



USS LST-205

Builder: Chicago Bridge and Iron Company, Seneca, Illinois

Commissioned: 15 May 1943

Decommissioned: 2 April 1946

Disposition: Sold on 4 June 1948 to Hughes Bros., Inc., New York City, N.Y., for scrap.

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 R. J. Buchar

LT(jg) P. L. Bean, USCGR

LT S. F. Regard, USCGR

History:

USS LST-205

LST Flotilla 13, Group 39, Division 78

The Coast Guard-manned USS *LST-205* was commissioned on 15 May 1943 under the command of LT R. J. Buchar, USCG. She participated in the landings at Tarawa on 21 November 1943, and remained in the Tarawa area until 8 December 1943. Following this strike she returned to the United States.

On 4 April 1944 the *205* was at San Pedro, California. From here she proceeded to San Diego, arriving there on May 12th. She was on of the LSTs at Tare 8, West Loch, Pearl Harbor, which caught fire as a result of the explosion on May 21st. She pulled away from the group and was beached. The fire was extinguished by her crew. The only Coast Guard death occurred in the crew of the *LST-205*, when a steward's mate apparently abandoned ship and was burned to death in the water. The LST then proceeded to Lake Washington Shipyard, Seattle, Washington, where she was repaired and returned to service.

The *205* took part in the invasion of Biak Island on 9 June 1944. Proceeding to the Saipan assault area on D+2 day, June 17th, the LST unloaded and remained in the area until July 3rd. She then proceeded to Eniwetok and Pearl Harbor and on 20 October 1944 she took part in the Leyte invasion on D-Day. Following this invasion the vessel made shuttle runs in "Suicide Gulch" from Leyte to Mindoro through narrow areas surrounded by Japanese-held islands and airfields. She shot down eight suicide planes, then fought a ninth to a "dead heat." The ninth reached the *205* through a blistering curtain of ack-ack and crashed on her deck but its bombs ripped loose and skidded overside into the water before going up in a shattering concussion. "That doggone. . . went right over our mount" said Leonard D. Adams, Electrician's Mate, 3/c, USCGR, "it felt like inches, but he must have missed us by 20 or 30 feet. Then he crashed and broke up. I'll never know how he stayed together long enough to reach us. He was shot up so bad that pieces of the plane were falling for some time after he hit. Most of the men who got hurt were hit by falling steel or shrapnel."

The *LST-205* left the Philippine area in March 1945 and returned to Seattle on 8 May 1945, for availability until July 18th. Then she was off for Japan, via Pearl Harbor, Eniwetok, Saipan and Okinawa, reaching Hagushi September 29th and Tokyo October 2nd. Proceeding to Aomori on November 8th, she returned to Yokohama on November 21st and left on December 28th for home. She arrived in San Pedro on 7 January 1946 and arrived at Charleston, via the Panama Canal, on 25 February 1946. She was decommissioned at Charleston on 2 April 1946.

The *LST-205* earned four battle stars for World War II service.

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.

