



# LCT(A) 2273

## IN TROUBLE AT OMAHA BEACH

### Frank Hess, Officer-In-Charge

*As the storm became more violent, our ship began to bend amidships. With every large wave, the bow would dip down, the cargo deck amidships would rise up and the stern would settle down in the water.*

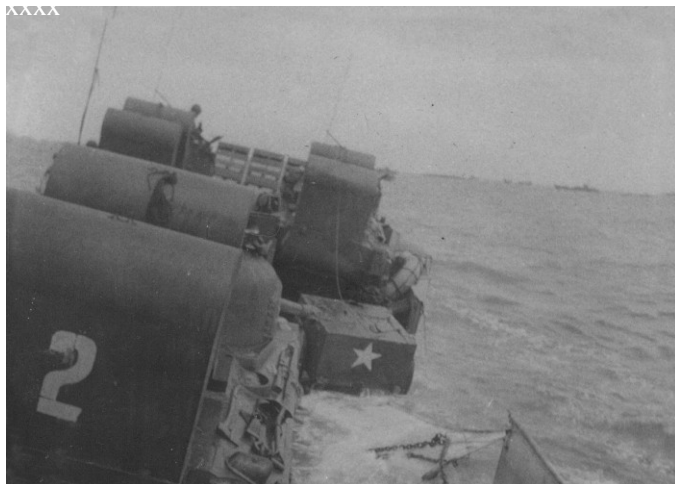
**FROM: Officer-In-Charge, LCT(A) 2273**  
**SUBJECT: Revised Action Report -- 3 October, 2002**

#### 4 June 1944

At 0415 LCT(A) 2273 and other ships in the "h" hour wave on Omaha Beach sailed out into the Channel in a drizzle with squalling winds gusting to a near gale force. Soon the angry sea was pushing the bow of our ship with its heavy armor plate and two Sherman tanks 12 to 15 feet in the air and it was obvious this sea was too much for these ships. At this point, General Eisenhower postponed the invasion 24 hours and we were ordered back to port. We were unaware, in the darkness of the night, that this vicious storm had seriously damaged the starboard bulwark of our craft. Most of the next 24 hours was dedicated to rest, such as it was, with an additional 50 men in quarters designed to shelter 12.

#### 5 June 1944

We cut loose from buoy in Portland Harbor at 0300 with completed load. The sea was rough and the visibility was limited. We had trouble getting through



LCT(A) 2273 in rough seas. Frank Hess photo.

#### 5 June 1944

We cut loose from buoy in Portland Harbor at 0300 with completed load. The sea was rough and the visibility was limited. We had trouble getting through convoy from Weymouth but by 0630 we were in position in our own convoy. At about 1200 a PC came alongside and ordered LCT(A)'s to pass DD tanks in convoy. When we had passed, Captain SABIN on LCI(L)520 ordered LCT(A) back into original position. We proceeded without any trouble until about 1530.

At approximately 1530, the sea broke down our starboard bulwark at the sections which had been cut for side-loading. The bulwark sheered the cover off our starboard ballast tanks and they filled up immediately. The sections of the bulwark were replaced and braced with poles. T. BOYD, SM3c, showed extreme courage working over the side to replace the bolts, which had been sheered from the braces. Other members of the crew worked hard to keep the bulwark in place with their own backs until 1700.

At 1700 the braces broke and the one section of the bulwark went over the side. The sea rushed in, tossing the ammo trailer attached to the tank back and forth like a toy. From the time the bulwark broke down, there was nearly three feet of water on our starboard side and one foot on the port side completely covering the deck, which added to the danger of capsizing. Due to the addition of tons of water on the tank deck, our speed was greatly reduced and the convoy soon pulled away leaving us alone. The armor plate secured to the forward bulkhead of the living quarters covered both hatches to the tank deck preventing water from entering the living quarters.

Due to the flooded tank deck, all army and navy personnel (approximately 50) were confined to the Living quarters of the ship which was designed to accommodate 12 men.