



LCT-1241 chronology

Ensign Richard Baruth
Officer-in-Charge LCT-1241

My crew was very resourceful since they were able to obtain beer, a Jeep, a small power boat, and a vicious little spider monkey. All of these things made life a little easier. Generally speaking, duty was boring and routine around Okinawa.

September 1944—Crew #5834 begins amphibious training at ATB Solomons, Maryland.

Personnel aboard:

Acuna, Frank – S 1/c	McManus, William – S 3/c
Baruth, Richard – Ensign	Nelson, Wallace – EM 3/c
Elkins, Burman – F 1/c	Rusiewski, Mike – S 1/c
Hayes – RM 3/c	Simpson, Leonard – GM 3/c
Kinney, Alfred – MoMM 3/c	Swanson, Warren – QM 3/c
Lesser, Ted – MoMM	Thompson, Bob – F 1/c
Marshall, Duke – SC 3/c	Zimmerman, Roy – BM 3/c

Training began on Chesapeake Bay. Training consisted of becoming familiar with amphibious warfare invasion techniques. Crew rapidly progressed through beachings, landing personnel, and unloading cargo on enemy beaches.

Crew #5834 excelled in basic training and landings. They were selected to navigate approximately 120 miles of the Chesapeake from ATB Solomons to the Yorktown Mine Warfare Arsenal, Yorktown, VA. Our job was to deliver a tank deck of shells to the arsenal for reworking. We navigated through the Chesapeake traffic of ships, ferries, and fishing craft without problems. On return, encountered a hurricane blowing up the East coast and forced to refuge in Norfolk. We just managed to enter Hampton Roads ahead of nightly closing of the anti-submarine nets. Road out storm tied up to a coal loading dock.

On 26 October, 1944, we were detached from ATB Solomons with orders for sea duty. Left Washington D.C. as part of a 144-man rail troop movement for New Orleans. We were assigned to various landing craft headed for the Pacific.

October, 1944, reported to the naval station, New Orleans. We were assigned the landing craft LCT-1241 for duty. LCT-1241 was lashed to the launching ways on the deck of LST-643. We were to remain piggy-back until launched at a future invasion sight. (Okinawa)

LCT-1241 was built by Manitowoc Shipbuilding, Manitowoc, Wisconsin, brought down Lake Michigan, through the Illinois River, and down the Mississippi to New Orleans. She was to be our sea going home for almost 2 years.

Late October aboard the LST we departed New Orleans for Biloxi, Mississippi, where the LST loaded a tank deck of ammunitions for the Pacific Theater (PTO). We went through the Panama Canal spending 3 days between the Atlantic and Pacific ports. Minimal shore leave was granted.

Left Panama and sailed up the west coast of Central America. During this trip friction between skippers of LST and LCT began over LST's attempts to steal (via transfer) competent LCT crewmen and swapping for LST misfits.

Arrived at ATB Coronado, California (San Diego) where personnel problems were attempted to be resolved through the commander of the ATB. LST told to leave LCT crew as assigned. Many personality problems arose during our tour on LST-643.

Left San Diego in convoy of LST's for Pearl Harbor. It was 7 days of very rough seas between U.S. and Pearl. Left Pearl after Thanksgiving. Our departure was probably applauded by the nested LST's where 643 was assigned to tie up. The lousy ship handling by LST skipper was evident every time we were given a new nesting site. He had no ability to come along side without ramming neighboring ships. This was just one example of his poor ship handling.

After leaving Pearl, heading west, a crew picture was taken on the deck of LCT-1241 somewhere between Pearl Harbor and our next landfall.

We arrived at Eniwetok Atoll in the Marshall Island group. Several hours of R. and R. involving games of softball and beer drinking and on the return to the LST, LCT-1241 had a casualty. We lost Kinney who suffered a crushed foot between LST anchor housing and the