her operations in July is missing, but she made three trips to Utah Beach, France on the 1st, 5th and 11th of August, 1944, and then proceeded to Plymouth, England, on the 16th, and into drydock at Southyard, Devonport, England on 30 August 1944. Here she remained during September, 1944.

Returning to Plymouth she was underway for the USA on 5 October 1944, arriving at Hampton Roads, Virginia on the 24th and thence to Norfolk that evening to unload ammunition. On the 28th she proceeded to Boston, arriving on the 31st and tying up at Atlantic Yard for overhaul and repair. She went into drydock on 28 October 1944. On 3 November 1944, the Coast Guard was relieved of its command of this ship by the Navy.

Photographs:

None available.

Sources:

LST files, Coast Guard Historian's Office.

United States Coast Guard. *The Coast Guard At War. V. Transports and Escorts. Vol. 2.* Washington: Public Information Division, Historical Section, U.S. Coast Guard Headquarters, May 1, 1949, pp. 66-116.

United States Navy. *Dictionary of American Naval Fighting Ships. Volume VII.* Washington: Naval Historical Center, 1981, pp. 574-742.

