

LST504/A16-3

USS LST #504  
Fleet Post Office  
New York, N. Y.

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CONFIDENTIAL

17 July 1944

**From:** The Commanding Officer.  
**To:** Commander in Chief, United States Fleet.  
**Via:** (1) Commander LST Group THIRTY.  
(2) Commander LST Flotilla TEN.  
(3) Commander Naval Forces in Europe.  
**Subject:** Action Report, Submission of.  
**Reference:** (a) Cominch FF1/A12-1/A16-3 Serial 7152 of  
29 October 1943.

1. This ship operated from; June 1 to June 3 under Commander Landing Craft and Bases of the Eleventh Amphibious Forces, Plymouth, England; June 4 to June 8 under Western Task Force, Baker ONE, Task Organization 126.2 in the invasion of Normandy, France; June 8 to June 30 under the Naval Commander Western Task Force, in the Shuttle Service.

2. The initial trip, Plymouth, England to Omaha Beach, Normandy, France commenced on June 5, 1944 and ship arrived off the beach at about "H" plus 10 hours on "D" day. Due to the condition of the sea and congestion on the beach no vehicles were off-loaded until "D" plus 1, the scarcity of LCTs and Rhinos prevented complete off-loading until 1100 on "D" plus 2.

3. Subsequent trips were made according to the following schedule:

From Portland to Omaha Beach arriving on "D" plus 6.  
From Portland to Utah Beach arriving on "D" plus 11.  
From Southampton to Omaha Beach arriving on "D" plus 18.  
From Portland to Omaha Beach arriving on "D" plus 21.  
From Southampton to Omaha Beach arriving on "D" plus 24.

4. During these runs there was a total of 1566 Army officers and men and 402 vehicles carried on board.

5. No enemy planes or craft were sighted within the firing range prescribed by applicable orders and for this reason no ammunition was expended. The Mark XIV sight generators were unreliable, cutting out with great frequency

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6. One bomb stick exploded about 300 yards off the port bow and shrapnel hit ship on night of "D" day but, no battle damage resulted.

7. Comments on various phases of the operation are below:

(a) Navigation - The placement of buoys across the English Channel were of material assistance in navigating within the swept channel. It was noted that the bearings between buoys were not always in accord with information, making it necessary to determine the difference in order to be certain of remaining in the swept channel.

(b) Operations - On returning from the coast of France every convoy but one started so late in the day it resulted in arrival at the English Ports during hours of darkness at the time of sortee of outward bound convoys in harbor approaches causing great confusion.

The practice of unloading by LCT or Rhino Ferry is very satisfactory provided that the sea does not exceed scale 2 with very small ground swells and, the operators of these craft are experienced in the process of "Marrying".

8. The operation of the ship and engineering was satisfactory.

9. The performance of the crew was also satisfactory. No casualties were suffered.

10. The only equipment lost by ship were five (5) LCV(P)s lost during "D" day and "D" day plus 1 from striking enemy obstacles during casualty evacuation operations. On "D" day plus 2, ship's company salvaged four (4) LCV(P)s, later repairing three of these. On "D" day plus 6 two LCV(P)s with crews were ordered to report to Naval Officer-in-Charge, Omaha Beach.

G. M. BUDD

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