



# USS LST-207

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Builder: Chicago Bridge and Iron Company, Seneca, Illinois

Commissioned: 9 June 1943

Decommissioned: 20 March 1946

Disposition: Sold 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

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## Commanding Officers:

LT(jg) John C. Salter: 1 September 1944 - 25 December 1944

LT(jg) Andrew R. Lockhart, USCGR: 25 December 1944 - 2 March 1945

LT Thomas F. O'Neil, USCGR: 2 March 1945 -

LT Howard S. Ingalls, USCGR:

LT Roy R. Charles: 15 August 1945 - 20 March 1946

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## History:

### **USS LST-207**

#### ***LST Flotilla 5, Group 15, Division 29***

The Coast Guard-manned USS *LST-207* was laid down on 7 September 1942 at the Chicago Bridge and Iron Company in Seneca, Illinois. She was launched on 29 April 1943 and entered commissioned service on 9 June 1943. She left Coco Solo, Canal Zone on 16 August 1943 and after traversing the Panama Canal departed Balboa the next day for Bora Bora, anchoring there on 7 September 1943. Departing for Pago Pago, Tutuila on the 11th she arrived on the 16th. On the 22nd she proceeded to Suva and returned to Pago Pago on the 30th. On 3 October 1943, she left for Noumea, New Caledonia, with Navy CBs and equipment. On the 17th she sailed for Guadalcanal, arriving on the 22nd, disembarking Army and Navy personnel and cargo. A trip to Florida Island and return followed. As November 1943 began the *207* began preparing for the invasion of Bougainville. She loaded Marine Corps supplies and departed on 4 November and reached Purvata Island, Bougainville on 6 November 1944..

She returned to Guadalcanal on the 8th and on the 15th started again for Bougainville. On the 17th a large column of black smoke was observed off her bow after two explosions were felt and an APD in the convoy was found to have been torpedoed. At 0337 enemy aircraft were sighted about 1,400 yards distant slightly abaft the starboard beam and low. The *207* opened fire and after 300 rounds the plane, identified as a Mitsubishi G4M 'Betty' medium bomber, burst into flames, passed over the vessel, veered off to the right and crashed into the water two points off the LST's port bow at a distance of 300 yards. The commanding officer of another LST saw a torpedo wake cross *LST-207's* bow just previous to her opening fire. At 0342 a second plane crossed the stern from starboard to port about 800 yards distant and then veered to left away from, but parallel to the LSTs track. The *207* opened fire. Other ships astern also opened fire and the plane crashed into the water, burned and exploded. At 0345 the ship fired at another plane with unknown results. At 0356 a plane coming in low passed the length of the ship, distant 300 yards, and all guns, including those of nearby vessels fired with unknown results. Later that morning the LST beached at Puruata and began unloading U. S. Army personnel.

At 0751 there was a bomb splash in the bay and an explosion off the port quarter about 3,000 yards distant but no plane was sighted. Six minutes later the LST together with four other LSTs and shore batteries opened fire on 11 enemy planes at medium high altitude and two were shot down. Unloading was completed on the 17th and the *LST-207* returned to Guadalcanal. On the 22nd the LST's boat departed to rescue the survivors of an Army bomber which crashed in the water 250 yards off her starboard quarter. Most of the rest of November was employed in transporting CB equipment in the Guadalcanal area

with an enemy plane attack on November 27th while again approaching Puruata Beach, Bougainville, which was reached on the 28th. 107 casualties were taken aboard replacing the Navy and Marine personnel brought to the scene. The 207 beached at Kukum, Guadalcanal on the 30th and then stood into Tulagi harbor and moored.

Two more round trips from Guadalcanal to Bougainville were made during December, 1943, with Marine Corps personnel and equipment and at the year's end the 207 was at Hutchinson Creek, Guadalcanal. After three more resupply echelons had been sent to Bougainville from Guadalcanal in which *LST-207* participated, she departed on the 11th of February, 1944, for the invasion of the Green Islands. Stopping at Ondonga Island, New Georgia Islands, she loaded personnel and cargo of the 37th Special Battalion, Navy CBs while enemy planes were bombing an airstrip half a mile away and departed with 250 Navy CBs in convoy for the Green Islands invasion. At 0849 on the 15th she passed into Nissan Island Lagoon and put bulldozers ashore for roadwork. At 0650, two bombers were observed attacking one of the screening destroyers on the 207's port bow. Two near misses were observed. After dropping bombs one of the planes circled and headed toward the convoy and the 207 opened fire with no perceivable damage. Again at 0705 a plane approached astern three miles distant at 12,000 feet and when at 3,000 feet and abeam the LST opened fire. The plane dropped two small bombs about 200 yards out and forward of the vessel and then veered up and away beyond range. Barrage balloons flown at 2,000 feet during the attack and were believed to have caused the bombs to fall too far to starboard, thus missing the vessel. Returning to the Guadalcanal area on the 17th *LST-207* remained there for the rest of February, transporting troops and equipment within the area.

Until 31 May 1944, *LST-207* was engaged in transporting troops and equipment in the Guadalcanal area, making two additional trips to Green Island with troops and supplies, one on 3 March 3, 1944, and another on the 12th, stopping at Vella La Vella on the return trip to Guadalcanal from the latter. On 1 April 1944, she proceeded to Espirito Santo, New Hebrides, for an availability for alterations and repairs returning to Guadalcanal on the 19th. After more than a month of local service in the Guadalcanal area she embarked Marine personnel, with vehicles and supplies at Guadalcanal on 31 May 1944, for the invasion of Guam. She arrived at Kwajalein on June 6th in convoy and departed June 9th in the same convoy for the Mariannas. On 17 June 1944, while under attack by enemy bombers, she evaded a torpedo from one of them. After concentrated fire from a number of vessels in the convoy a second plane burst into flames. The *LCI(L)-468* was hit by enemy bombs and a friendly Grumman TBF Avenger torpedo bomber was shot down by mistake. The convoy proceeded to Eniwetok on 30 June 1944. On 15 July 1944, she departed with Task Group 53.16 for Guam where on the 21st she discharged all 17 of her LVTs including one amphibious tank as a repair tractor and wrecker, four armored amphibious tanks assigned to cover Adelup Point, and 12 carrying 20 Marine assault troops of the Third

Battalion, Third Marines, six for the first assault on Beach Red One, three in the second assault wave and three in the third. All Marine troops were disembarked under cover of a heavy naval bombardment. No enemy air resistance was encountered. On the 23rd she stood off Asan Beach while the CG unit launched four pontoon barges to report to the USS *Crescent City* (APA-21) for duty. The LST beached at Asan Beach on the 24th to unload vehicles. On the 26th four bursts of Japanese mortar fire landed in the water 800 yards distant doing no damage to the ship or injury to personnel. On the 28th she proceeded to Eniwetok and thence to Pearl Harbor, arriving there on 18 August 1944.

She remained at Pearl Harbor until 11 September 1944, when she took position in convoy as Task Group 33, eventual destination Leyte. Stopping at Eniwetok and Manus, she proceeded to Leyte and beached at Violet Beach #2 on 21 October 1944, to unload cargo and disembark troops. Retracting from the beach she moored beside the USS *President Hayes* (APA-20) to load cargo, proceeding to Yellow Beach to unload and retract, mooring to AK-142 in the harbor. She made smoke at regular intervals. On the 25th she was bombed by an enemy plane, the bomb landing 100 yards to the starboard beam. Later while anchored off Dulag a second plane dived on the LST. All guns bore on the plane which disappeared into the clouds smoking. Later an Aichi D3A "Val" dive bomber dropped a bomb 300 yards on the port beam. A third attack occurred at 1810. The LSTs fire brought down a Mitsubshi Ki-21 "Sally" bomber which crashed on the beach. Next morning came an attack by 12 "Sallys," Kawasaki Ki-61 "Tonys," and "Vals," one of whom was brought down by the 207. Later at 1009 three more planes attacked and dropped three bombs, two of which were brought down in flames. On the 31st of October, 1944, the *LST-207* joined Task Group 79.14.9 en route for Humboldt Bay, New Guinea. On the 9th of November 1944 she was again on her way to Leyte where resupply echelons were disembarked on the 16th. At 1800 while underway in Task Group 78.2.34 an enemy plane came in low and strafed a destroyer on her starboard quarter, but approaching darkness made the plane difficult for *LST-207's* gunners to find. Arriving at Manus on 23 November 1944, she went into drydock.

Returning to the Philippines after availability the *LST-207* remained there until 27 April 1945, when she proceeded to Okinawa, arriving on 1 May 1945. She remained at Okinawa until 11 May 1945, and then returned to San Francisco via Saipan and Pearl Harbor, arriving on 22 June 1945 for availability until August 26th. A second trip to Okinawa began 26 August 1945, the LST arriving 10 October 1945, via Pearl Harbor and returning via Guam, Saipan and Pearl Harbor to San Diego on 30 December 1945. She then proceeded to Charleston, South Carolina via San Pedro and Canal Zone arriving on 19 February 1946.

She was decommissioned and her Coast Guard crew removed at Charleston on 20 March 1946. She was struck from the Naval Register on 17 April 1946 and sold for scrap on 19 December 1947 to the Ships and Power Equipment Corporation, New Jersey.

The *LST-207* was awarded five battle stars for her service during World War II.

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No caption/date/photo number; photographer unknown.

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**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.

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