

ten of this issue. This action report submitted by the skipper of LCT-33 covers the crossing from Tunisia to Italy and the landings on D-Day (9 September, 1943).

After the Salerno landings, John Morrissey, another member of the LCT-33 crew, was transferred to the LSM-231 and served in the Pacific up to China before being discharged in January of 1946.

Anzio and a Hospital Stay

Early in 1944 the Allies were prepared for another major amphibious landing at Anzio on the Italian coast just southwest of Rome. The main landings began on 22 January and were challenged by bad weather as much as German resistance. The beaches at Anzio proved very difficult to hold for the Allies. The German Luftwaffe continued to harass the beachheads long after the initial invasions.

It was on the 6th of February during a bombing raid that James Burgess was unfortunate enough to tangle with several chunks of bomb fragments. Back home in a newspaper interview Burgess explained that, "The next two days I spent at an army evacuation hospital from which I was shipped to Naples, where I spent a month. They transferred me to Palermo, Sicily, where I spent two more months in an army rest camp."

Southern France

Burgess rejoined his flotilla on the LCT-452 in time to take part in the initial invasion of Southern France in August of 1944. These Allied landings took place just

after the Normandy invasion and once again Burgess was in the thick of things, this time on the LCT-452.

"There were plenty of bombs thrown at us that day," he said, "but they all came from coast artillery, not aircraft."

It was for the foregoing action that Burgess and his fellow crew-members received a naval unit commendation for excellence in landing troops and vehicles under fire. Shortly after the action off Cavalier, France, on August 15, Burgess was sent back to the States.

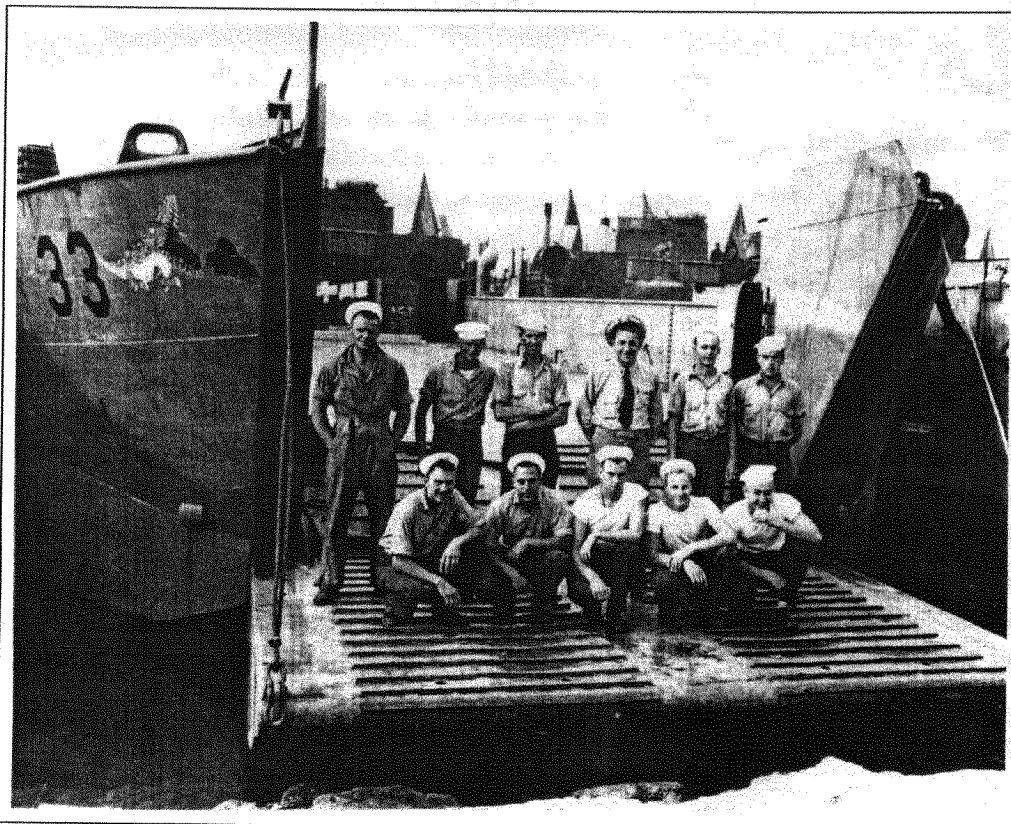
He also wears the Purple Heart, the Bronze Star, and the Mediterranean Service Ribbon with four stars for major actions, including the landings at Anzio, Salerno, Sicily and North Africa.

The thing that disturbed him as much as anything that happened while on duty in the Mediterranean, he explained, was the loss of all his gear and personal effects in August off the French coast.

During his newspaper interview back home, he hauled out his sea bag, which was merely a mass of holes held together here and there by some badly tattered canvas.

"This is about all that was left of my stuff," he said sadly, "and it really isn't much, is it?" The holes, he explained carefully, were NOT moth holes!

Today, James Burgess keeps in touch with two of his former crew-mates, John Morrissey and Lawrence (Denny) Denison.



The LCT-33 in the Med. James Burgess was able to identify the following.

Standing from left are: Homer Dodds; Lawrence (Denny) Denison; James Burgess; skipper Lt. (jg) Jesse Anderson; Lewis Gaffney and John Morrissey.

At far right in the front row is a man named Ball, and next to him, Paloney. Note the gator emblem of the amphibious forces on the hull next to the 33.

Photo courtesy of the National Archives.

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