



USS LST-67

Builder: Jeffersonville Boat and Machine Company, Jeffersonville, Indiana

Commissioned: 19 April 1943

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

Decommissioned: 28 March 1946

Disposition: Sold for scrapping on 5 December 1947, to Ships and Power Equipment Company, Barber, New Jersey.

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 William E. Paulsen: 19 April 1943 - 4 April 1944

LT John Lenci: 4 April 1944 - 28 March 1946

History:

USS *LST-67*

LST Flotilla 7, Group 21, Division 41

The Coast Guard-manned USS *LST-67* was built at Jeffersonville, Indiana, and commissioned on 19 April 1943. She had been sponsored by Mrs. William H. Lang. Her first commanding officer was LT William E. Paulsen, USCG. On 4 April 1944, LT John Lence, USCG, became her next commanding officer. She was manned entirely by a Coast Guard crew and assigned to the Southwest Pacific theater of operations.

Urged on by the need for combat transportation in the Southwest Pacific, the *LST-67* departed the United States a little over a month after commissioning and on 14 June 1943, heading south, she first crossed the equator. Early in August 1943 she reached her destination and reported to the Commander, Seventh Amphibious Force. Later in the month she joined Flotilla Seven then participating in the early phases of the New Guinea campaign. Her first landing, a support operation was at Milne Bay on 31 August 1943. This was followed by other support landings at Morobe, Buna, and Lae on the 8th, 21st, and 22nd of September. The real baptism of fire came on 22 September 1943, when *LST-67* hit "Scarlet" Beach on D-day at Finschafen, New Guinea. The remainder of 1943 saw re-supply operations on the New Guinea mainland, to be broken on 27 December 1943, in the assault landing at Cape Gloucester, New Britain. Here the landing ships were attacked by a formation of enemy dive bombers. Bombs fell within 100 yards of *LST-67* but the planes were driven off or downed, an Aichi D3A-1 Val falling victim to *LST-67*'s 40 mm anti-aircraft cannon fire. Altogether three combat landings were made at Cape Gloucester, on 30 December 1943, and on the 5th and 13th of January, 1944, enemy opposition being encountered on each occasion.

The Saidor occupation followed with landings made under combat conditions at Dekags Bay on 16 January 1944. The rapid pace and ever shifting scene of the war in the Pacific next brought *LST-67* in the Admiralty Islands operation. On 9 March 1944, saw her beaching at Los Negros in support of the original assault. Another landing here was made on 12 March again again under an harassing air attack. On the 15th she departed for the invasion of Manus Island, being command ship and sole LST participating in this invasion. Army "Alligators" were discharged while the vessel was underway and the attack forces landed at Hyane Harbor. General Douglas MacArthur's commendation, which was shared by *LST-67* was: "The highest traditions of the Naval Service were reflected by the officers and men who took part in the Admiralty Operations. Please extend to them my entire satisfaction at their splendid conduct."

The remainder of March 1944 and most of April was taken up with supply landings in the southwest area. On 23 April 1944, the LST participated in another D-day at Tanah Merah Bay, in Dutch New Guinea as part of the Hollandia Operation. A support landing on 16 May at Aitape followed. Then on 18 May 1944, she took part in the initial invasion of Wakde Island off the New Guinea coast. Casualties were evacuated to the Humboldt Bay area and a re-supply trip made to Wakde on the 22nd. The initial invasion of Biak, in the Schouten Island Group, followed on 30 May 1944, the convoy being attacked by enemy dive bombers. Heavy anti-aircraft fire drove off the raiders. Two additional combat landings in the area followed on 5 and 11 June, the latter convoy falling prey to air attack. The *LST-67* was commended for these operations by the Commander in Chief, Southwest Pacific area for "brilliant success attained" and a "deserved well done" was added by the Commander, Seventh Fleet.

As a unit of the first reinforcement group at Noemfoor on 16 July 1944, *LST-67*, while on her way to Arare to pick up another cargo, again came under enemy fire. Enemy fighters strafed and bombed her but her luck held and she beached at Noemfoor a second time on 11 July, carrying a load of Japanese prisoners back to Hollandia. At Cape Sansapor, Dutch New Guinea, the vessel made three landings under combat conditions beginning 30 July 1944. In the initial assault, combat troops were carried from Moffin Bay. A second reinforcement landing was made on 3 August 1944, returning from which the convoy was attacked by a single enemy bomber which dropped a string of bombs just astern of *LST-67*. She beached from a third trip on 11 August 1944. Supply runs followed for the balance of August. On 15 September 15, 1944, she was part of the attack force besieging Morotai in the Halmaheras, experiencing an enemy submarine attack on the trip from Hollandia and an air attack on the 16th which was driven off. After 22 combat landings in 12 months the LST now sailed for Alaxishafen, New Guinea, for a brief overhaul period.

On 13 October 1944 *LST-67* was again in action, loaded with assault forces and en route from Hollandia for the original Philippine invasion. She hit the "White" Beach on D-day, 20 October 1944. Early that morning a lone Japanese fighter had attacked but was repulsed. Troops and cargo were discharged overnight to the accompaniment of tracer fire from ships in Leyte Gulf under heavy siege by Japanese aircraft. Returning to Aitape, the LST picked up another load and returned to Leyte on 15 November 1944, in a support landing. The LST continued moving supplies and men from New Guinea to the new battle area disembarking on the third trip at Guiuan, Samar and departing for Hollandia on 19 December 1944. Guinan Harbor was reached again on 28 December 1944, after enemy planes had been driven off en route on Christmas 1944, and the cargo unloaded amidst incessant air raid alerts. Returning to Leyte she took on a cargo for Mindoro in a resupply echelon and was beached there on 7 January 1945.

Late in January 1945, *LST-67* left the Philippines for Hollandia to take on troops and equipment as a resupply echelon of the Lingayen Gulf Operation (9 January 1945). Departing Hollandia on 6 February 1945, the convoy was attacked by a Japanese submarine on 11 February 1945, which scored a torpedo hit on an LST three columns to port. The stricken vessel was blasted in half and the after section sank within a minute. A sequence of emergency turns as contacts were reported from various bearings, brought the convoy through a complete circle, with crews at General Quarters station for 4 1/2 hours. On 18 February 1945, *LST-67* beached at St. Fabian, Luzon on Lingayen Gulf, and went alongside two merchant vessels in a difficult maneuver in heavy swells to load U.S. Marine Corps personnel and equipment. The load was discharged at Mindoro on 25 February 1945, and she sailed for Subic Bay to await further orders.

Another convoy was formed at Lingayan Gulf, 15 March 1945, and on the 18th of March *LST-67* beached at Tigbauan, Panay in the original landing. Returning to Lingayen Gulf she again came under air attack, made smoke, and while shore installations were struck, the ships escaped unscathed. On 24 March, she lay at anchor off Negros Island with the first resupply echelon in support of the invasion. Returning to Morotai on 16 April, she loaded a capacity supply of shells, fuses and rockets and left Morotai on the 27th with an LCT in tow. On 1 May, she was anchored off Tarakan Island, Borneo, with the original assault forces on the first day of the invasion. Destroyers, gunboats, rocket ships and mine sweepers came alongside to replenish their magazines and resume the devastating fire which made possible the steady advance of the attacking Australian Forces. The *LST-67* also acted as general logistics ship during this operation. She returned to Morotai on 13 May, and ammunition was again taken aboard and on 17 June, she departed to drop anchor on 20 June, at Tawi-tawi Bay off the southernmost of the Philippines. Here she awaited the call from the naval forces engaged in the preinvasion bombardment of Balikpapan.

She headed south on 22 June with a destroyer as escort, passing through Macassa Straits on the 23rd a full week before the invasion forces, being the first vessel of her type through this historic passage. She anchored in Balikpapan Bay on D-minus seven days, 24 June 1945, rapidly transferring ammunition to cruisers and destroyers who were reducing enemy defenses to rubble. On the 25th, Japanese torpedo planes evaded the air patrol, but accurate anti-aircraft fire routed the attackers, one plane crashing after being hit repeatedly by *LST-67*'s guns and finally crashing in flames a hundred yards off the beam. Returning to Tawi-tawi for more ammunition, *LST-67* rendezvoused with the main convoy bound for the Balikpapan landing on 1 July. This was the last major amphibious landing of the war. On 15 July 1945, she sailed for Morotai and on 3 August 1945, left for the Philippines to discharge the balance of the ammunition and await further assignment. While at anchor in Subic Bay, word came of the Japanese surrender on 14 August 1945. She discharged her ammunition and departed for overhaul at Manicani Island, off Samar. She was thus occupied until 23 September 1945.

Combat was at an end but the work of *LST-67* was not finished. Departing Leyte on 25 September 1945, she proceeded to Biak, returning to Agusan on 7 October 1945. Again on 13 October 1945, a trip was made to Morotai, returning to Leyte on 27 October 1945. Then proceeding to Puerto Princessa, Palawan, she returned to Manila 12 November 1945. She left Manila on 13 November 1945, for the long trek home via Guam, Truk, Eniwetok, Kwajalein, Pearl Harbor, San Diego, Canal Zone and Charleston, South Carolina, where she arrived 24 February 1946. The *LST-67* was decommissioned and her Coast Guard crew removed at Charleston, South Carolina, on 28 March 1946.

The USS *LST-67* earned nine battle stars for her service during World War II.



"CAPE GLOUCESTER INVASION, DECEMBER 1943. Marines pull a Jeep ashore from an LST that had to be unloaded before a causeway could be prepared, circa late-December 1943. In background is USS *LST-67*."; USMC Photo No. USMC-69003; photographer unknown.



"CG brings tanks. . ."; no date (July, 1944?); Photo No. 2642; photographer unknown.

The Coast Guard-manned LSTs 67 (left) and 66 (right) disembark M4 Sherman tanks and other vehicles during the invasion of Noemfoor.



"Giant sea-going freight cars. . ."; no date; Photo No. 3575; photographer unknown.

Unknown invasion: USS *LST-67* is on the far left.

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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