



USS LST-832

Builder: American Bridge Company, Ambridge, Pennsylvania

Commissioned: 4 November 1944

Assigned to: LST Flotilla 29, Group 87, Division 174

Decommissioned: 30 April 1946

Disposition: Sold on 12 March 1948 to the Alexander Shipyards, Inc., of New Orleans "for operation."

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

Commanding Officers:

LT M. H. Young, USCGR

History:

USS *LST-832* LST Flotilla 29, Group 87, Division 174

The Coast Guard-manned USS *LST-832* was launched on 11 October 1944 by the American Bridge Company of Ambridge, Pennsylvania. She was sponsored by Mrs. C. J. Connolly. After being ferried down the Ohio and Mississippi rivers to New Orleans, she was commissioned on 4 November 1944 under the command of LT M. H. Young, USCGR. On the morning of 15 November 1944 she reported for shakedown exercises at Panama City, Florida, which continued until 27 November. Returning to New Orleans, she took aboard the LST-1412 and departed New Orleans on 5 December 1944 for Mobile, Alabama, where she loaded 1,400 tons of ammunition at Theodore, Alabama, and departed Mobile on 14 December 1944, for the Pacific.

Proceeding alone unescorted to the Panama Canal, she arrived at San Diego on 3 January 1945, and at Pearl Harbor on 17 January. She departed Pearl Harbor on 24 January 1945 for Ulithi, stopping at Eniwetok on 4 February 1945, and arriving at destination while unloading alongside into a Victory ship and had to be drydocked for repairs until the 18th when she departed for Guam. She arrived there on 6 March 1945, and at Saipan on 10 March 1945. Here from 10 March until 12 April she acted as harbor water barge. She was not to be in the invasion of Okinawa on 1 April 1945 but did leave Saipan on 12 April, combat-loaded with Navy Sea Bees, for the east side of Okinawa. She arrived 17 April 1945, being in the first task force to enter Chimu Wan. She beached at 0200 the next morning and was unloaded and retracted eight hours later. She remained in Chimu Wan four days and nights, the crew remaining at Condition One for almost the entire time, with nightly small raids by enemy planes but none directly attacking the ships at Chimu. The land fighting several miles inland provided quite a show with tracers, mortars, and flares going off continuously. On the 20th she launched her LCT and then departed Okinawa on 21 April 1945.

She arrived at Saipan on the 27th for three days availability. On May 7th, after a short trip to Tinian where she embarked two officers and 83 men together with equipment of the First Separate Engineer Battalion, U. S. Marines, she departed Saipan in convoy for a second trip to Okinawa arriving on the 13th, riding at anchor amid constant "red alerts" after unloading at Kagushi until the 19th. She returned in convoy to Saipan on 26 May 1945. On June 4th she departed for Leyte arriving on the 10th. Loaded with construction equipment she again reached Okinawa on June 26th. After unloading she took aboard the 13 officers and 243 men of the war-weary 77th Division who were scheduled for a rest in the Philippines and sailed in convoy for Leyte on 1 July 1945. After three days at Leyte the 832 reached Danao, Cebu, on the 10th where she unloaded her troops and returned to Subic Bay on the 14th. Here she embarked pilots and ground

crews of the 499th Bombardment Squadron, Fifth Army Air Force (14 officers and 231 men) and proceeded in convoy on the 20th to Ie Shima, arriving there on the 24th. She beached on the 25th and retracted the next morning, proceeding to Hagushi to load 18 officers and 246 men of the war-weary 303rd Field Artillery Battalion of the 96th Division for rest in the Philippines.

She left 2 August 1945 for Leyte, departing early to avoid and ride out a threatened typhoon. She was attacked by an enemy submarine en route and three torpedoes narrowly missed her. After a two day stop at Leyte she proceeded to Mindoro to unload on the 12th and proceed to Batangas on the 13th. Here she loaded jeeps and jeep trailers of the 11th Airborne Division, returning to Subic Bay on the 20th for five days of logistics. She departed on the 25th for Okinawa in convoy arriving on the 30th, anchoring at Hagushi for seven days during a typhoon alert. Then she beached and unloaded and proceeded to Naga Wan to load equipment of the 27th Division. This it appears was a mistake. When 75 % loaded she was ordered to unload and report to the 5th Amphibious Group. After a week's negotiation she was permitted to retain her load of equipment.

Departing Okinawa on the 21st of September, 1945, she anchored off Yokohama, Japan on the 25th and on 1 October 1945, she left in convoy under escort for Senamu, Japan, a little fishing village to the north. Here she arrived on the 7th and unloaded. She departed for Yokohama on the 9th but en route put into Ominato, Japan on the 10th to avoid a typhoon, leaving there on the 12th and finally reaching Yokohama on the 16th. After 8 days availability there she departed for Subic Bay, arriving 1 November 1945. Proceeding to Manila she loaded more occupation equipment and troops for Tokyo, arriving there on 19 November 1945.

From Tokyo she returned to the United States via Saipan, Pearl Harbor, San Pedro, Canal Zone, New Orleans, and Orange, Texas, where she finally arrived on 3 March 1946. She was decommissioned and her Coast Guard crew removed on 30 April 1946. She was stricken from the Navy List on 3 July 1946 and was sold on 12 March 1948 to the Alexander Shipyards, Inc., of New Orleans "for operation."

The USS *LST-832* earned one battle star for her service during World War II.

Her crew have set up a website in her honor: www.madhooligan.org/default.asp

The Official History of the L.S.T. 832
Affectionately named by her crew "Mad Hooligan"

(Editor's note: The following was a detailed history of the *LST-832*'s first year, written by her commanding officer, LT M. H. Young, Jr., USCGR, on the first anniversary of his having assumed command. The above account was based in large part on LT Young's interesting narrative.)

The USS *LST 832* was built by the American Bridge Co. at Ambridge, Pennsylvania. On October 26, 1944, at Ambridge, she was placed in reduced commission with LT. Comd'r Milo Hazard, USN, accepting her from the builder's yard. The Coast Guard prospective commanding officer, W. H. Young, Lt., USCGR, and his meat ball crew from Camp Bradford, No. 4677, reported on board for training and transportation. With much pomp and circumstance, the ship departed Ambridge and proceeded on various courses and speeds down the Allegheny, Ohio, and Mississippi rivers, arriving at the U.S. Naval Repair Base, New Orleans, La. on the Fourth of November. The ferry crew left and the combat crew was given two hours' notice to make ready for the commissioning ceremonies.

At 1300 local time, 4 Nov., 1944, the *LST 832* was placed in full commission, W. H. Young, Lt., USCGR, commanding. She remained at the Naval Repair Base while yard workers installed skids and cradle for one complete L.C.T. On November 6th, she was moved to the Todd-Johnson Shipyard for outfitting and to receive the latest bureau-approved alterations. She was dry-docked on the 10th and received two new screws to replace the ones bent up by Mississippi River's bottom, also one tail shaft. On the 12th she was depermed at the Nine Mile Degaussing Station, and on the 13th, departed for St. Andrew's Bay, Florida for shakedown.

On the morning of November 15th the 832 reported to the Officer in Charge of *LST Shakedown*, Panama City, Fla., and was caught "with her pants down" in an arrival inspection by Captain Weeden, USU. For the next twelve days the ship and crew were put through every conceivable exercise and endurance evolution. She made out fairly well, receiving the following remarks on her annual military inspection, which was conducted by Commander R.T. Agnew, USN: "...the USS *LST 832* is classed as well above the average in comparison with ships of an equal amount of training." The ship and crew were given a grade of from "Very Good to Excellent" in almost all of the phases of the examination. We were proud of that record and of our ship, and left St. Andrew's on the 27th of November, bound for New Orleans.

The ship arrived at the Pendleton Ship Yard, New Orleans, on the 29th for a few days of post-shakedown availability. On the first of December, she received on deck her "little Mad Hooligan", the *LCT 1412*, commanded by Ens. I. Kirman, USNR. December 5th she departed New Orleans and arrived at Mobile City, Alabama, the next day. Five days later, she moored to the dock at the US Naval Magazine at Theodore and commenced loading about fourteen hundred tons of

ammunition, the bulk of which consisted of 5"/38 charges, 3"/50 charges and projectiles, and the balance in 3", 40mm, and 20mm ammunition.

On December 14, 1944, the LST 832 departed the United States and proceeded alone and without escort, down the Gulf of Mexico, through Yucatan, and down the Caribbean Sea, arriving at Cristobel in the Panama Canal Zone on the night of December 20th. The next night most of the crew went out on their first "foreign- shore" liberty. She departed Dec. 22nd sailing alone and without escort, through the Canal to Balboa and then without stopping, up the Pacific Coast to San Diego. However, en route, she joined with the USS LST 888...keeping each other company throughout the holiday season. She arrived at San Diego, Cal., on the 3rd of January, 1945 and received three days availability at the Naval Repair Base.

January 7, 1945, the USS LST 832, took its final departure from the United States and headed west, alone, for Pearl Harbor, Hawaii. Two enlisted men "missed the ship." We were subsequently notified that they were both apprehended and received general courts martial. The cruise from San Diego to Oahu, T.H. took nine days in all...an extremely calm and pleasant voyage. The ship arrived at Pearl Harbor January 17th and after standing by all day for permission to enter, was finally berthed in West Lock along with other ammunition ships. The ship remained one week at Pearl waiting for a convoy to take her west.

January 24th, the ship departed Pearl in company with three other LSTs and one SC for an escort. This task unit was headed for Eniwetok, and encountered no storms or enemy action en route. Early in the morning of the 29th, the ship crossed the International Date Line. Held fire drill and initiations for the crew into the Royal Order of the Golden Dragon. She arrived at Eniwetok Atoll, in the Marshall Islands, February 4th and had divers from a repair ship trim up a defective screw. On the 7th, she departed Eniwetok in the same task unit and headed for Ulithi Atoll in the Carolines. She arrived at Ulithi on the 13th of February and unloaded almost all of her cargo of ammunition to the *Iran Victory*. This was done moored side by side out near the middle of the lagoon where the swells were deep and the winds strong. In spite of all efforts possible to protect her sides, the LST 832 really took a beating from the heavier Victory ship. This was very disheartening, but c'est la guerre. The tremendous amount of dunnage was unloaded to other LSTs who were scheduled to take on a combat load of ammunition. On March 2nd, the ship was put into a floating dry dock, the ARD 23, where she had both her screws exchanged and the port boat davit fixed. She was out of dry dock the next morning. She departed Ulithi with a PC escort bound for Guam, arriving there March 6th. On the 9th, she left Guam in company with seven other LSTs and headed for the Island of Saipan.

On March 10th, the Mad Hooligan arrived at Saipan and immediately reported to Comd'r Niecum's invasion bound task unit as per official orders. However, she

was struck from the task unit when the commander learned that she had an LCT on deck, and was placed in an emergency reserve status. She was also given the distasteful job of acting as harbor water barge to other LSTs returning from practice maneuvers. This period from March 10 to April 12 was the most trying on the morale of the crew. An invasion was in the making and we were not to be in on it. However; good news came to the 832 April 12th when she was combat loaded with Navy Sea Bees and gear for the east side of Okinawa. She departed Saipan in this task unit which consisted of nine LSTs, four LSMs, six LCSs and four destroyers. Commander King, USN, was the C.T.U. and he held every ship to a very close formation zig-zagging most of the time. One of the escorts picked up an army fighter pilot who ditched his plane nearby. The task unit encountered no storm nor contact with the enemy. She arrived off Okinawa on the morning of April 17, D-Day plus 17, and entered Chimu Wan unopposed. This was the first task unit to enter that bay, as yet not fully swept for mines. The task unit began beaching to pontoon causeways the next morning. The LST 832's turn to beach came at 0200 in the morning. She was unloaded and retracted eight hours later. This stop was in Chimu Wan four days and four nights...the crew being at condition one almost the entire time. There were nightly small raids by enemy planes, but none of them directly attacked the ships at Chimu. The fighting on land was several miles inland but yet offered quite a show each evening with the tracers, mortars, and flares. Just before dark on the 20th, the Mad Hooligan launched its LCT..... .gave it its first nursing of food, water, and beers then on the morrow, bade it farewell. Before departing Okinawa on April 21st, one of the ship's small boat with a crew of three men was left behind for the proposed boat pool. The voyage back to Saipan was uneventful. The ship arrived there on the 27th and was granted a three days at anchor availability.

On May 3rd, the ship made a short trip to Tinian, the neighboring island, where she loaded construction equipment belonging to the First Separate Engineer Battalion of the U.S. Marines, and embarked 83 men and two officers. The ship returned to Saipan the next day and departed there on May 7th as one of a task unit composed of five LSTs, five liberties, two LSMS and three APD bound for Okinawa. On this second trip back to Okinawa, the LST 832 put in to Hagushi Anchorage which is on the west side of the island. She arrived the 14th and beached that night in stormy weather. Much difficulty was encountered in unloading the heavy construction equipment due to the surf and high water. The marines practically swam ashore and the next night at high tide, the ship was retracted. For the next six days, the ship remained at anchor, the crew doing nothing but answering to "red alerts". A few [Japanese] planes got through the outer pickets and struck in the harbor, but not near us. The ship finally got a free ticket out of Okinawa by tagging on to a large convoy of empty LSTs (twenty five in all) bound for Saipan. This was May 20th, and the convoy arrived at Saipan on the 26th.

From May 26th to June 4th the crew and officers had a chance to relax and drink beer on the Island of Saipan...at the old Sugar Mill. That was the last of the lazy

days because on June 4th the ship left Saipan to begin her almost endless job of moving airforce garrison units from the Philippines to Okinawa. She buttoned up her bow doors, pumped her ballast, and joined up, by invitation, with a task unit composed of 32 LSTs headed for Leyte, P.I. We might pause to mention here that just before leaving, the Mad Hooligan was sort of coerced into giving up her jeep that she sort of acquired from the army way back at Guam. The jeep went to a Navy captain who was just carrying out his orders, I guess.

The convoy pulled into San Pedro Bay between Samar and Levte and all ships began to immediately call upon ConServRon Ten...the service squadron that says. . . if we've got it, you can have it!" The game is to find out who's got it and then pretend that you're combat loaded for Tokyo so that you can get it. But in all fairness, that service squadron really was a Godsend. It's always good for fresh provisions anyway. After a few days of liberty in Tacloban all hands were ready to take on the load and get the show on the road. The ship was beached on the 15th and was loaded with construction equipment again. Always the same type of load. This time it was the 822nd Engineer Aviation Battalion. The passengers were some two hundred negro troops and about ten officers. The ship was retracted the next day, and on a particularly sweltering hot June 21st, a plenty hot summer solstice, she departed for Okinawa, arriving there on the 26th. On the 28th, the Mad Hooligan hit the beach at flank with a steering failure, between two LSTs seventy-five feet apart, and across a six knot current and twenty knot wind. That was one time when the old man just whistled (for lack of strength to do anything else). That was at Hamasaki. The ship was retracted that night in a bright full moonlight and the next night she was beached down at Hagushi where she embarked the war-weary 77th Division infantrymen who were scheduled for a rest in the Philippines. There were 243 men and 13 officers. The sailing list showed more but [Japanese] snipers scratched them out during their last few days before embarkation.

Once more the ship was Philippines bound in company with 32 other LSTs and eight LSMs and escorted by four APDs and two SCs. That was the First of July... and three days later, the convoy spent a very quiet "Fourth". The ships stopped off at Leyte between the 6th and 9th..only long enough to get fresh provisions from that ComServRon Ten again and water from ye ole water hole on Samar, and the convoy swung out towards Cebit, which was to be the new home of the 77th Div. The ship was beached at Danao on the 10th, unloaded her troops, and was retracted on the 11th, at which time she buttoned her doors, pumped ballast, and headed for Subic Bay on Luzon, arriving there July 14th. She was beached at Subic on the 13th and embarked pilots and ground crews of the 499th Bombardment Squadron, Fifth Air Force...231 men and 47 officers. Inasmuch as the army distributed one case of beer to each of its men and five to each officer on the night of embarkation, there was a bit of difficulty in loading, but no serious delay. The ship was retracted the next day, and with daylight of the 20th, the 832 went outside the submarine nets, compensating compass and swinging ship while waiting for the convoy to form up. The convoy was task unit 72.10.4 with

Commander Motor, USN, as CTU, and it consisted of twelve LSTs. At Okinawa the convoy split up, some ships anchoring at Hagushi, the others, which included the 832, proceeded on to Ie Shima. The ship was beached on the 25th and was retracted the next morning. She then proceeded to Hagushi Anchorage where she anchored for only a few hours awaiting further orders. During this interim, the captain called for an "Abandon Ship" drill...and surprised everyone by ordering them to actually abandon ship. It was an astonishing revelation to find so many men who could not swim.. .and even more astonishing to find non-swimmers who were willing and did jump into the water without testing their life belts. Fortunately life boats and life guards had been provided for in advance. It was a good, real lesson for all hands...and especially to those hands who preferred to get "rope burns" to jumping over the side. After the drill there was steak and an issue of "battle-fatigue beer".

On July 27th, the ship entered Buckner Bay, moored to a pontoon causeway, and began loading another war-weary division, this time the 363rd Field Artillery Battalion of the 96th Division. As in the case of the 77th, this division was scheduled for a period of rest in the Philippines. Heavy swells in the harbor broke up this causeway, causing all ships to leave it in a hurry and to resume loading at another causeway in Baton Ko. The loading of artillery pieces and the embarkation of 246 men and 10 officers was completed on the 29th. The ship was retracted and on the morrow, made a sortie from the bay but returned with the task unit upon orders of the Port Director who held all ships at anchor under Typhoon Plan Willim. On the first of August, the swells in the bay became deeper and the winds stronger. All ships were ordered to execute Typhoon Plan Xray...which meant to proceed to sea for weathering out the storm. All ships got underway at once, and there was a mad scramble at the narrow net entrance. The 832 "yielded" her right of way to a cruiser. The ship missed the center of the typhoon by about one hundred miles by proceeding due south. Since that was the direction of our original destination, the task unit was formed up out at sea and proceeded on to Leyte. On the fifth night out, the convoy was attacked by an enemy submarine. Three torpedoes were reported seen passing through the ships. The destroyer *Johnson* went out on a deliberate attack, dropping some thirty depth charges, and made a report to the CTU that she thought, quote: "the bastard is sunk". The convoy arrived at Leyte on the 7th, pausing there three days for reprovisioning and fresh water. It then departed, bound for Mindoro...the same task unit with ComLstGr 62, Comd'r Gillet, USN, as CTU. The ship arrived at Mindoro on the 12th, beached that day, unloaded, and retracted the next afternoon.

On August 13th, the Mad Hooligan departed Mindoro and proceeded on her own to Bantangas, arriving there the next morning. On August One Five, hardly a man is alive who was out in the forward area and who doesn't remember the radio news from President Truman that in effect ended all hostilities. The 832 received that news while at anchor waiting to beach for a load. All the ships in the harbor blew whistles, fired pyrotechnics, and made smoke. That afternoon the ship was

beached at Cota and a V-J Day celebration with plenty of G.I. punch was given for all hands on the beach. The loading of jeeps and jeep trailers was commenced that evening. These belonged to the 11th Airborne Division. The ship was retracted August 17th and departed Batangas in company with three other Coast Guard manned LSTs bound for Subic Bay. She arrived there on the 20th and was given five days in which to attend to logistics.

On August 25th, the 832 departed Subic in company with the same three other Coast Guard manned LSTs and one merchant ship. This small unit was bound for Okinawa and rendezvoused with a larger convoy of merchant ships from Manila en route. She arrived at Okinawa on the 30th and remained at an Hagushi anchorage for seven days during a typhoon alert. She was beached at Naha Harbor September 5th, retracted the next day after unloading all the jeeps, and proceeded up to the northern end of the island, anchoring in Nago Wan. She was beached to pontoon causeways and the loading of construction equipment and barracks bags belonging to the 27th Division was begun. When the ship was 75% loaded, she received orders to unload and to report to the Fifth Amphibious Group rather than to the Third to which she was then mistakenly assigned. A request was put in to remain with the Third inasmuch as the ship was almost completely loaded, and to complete the loading. An answer was finally received a week later granting the request.

That period of waiting while beached proved to great advantage to the crew...base-ball and swimming every day, plus beer on the beach. The ship was retracted on the 15th and proceeded to Buckner's Bay to obtain fresh provisions. However, en route, the ship was interrupted by a Typhoon Plan Xray and had to proceed due west to escape the storm. Again she missed the center of the typhoon by about one hundred miles, but for three days she bucked high winds and a rough sea. On the 18th, she put into Buckner's Bay, received some fresh provisions, and at the same time, did a little bit of legalized salvage work on various typhooned-wrecks in the harbor.

With the advent of the autumnal equinox and world peace, September 21st, the LST 832 was Tokyo bound, leaving Okinawa in company with three other LSTs and without escort. This was an exceptionally smooth voyage even to the 25th when she pulled into Tokyo Bay and anchored off Yokohama. All hands got to see Tokyo and Yokohama during the next five days. On October 1st, she departed Yokohama with her load bound on a trip around the northern part of Honshu to a little fishing village of Senami. She was a member of Task Unit No. 32.6.12, Comd'r Wilson, USN, as CTU, composed of thirty LSTs, four LSMs and the destroyer *Madison* as escort. When the convoy reached Sendai, she split up, with the 832, three other LSTs, one LSM, and the destroyer proceeding on to Senami. The ship arrived at Senami October 7th after having made a slight sortie west on the Japan Sea to avoid another typhoon. She beached upon arrival and began unloading the mobile equipment. The army seemed to disappear when we hit the beach and it soon devolved upon an all-hands

evolution for the crew to unload the several hundred ton of barracks bags in order that the task unit could depart on the 9th. The ships got away on time and proceeded back to Yokohama. However, en route, storm warnings indicated that a typhoon was to cross our route, so the CTU ordered the unit into Ominato Ko to ride out the storm in a snug harbor. The ship successfully rode out the typhoon, the center of which seemed to stop and finally blow itself out at a point 100 miles southeast of Ominato. The ship departed Ominato on the 12th, which we soon learned to our decided discomfort to be too soon. The typhoon was a die-hard and we bucked her winds for several days. The ship finally settled down at anchor off Yokohama on October 16th.

A request was made to dry dock the 832 in order to replace both of her bent up screws and the stern tube bearings. The request and necessary availability was granted so the 832 waited off Yokosuka for eight days. The yard officials then decided that they couldn't take her so on the 24th, she was ordered to join Task Unit 32.6.27, ComLstGr 107, Comd'r Teuscher, USN, as C.T.U. This unit was composed of seventeen LSTs and one destroyer, bound for Subic Bay where all ships were to be granted four days availability, and the 832 dry docking, and then were to pick up loads at Manila and Batangas for a return to Tokyo.

At the time of this writing, the LST 832 was approaching Subic Bay and was making ready to celebrate her first birthday...November Fourth, 1945, one year after being commissioned at New Orleans.

"USS LST-832 BEACHED DURING WORLD WAR II." Courtesy of William H. Davis, 1979.
U.S. Naval Historical Center Photograph -- released. NH-89241.

Note inside her open hull doors the unofficial "USCG" acronym
painted on her inner hull plating above the bow ramp.

Sources:

LST files, Coast Guard Historian's Office. [The Historian's Office has archived many issues of the "Mad Hooligan," the ship's newspaper published on board LST-832 during the war.]

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.

