



# USS LST-22

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Builder: Dravo Corporation, Wilmington, Delaware

Commissioned: 16 June 1943

Assigned to: LST Flotilla 7, Group 21, Division 41

Decommissioned: 1 April 1946

Disposition: Sold to Ming-Sung Industrial Company, Ltd., of Shanghai, China, on 3 February 1947 to be converted for merchant service. No information on her subsequent history is available.

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

Initial 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 Lawrence N. Ditlefsen: 29 May 1943 - ?  
LT Willie A. Moore: ?  
LT Howard N. Rogers, USCGR: ? - 19 October 1945  
LT S. F. Rogers: 19 October 1945 - 5 March 1946  
LT F. G. Markle: 5 March 1946 - 1 April 1946

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## History:

### **USS *LST-22* LST Flotilla 7, Group 21, Division 41**

The Coast Guard-manned USS *LST-22* was laid down at the Dravo Corporation's Pittsburgh, Pennsylvania yard on 5 November 1942. She was launched on 29 March 1943 and was sponsored by Mrs. W. A. Barnes. She was then brought down the Ohio and Mississippi River by a Navy ferry crew to the Naval Section Base, Algiers, Louisiana in May of 1943. Her first commanding officer, LT Lawrence N. Ditlefsen, USCG, took command on 29 May 1943 and *LST-22* was formally commissioned on 16 June 1943. She then proceeded on her shakedown cruise to Panama City, Florida.

The *LST-22* joined a convoy to Guantanamo Bay, Cuba, and the Panama Canal toward the end of July 1943, on the first leg of the cruise to the Southwest Pacific. Stopping at Bora Bora, Tutula, Viti Levu and Noumea the *LST* reached Brisbane, Australia late in September of 1943. November of 1943 passed with voyages from Townsville, Australia to Milne Bay, Oro Bay, Lae, Buna, and back to Milne Bay. Early December saw the *LST* in Port Moresby thence to Lae in Task Unit 76.3.6 with RAAF equipment and personnel aboard. At Goodenough Island a marine cargo was loaded consisting of combat vehicles and gear of the First Marine Division to be landed at Cape Cretin and on 13 December 1943, *LST-22* completed loading Marine Corps personnel and joined Task Force 76.2.2 consisting of two Coast Guard-manned and five Navy-manned *LSTs* with three destroyers and HMAS Reserve for Cape Gloucester, New Britain. After beaching at Cape Gloucester on 26 December 1943, the ship underwent its first enemy air raid. Returning to Goodenough Island another combat load was taken to Saidor, New Guinea, beaching there on 2 January 1944. Thus a new ship and a green crew had quickly become veterans during the last two months of 1943.

The next two months were occupied in resupply echelons. A second trip to Saidor on 8 January 1944, was followed by a second trip to Cape Gloucester on 14 January 1944. On 1 February 1944 a third trip was made to Cape Gloucester. On the 4th a second trip to Saidor she underwent four "red" alerts during loading operations. On 25 February, she again departed Cape Sudest for Cape Gloucester, returning to Buna Roads to take an *LCM* in tow on the 27th for Cape Cretin together with two other *LSTs*, departing on the 29th for the Admiralty Islands with the *LCM* still in tow. She arrived at Hyane Harbor, Los Negros on 2

March 1944 in a support landing during the initial phase of the operation. While on the assignment the ship came under enemy mortar fire and on orders of the Task Group Commander, opened fire with the 3"/50 caliber gun on the mortar fire area. During the afternoon she underwent an enemy attack, no casualties resulting from enemy action but three men being injured from an exploding 20 MM shell which hit the guard rail. Arriving at Cape Sudest on 4 March 1944, the LST commenced loading cargo for a resupply run to Seeadler Harbor on the 9th and returned to Cape Sudest on the 12th. Trips to Buna Roads, Cape Cretin, Lae, Seeadler Harbor and Buna Roads with cargo consumed the rest of March 1944.

After 14 days at Buna Roads for anchor upkeep and training, LST-22 proceeded to load cargo at Goodenough Island and departing for Cape Cretin on the 18th, formed Task Group 77.4 for Tanalmeral Bay, Dutch New Guinea, arriving there 23 April 1944. There they participated in the initial operation on D-day plus one and underwent several 'red' alerts but no enemy action, departing next day for Cape Cretin.

The first half of May 1944 was occupied with runs carrying cargo for Aitape, from Seeadler Harbor, and to Hollandia. On 18 May 1944 the ship was underway for Wake Island, Dutch New Guinea with an LCT in tow, beaching there under enemy fire on the 19th. One man was wounded from enemy fire, and cargo was discharged under sporadic fire from enemy emplacements on the beach. A second trip to Wake was made on 23 May. This was followed by a trip with cargo for Biak on the 28th, after which USS SC-699 was taken in tow for Hollandia. June was taken up with two more trips to Biak and another to Arare, Wakde Island, where she beached on 6 July 1944. On the 9th she proceeded to Noemfoor, four days after the surprise landing there on 2 July, and after unloading returned to Humboldt Bay. Trips to Maffin Bay, Sansapor and Alexishafen, New Guinea, consumed the rest of July and August 1944.

Following drydocking and overhaul at Alexishafen, preparations were made for the Morotai operation. With echelon of LSTs, LCIs, and LCTs in tow, she departed Hollandia 11 September 1944, with cargo and personnel discharged at Morotai on 16 September 1944. Just before beaching at Morotai an enemy plane was fired upon by LST-22 and was thought to be damaged by her guns. Returning to Hollandia, she moved again to Alexishafen for overhaul and installation of more antiaircraft guns, returning to Hollandia on 7 October 1944.

The Love 6 echelon with destination Leyte, Philippine Islands was formed and departed Hollandia on 23 October 1944. Unloading was carried out 30 October 30 (D+10 day) following a typhoon which the ship rode out at anchor. Returning to Hollandia on 5 November 1944, a trip to Milne Bay followed and on the 19th of December she departed for Aitape for practice exercises with elements of the 43rd Infantry.

On 28 December 1944, George 1 echelon of Task Group 78 was formed with the ultimate destination of Lingayen Gulf, Luzon. Various elements joined until the entire task group was formed before entering the Philippines. Several enemy planes were seen attacking en route but only one came within range and this was destroyed by the fire from several LSTs, with partial credit to the crew of LST-22. One casualty resulted when a strafing bullet from the plane went through the thigh of an Army photographer on board. On 9 January 1945, two hours before 'H' hour, LVTs were launched to carry the first assault wave to San Fabian Beach. The ship discharged the balance of its cargo at 'H' hour plus one, with the aid of the pontoons carried from Milne Bay. The balance of the 9th and that night were spent at anchor with occasional air aids. Next day she departed for Leyte, the focal point for future movements replacing Hollandia, and remained there until 22 January 1945. On the 27th she began a resupply run to Lingayen Gulf, discharging cargo and personnel and departing 8 February for Mindoro Island to take on a load for Leyte Gulf.

From 15 February to 6 March 1945, was spent in the Leyte Gulf area, *LST-22* departing for Manila on 14 March and returning to Leyte on 26 March 1945. Two shuttle trips to Manila were made in April. During May 1945, short trips were made to Guiuan, Samar, for freight and then to Hollandia. From Hollandia she went to Madang, New Guinea, to pick up an Australian Tank Company to be transported to Cape Torokina, Bougainville. From there she went to Green Island to load equipment for the Royal New Zealand Air and Ground Forces for Jacquinot Bay, New Britain, and reloaded there with Australian Ground Forces for Wide Bay, New Britain.

From Wide Bay she proceeded to Manus Island for availability for cleaning and painting her bottom. Arriving at Subic Bay on 10 July 1945 she unloaded for a limited availability after which she departed for Manila. Here she loaded cargo for Palawan, where she unloaded early in August, 1945, and from there proceeded to Zamboanga, Mindanao. Here she loaded a full cargo and personnel for Leyte. The war was now over. After unloading at Leyte she departed for Manican Island for a 30-day availability beginning on 20 August 1945. On 23 September 1945 she was ordered to Leyte and departed for Wakde Island to load, as part of operations of lifting troops from rear areas. Loading at Wakde with cargo and personnel for Zamboanga, she reloaded there for Agusan, Mindanao and from there proceeded to Bacolod, Negros, Philippine Islands to pick up an amphibious truck company and Philippine Army personnel. Proceeding to Dumaguette, Negros, the Philippine Army personnel were debarked and she proceeded to Mactan Island, unloading the rest of her cargo and personnel at Cebu City, Cebu. Loading at Mactan she departed for Guiuan, Samar, and after unloading proceeded to San Pedro Bay, Leyte.

On 9 November 1945, she was released from Philippine Sea Frontier duty and proceeded to Guiuan, Sanar, to pick up cargo for the United States. She departed 11 November for the United States via Pearl Harbor. She arrived in

San Diego on 12 December 1946 and was decommissioned and her Coast Guard crew removed on 1 April 1946.

The *LST-22* earned six battle stars for her service during World War II.

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"Hollandia road to Tokyo. . ."; no date (May, 1944?); Photo No. 2301; photographer unknown.

The USS *LST-22* is the second LST from the bottom of the photo.

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### **Sources:**

LST files, Coast Guard Historian's Office.

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

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