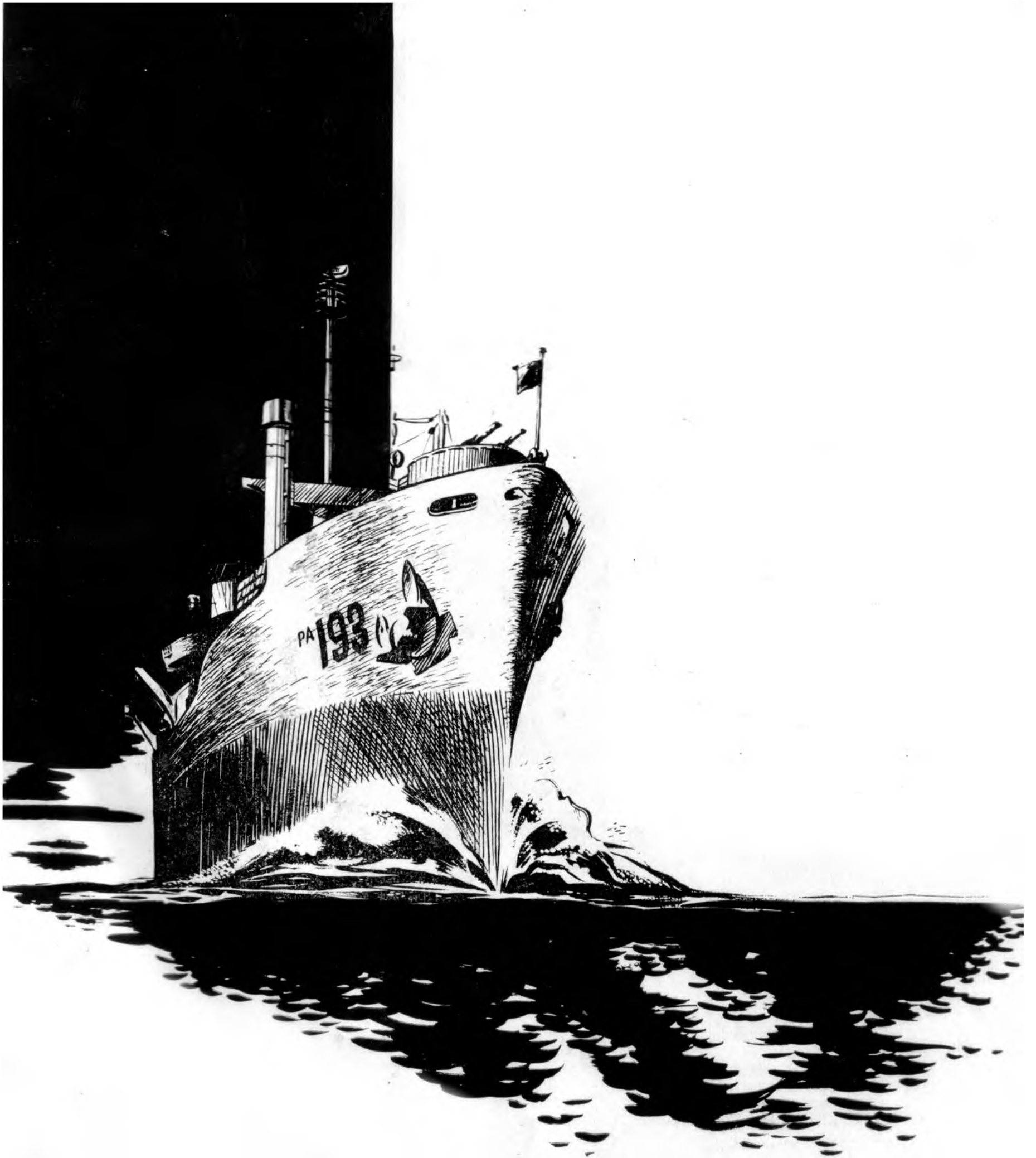




U.S.S. SANBORN





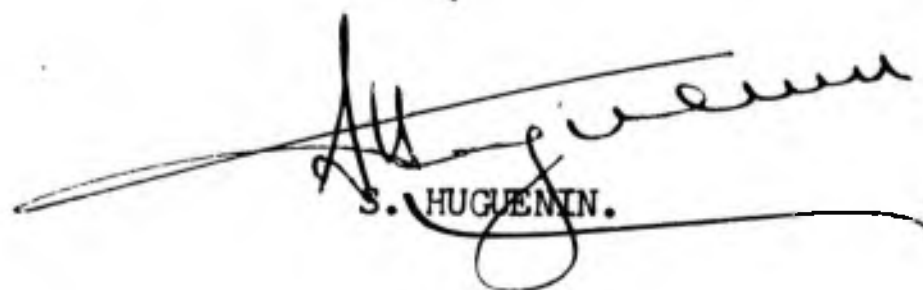
FOREWORD . . .

SANBORN'S job is finished. She did a good job. It was not spectacular; she didn't get any medals or headlines; she wasn't shot at; no Kamikazes ever dived at her; and as far as we know, no torpedo ever came in her direction; but she did what she was built for and did it smartly. I am proud of her and of the ship's company that made her a smart ship.

For most of you sailed in her . . . In her was where you fought the war. You can well be proud of your service. Those of you who wear more than the two stars earned in SANBORN can be sure that your service in her was as important and essential in winning the war as your service elsewhere. And those who have joined since the war ended know her record and can share our pride in her and in being a part of her company.

As this is being written, those of us remaining aboard are laying her up. In a few weeks she will be towed up the river to her peacetime berth where she will lay until the next war. May she never sail the Western Pacific again but may she sail in your memories forever.

Goodbye and good luck.



S. HUGUENIN.



CAPT. S. HUGUENIN, USNR
Commanding Officer

NOT PICTURED—

COMMANDER JOHN RANDOLPH SCHWARTZ, USNR
Executive Officer October, 1944-January, 1946



Commander John F. Bauer, USN, Executive Officer, January, 1945, to June, 1946

Lieut. (j.g.) Charley L. Peebles, USNR, Chaplain





Wardroom Mess

Department Heads





U.S.S. SANBORN, APA-193

WAR DIARY



While the U.S.S. Sanborn (APA 193) is not the biggest nor the fastest nor the fightingest ship in the fleet those who sail her can look back with pride on her accomplishments as an auxiliary vessel in the amphibious forces of the United States Navy. Her parenthetical designation of (APA) identifies her as an attack transport, and as such she is a member of a class. Differing from the regular transport, she not only carries the assault troops for an invasion but she puts them ashore with necessary equipment and supplies without benefit of special docking facilities. Like the amphibian she virtually is, she plows ahead within hailing distance of the enemy and disgorges her cargo of fighting men and equipment into her landing boats. These rugged little boats then shuttle back and forth to the beaches until every man, gun, truck, jeep, bulldozer and medical aid is ashore. As an amphibious attack vessel she leaves the naval fighting to more heavily armed ships of the line, but in an emergency her well trained gun crews can throw up a fiery protective wall against enemy raiders.

She carries an organized unit of blue jackets known as the Beach Party. These men are trained to hit the beach with the first units to go ashore. There they clear the way for rapid unloading of succeeding waves of small boats. The Beach Party has its own medical unit who assist with the general evacuation of the wounded and look after casualties in their own group. Others in the party direct traffic on the beach and act in a liaison capacity between the beach and the ship. The crew left aboard the ship pour out vital cargo into the returning landing boats and stand by to clear the ship of any emergency. Radiomen sort

out the meaningful from networks dense with communications; others make necessary interpretations, effect orders, and maintain the basic organization of the operation. After the assault phase of an invasion she may double as a hospital ship, replacing her cargo of offensive equipment with casualties from the beaches. When filled to capacity with wounded she may be ordered to a base back from the forward area for unloading. There she may draw a less essential assignment; perhaps she will act as a cargo vessel to bring supplies to the front. The Sanborn's record is not atypical. In these various roles she has set a record of valiance and those of her company know she has met every test in keeping with the highest traditions of the American Navy.

Of "victory" type design, she was constructed as an APA at the Kaiser Yards, Vancouver, Washington for the Maritime Commission. She left the ways in August, 1944 and was commissioned in brief ceremonies on the third of October, Astoria, Oregon, with Commander Sidney Huguenin, USNR, in command. The exigency of the times into which she made her appearance called for an immediate transition from a new ship with inexperienced men to an old experienced one manned with seamen capable of doing a job. If she was to be of real assistance in this war there could be no delay in her preparation for battle. The European war was being decided on land and in the air, but in the Pacific area the problems were primarily naval. Island after island was being taken back from the Japanese and the pace was accelerating. The elimination of the Japanese Navy had already begun, surface and air blockades had been set effectively to cut off vital supplies and



The Liberators Move Against the Philippines

communication between enemy held islands. From the battles of the far South Pacific up through the Marshalls to the Marianas, the pattern of victory was pointing the way to Japan proper. With each acquisition the need became greater for more ships, more supplies, and the supply lines became more extended. Men and materiel had to be rushed to the forward areas and landed on the beaches. The APA was designed for exactly that kind of job. So the Sanborn calmly but swiftly set out to become the kind of ship which was needed, realizing that within a very short time she would be in contact with the enemy.

October 14th she stood out from the dock at Astoria, where only a few hours before the last of her crew had come aboard. Many found themselves at sea for the first time, but from a nucleus of old hands an organization began to grow as the ship made her way carefully down the Columbia River and on to Seattle. After that short haul things be-

gan smoothing out and with a few adjustments to armaments, compasses, and other equipment, she set course to San Francisco. She was there for only a few hours taking aboard landing craft. It was there for the first time that many of the men got an insight into the seriousness of the work ahead when it was learned that there could be no liberty or shore leave. From there to San Pedro for shakedown tests and provisioning, then on to San Diego for intensified training in amphibious landings.

Days and nights were spent in making simulated attacks on the beaches off Coronado. Boat crews and officers spent long hours in the small landing craft co-ordinating and timing group maneuvers. Coxswains became skilled in putting their craft onto the beach through turbulent seas and learned how to retract their boats through mountainous waves which sometimes splintered the protective "splashboards." The beach parties went through invasion practices learning

how to clear the beaches of underwater obstacles and how to direct the landing of boats. They learned to dig in and how to care for and evacuate the wounded against that day when the beach would be raked with fire. The ship's crew in the meantime were learning the ropes on deck, becoming more skillful in handling lines and equipment and cutting down the time required for getting

troops, brought aboard in Pearl Harbor for a new program of practice landings in the Hawaiian Islands. Equipment and men were tested daily. Errors were made; equipment failed in many instances. Vicious weather, coral beaches, and unfamiliar maneuvers with a newly-formed organization of ships, operating in strange waters, tested everyone from top to bottom.



Beachhead Bound! LCVPs on the Move

boats into the water and away from the ship.

In November the Sanborn reported for duty, still somewhat new in appearance but ready for work. In Port Huene, California she loaded the Thirty-fourth Special C.B. Battalion, took a cargo of cement, lumber and vehicles and set out to sea in company with five other APAs bound for Honolulu. December found the Sanborn well on the way to the war. The C.B.s were unloaded at Honolulu to be quickly replaced by Army

The twenty-sixth day of December the Sanborn, in company with three other APAs was underway for Kahului, Maui, T. H. to load Landing Team Three, twenty-fifth Regiment, Fourth Marine Division, after having spent Christmas Night returning to Honolulu from a two-day training exercise for beach parties. These troops were to be her first invasion-bound passengers. Loading was completed on the twenty-eighth and she returned to Honolulu Harbor. She was now a part of the 5th Amphibious Force.

Pacific Fleet, under Commander Amphibious Forces, Vice Admiral R. K. Turner. This force was in turn part of the 5th Fleet under the command of Admiral R. A. Spruance. Still further in the organization she was in Task Group 53.2, and as a part of that unit she spent the month of January at training exercises in the vicinity of Maui, T. H. By then she was slowly but surely becoming ship-shape. After reporting back to Honolulu the Task Force headed for Eniwetok on the 28th, bound for the first time toward the real battle area.

During the month of January the ship found many new problems aside from the tactical and material aspects of warfare. With 2,000 men aboard every available foot of space was taken up by the troops and supplies, yet a semblance of homelife was required for those aboard. So time schedules were adjusted and the ship's routine altered to fit the needs of the passengers and crew. The preparation of meals and the cleaning routine were changed to take care of many more men than usual. Troops had not only to eat and sleep as comfortably as possible but they had to shower and shave; they had to have clean clothing, and they had to have hair cuts. Proper medical attention under these crowded conditions was essential. Beyond these necessities there were provided those things which Americans live by—opportunities for religious worship, physical activity, and not least



H-Hour Aboard the Sanborn

of all, books to read, cigarettes to smoke and a place to relax, even if it was under a boat at a game of cards or atop a ven-

Softening Up by Support Vessels





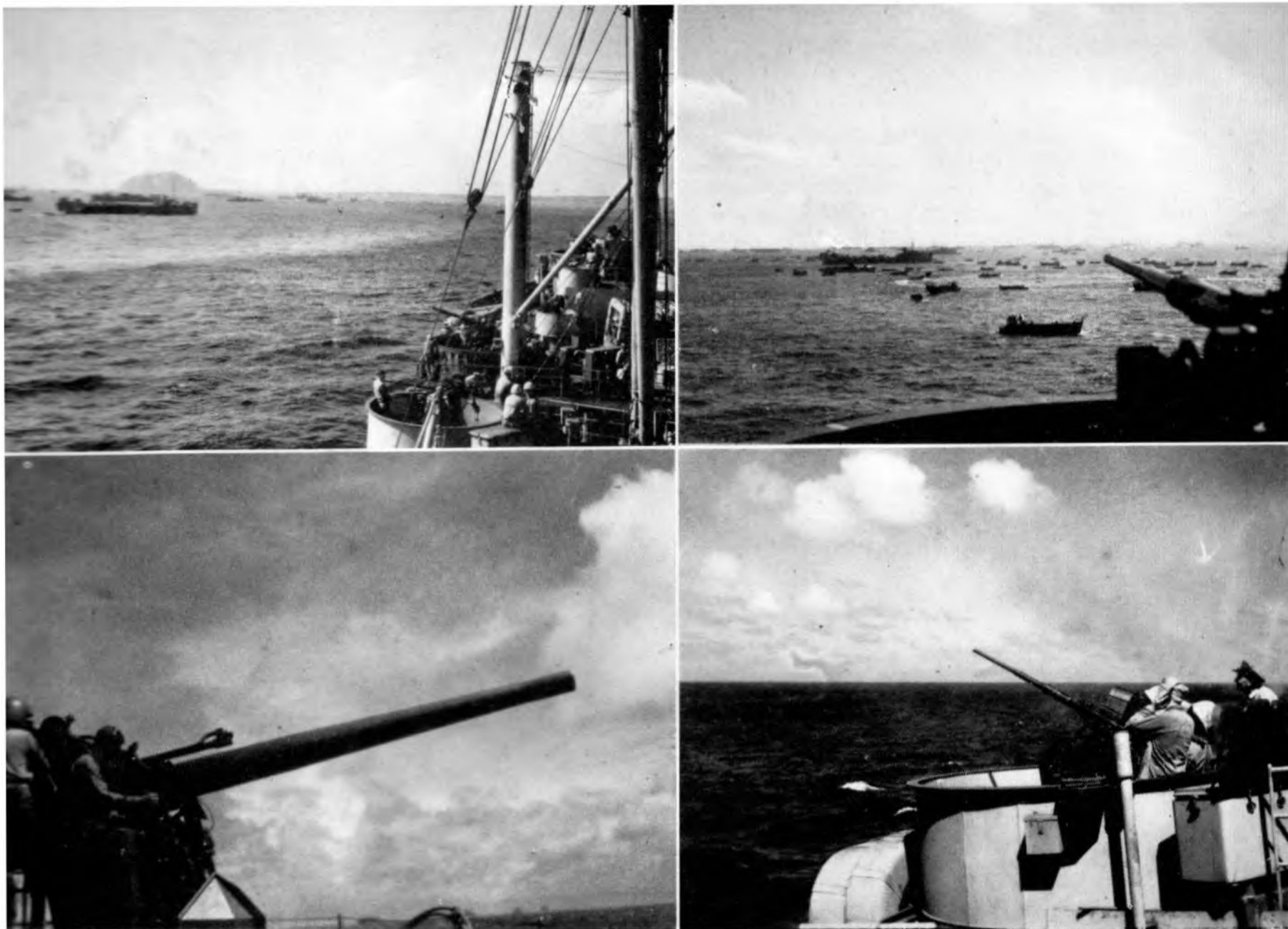
Cargo Net Handlers



tilator for a sunbath. Cigarette lighters, candy and gum, razor blades and stationery and innumerable cups of coffee—all are materials of war; and as such they were provided. This same month troops and crew consumed more than 9 tons of beef, 16 tons of potatoes, 14 tons of fresh oranges, besides proportionately large quantities of eggs, butter, milk, beans, canned and fresh vegetables. Provisions of all kinds consumed in a day averaged approximately 4 tons. Reports from troops testify to the quality of the food and its preparation. The ship's store, a seven- by ten-foot cubicle, operated for the convenience of the crew and passengers, one day sold more than twenty-one hundred dollars worth of merchandise.

At Eniwetok the Sanborn took on fuel and more provisions and went to Saipan. Except for the occasional periods when the ship shuddered to the thunder and clatter of gun-fire during drills the trip was uneventful. Daily exercises for meeting emergencies and maintenance of an eternal vigilance kept all hands from

AA Battery Alert



AA Guns Over Invasion Craft

forgetting the nature of an otherwise peaceful voyage. Only subtly worried expressions of men as they sat around cleaning their fire-arms presaged participation in one of the bloodiest battles of history. Upon arrival at Saipan no time was lost in completing logistics and rehearsing the landing to be made at Iwo Jima. Iwo Jima was slated to be the next island wrested from the Japanese. The island's geographical position marked her as a very important stepping-stone from the B-29 bases at Saipan, Tinian and Guam to Tokyo. From Iwo we would be able to send up fighter protection for these raiders, and to offer them a refuge as an emergency landing field. At the same time we would have control of the airways and seaways, completing the upward swing to Japan.

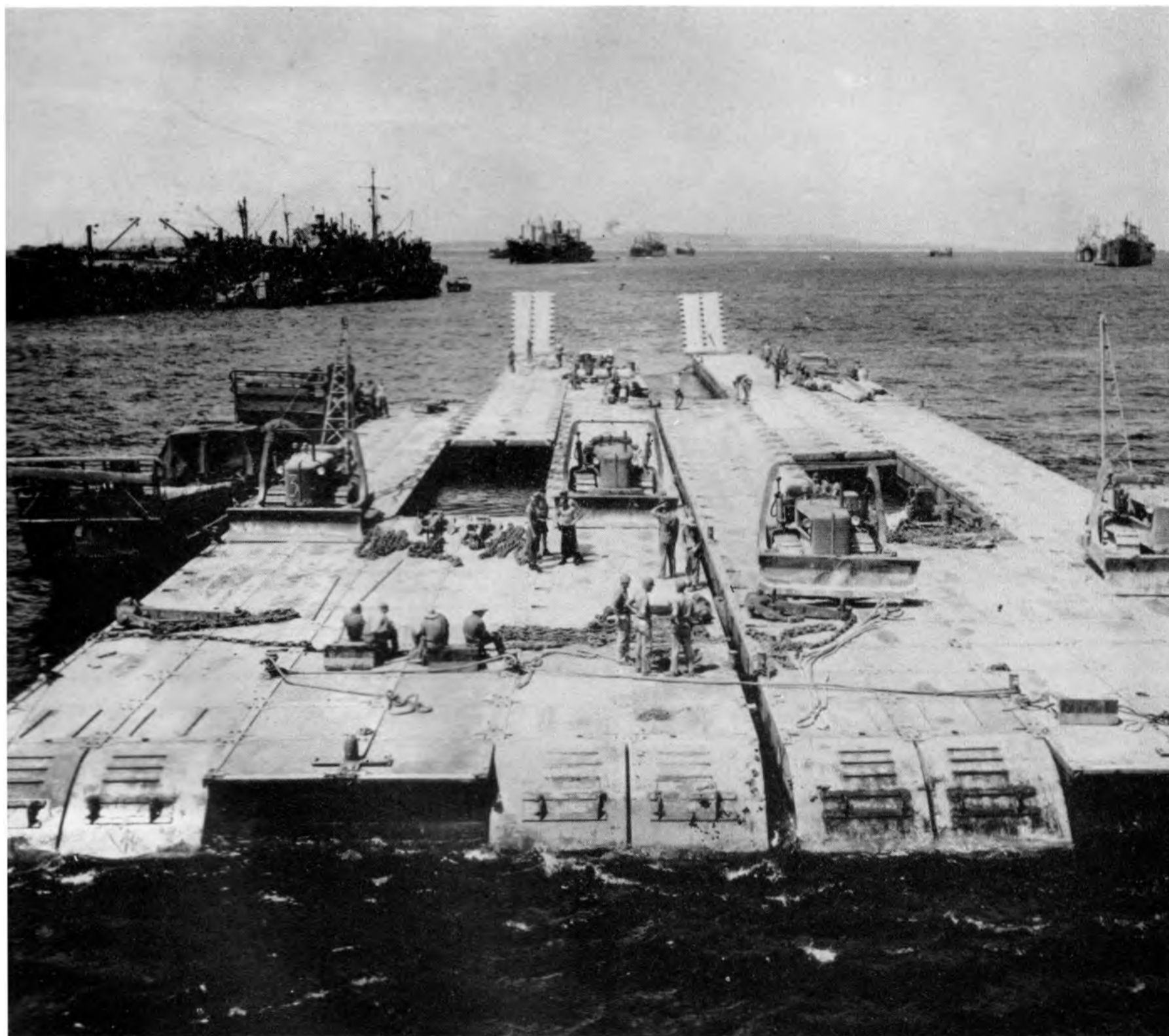
The night of the eighteenth of February the Sanborn steamed in silently with hundreds of other attacking vessels toward Iwo Jima. Not long after midnight flashes of gunfire lighted the sky in the direction of the island. A little later the rumble of shooting from the big guns

could be heard as the battleships intermittently opened up on the defenses there. Mt. Suribachi came into view at 0629, rising ominously through a haze of smoke and early morning mist. About 0700 the transports commenced debarkation of the assault troops. As soon as the boats were loaded with men and equipment they began circling off the sides of the ship organizing into waves for the run to the line of departure. Except for the whirl and roll of a crippled plane as it plunged toward the rocky cliffs one saw little to indicate the lethal character of the assault. The debarkation proceeded very much in the same manner as in the practice landings off Maui a few weeks before.

Battleships and cruisers and aircraft carriers which for four days had been shelling and bombing this fortress island were still pounding away. A few minutes before H hour this bombardment increased in intensity as they launched the rolling barrage, starting at the water's edge and sweeping across the island on a schedule to coincide with the arrival of

the first assault wave. The first seven waves consisted of amphibious tractors debarked from LSTs. Most of the waves assigned to Blue Beach were guided in by officers and boat crews in LCVPs from the Sanborn. Soon after these waves were ashore it became evident the battle would be long and fierce. Much of the

tered in an irregular pattern up and across the slope of the island. Our lines moved inland slowly from the beach while a mad scramble went on there among the debris of wrecked equipment and piles of hurriedly unloaded supplies. Japanese mortar shells plopped into the water making huge fountains of white



Tinian Invasion

equipment loaded into boats did not reach the beach at all that day due to the intensity of the battle and treacherous conditions on the beach. In fact, one wave consisting of several boat loads of priority cargo did not reach the beach until five days later. As the battle intensified the first tractors ashore fal-

sprayed among the LST and landing boats. Fortunately only a few found their mark. Almost all vehicles made the beach, but many of them became casualties soon after reaching the embankment of loose volcanic sand. Ten Sanborn boats eventually succumbed to the incline of the beach and the surf. These boats were



American Warships Off Okinawa

*Captain
Huguenin
Confers
With
Troop
Commanders*

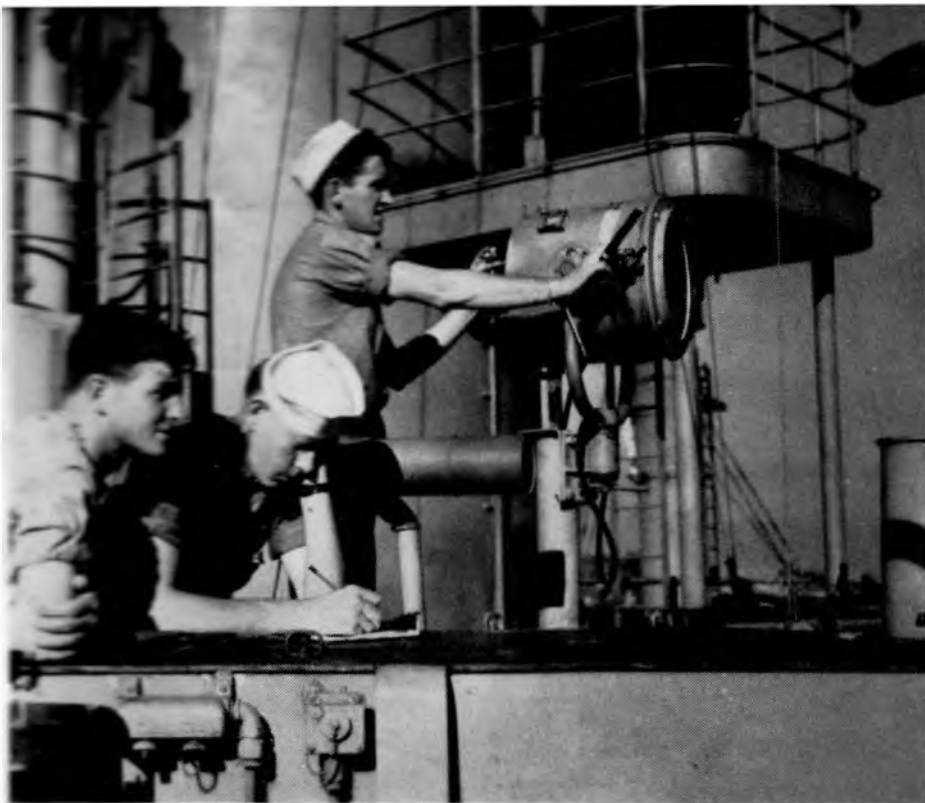


lost, all without exception, by reason of the fact they could not be unloaded quickly enough to permit retraction before they were swamped by high breakers crashing over the stern sheets. Only one boat, an LCM suffered a hit. Three Marines were killed and ten others wounded as the boat rushed in for the melee on the beach.

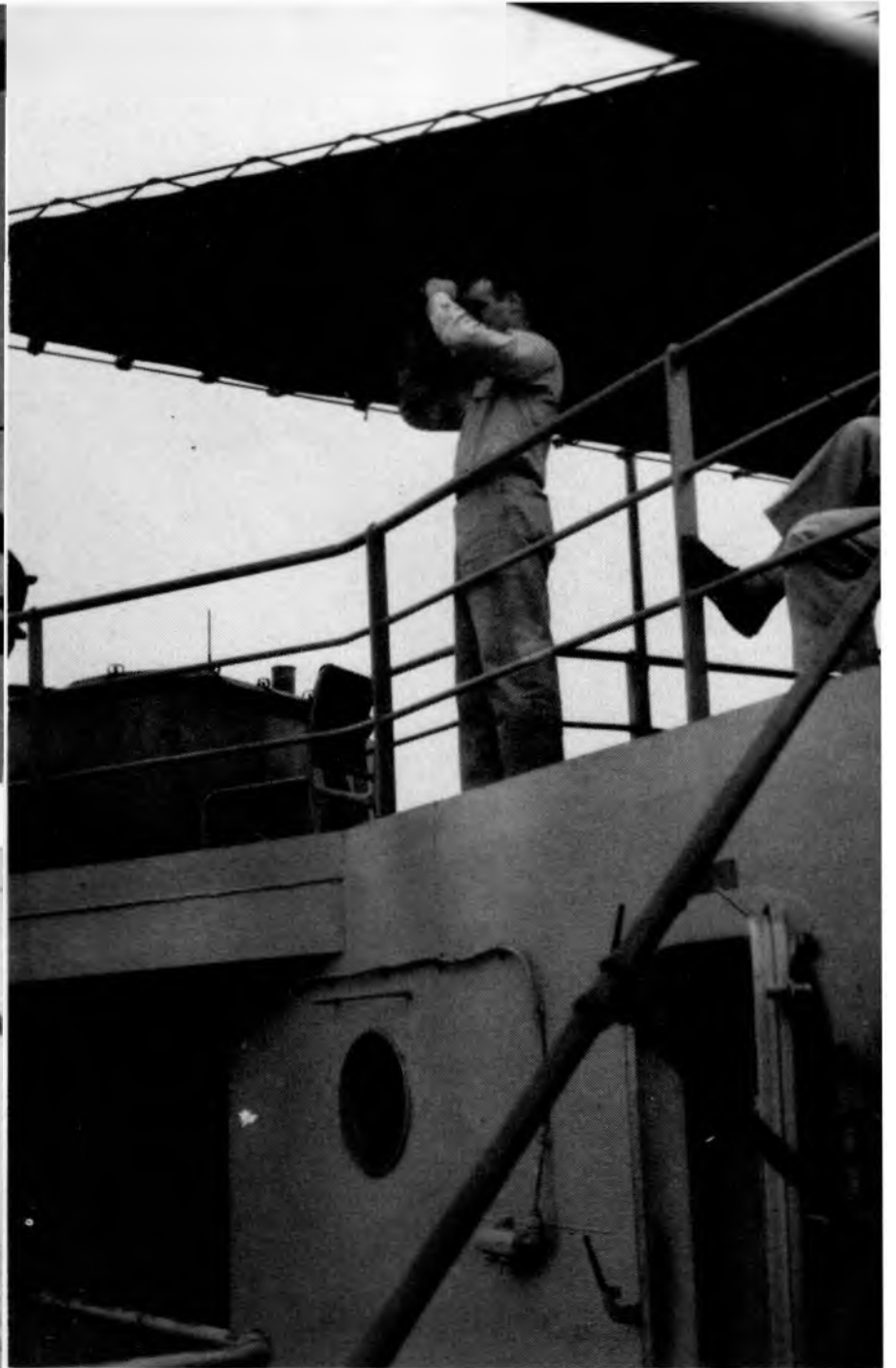
By mid morning of D-day hurriedly constructed casualty stations were sending wounded men in large numbers out to the Hospital LSTs offshore. By late afternoon the capacities of these small ships had been reached and the Sanborn was ordered to take position near the line of departure to receive casualties from the LSTs. Deck hands, corpsmen, and all available personnel cooperated in hoisting aboard 150 casualties in less

than two hours. With the help of Marine medical companies aboard, the ship's medical staff undertook the care of the flood of wounded. Physical facilities of the ship, however, were soon overtaxed, and relief was ordered. The Sanborn rejoined the transport group and retired for the night. Two casualties died during the night and were buried at sea.

On the second day of the assault the weather had deteriorated, the wind and sea being much heavier. The Sanborn's beach party which had landed on D-day suffered severe casualties and lost practically all their equipment. Those who returned told by tired and strained expressions of the ordeal ashore. As finally determined the casualty list was as follows: Lieutenant John B. Warren, Jr., Harry Rowell Homans, S2c, John Wesley



Signalmen Receive Visual Message



Box Seats as Battle Wanes

were listed as missing in action. Lieutenant Commander Edward L. Richards, the Beachmaster, and Conrad Charles Picou, SM3c suffered severe wounds and were evacuated. John L. LeFebvre, PhM2c, William D. Maroney, BM1c, Joseph G. Negroni, Cox, Joe B. Peeples, F2c, and Francis Sarnowski, PhM3c were injured but returned to duty. Those



Deck Gang Handles Provisions in Cargo Net

Paugh, S2c, and Byron Alfred Dary, PhM3c, were killed in action. Jennings James Lemonies, RM3c, Lawrence John Nowak, RM3c, Dan Taravello, MoMM3c

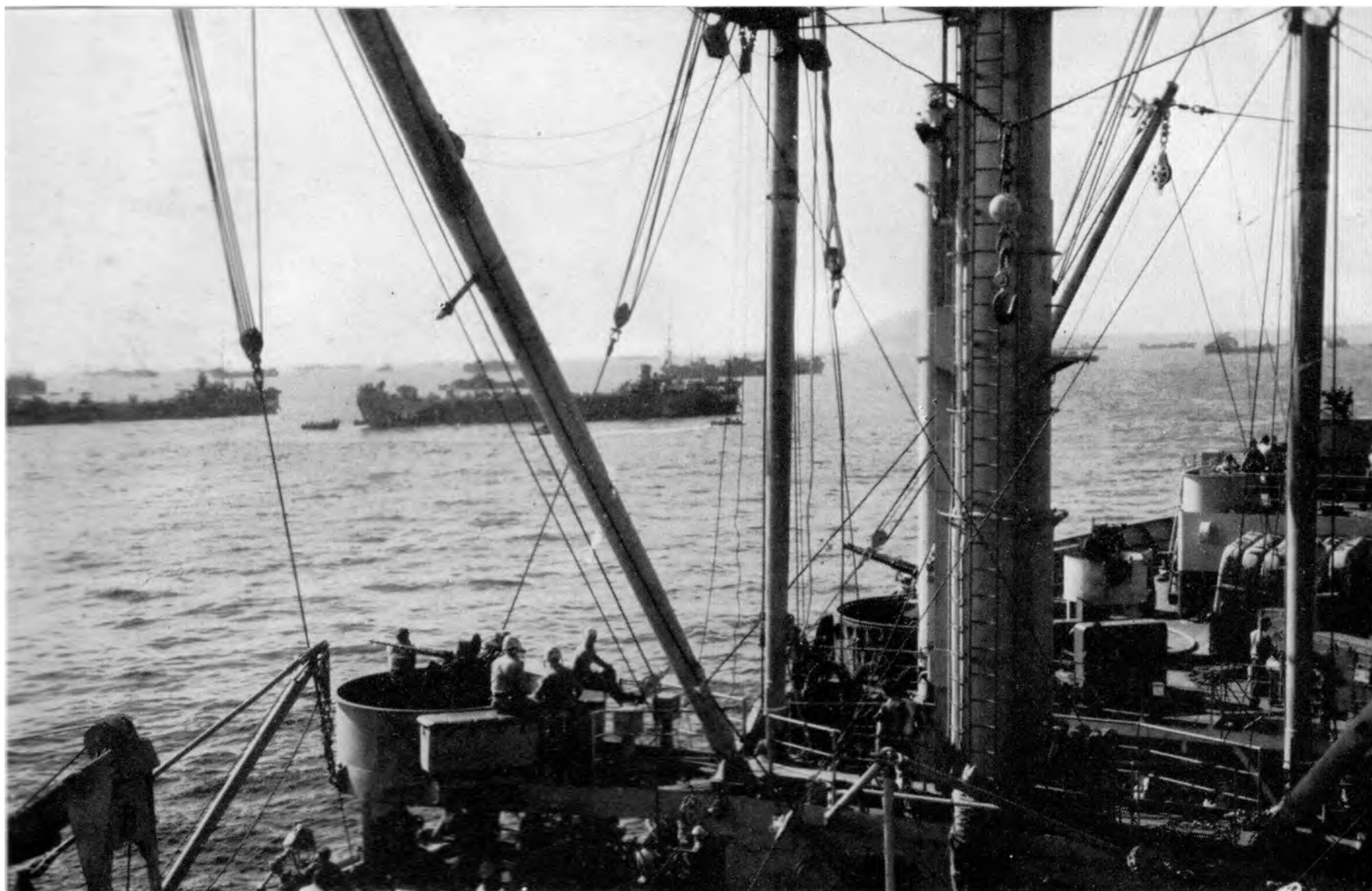
Invasion Command Post Aboard Ship





took charge after the officers were lost, has subsequently been awarded the Silver Star Medal for "distinguishing himself conspicuously by gallantry and intrepidity in action from February 19, to February 27, 1945, as a member of a beach party during the assault and capture of Iwo Jima Island." The Beach Party doctor, Lt. (jg) George E. Collentine, MC, has been awarded a letter of commendation from Commander 5th Fleet for "excellent service in the line of his profession as the Medical Officer of a beach party from 18 February to 20 February 1945, during the assault and capture of Iwo Jima."

Except for two nights the ship retired to avoid possible enemy bombers and suicide planes. After the first day boat crews and ship's crew alike fought with the weather. Craft coming alongside suffered damage, fenders were lost, mooring lines reduced to rope ends. But in spite of the difficulty all calls for equipment were met, and fuel, water and provisions were furnished to all the landing craft



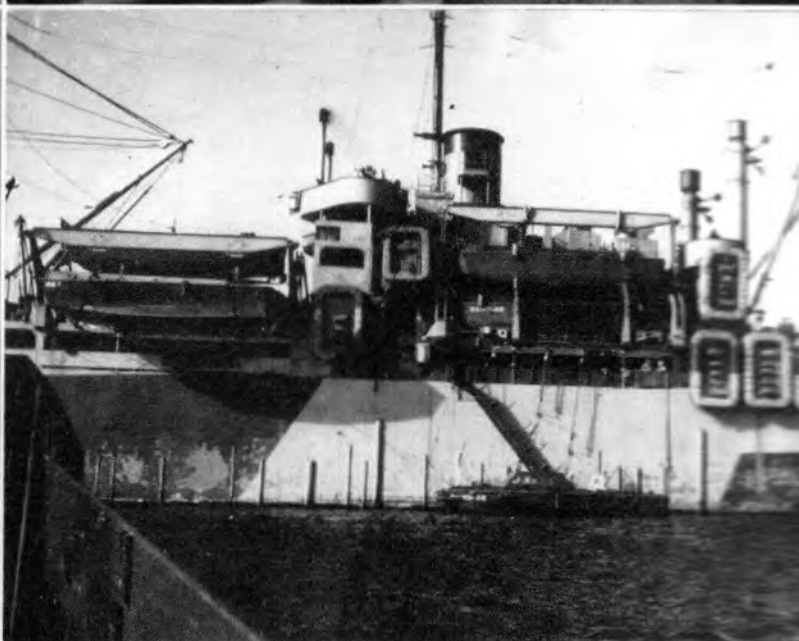
Anchored in LST Row



Bum Boat Off Philippines

that got alongside. On the twenty-eighth day of February the Sanborn was ordered to be completely unloaded and ready to proceed to Saipan. She finished unloading in less than nine hours and left for Saipan carrying 232 of the 376 casualties handled during the entire period. At Saipan she was ordered to Guam, where the casualties were transferred to Army and Navy hospitals. She departed Guam that evening for Saipan, arriving there on the seventh of March.

There was no time to relax. Within two days time she had become a part of Task Group 51.2 under Rear Admiral Jerrald Wright and had embarked personnel and equipment of the First Battalion, Second Marines. In less than two weeks she was conducting rehearsals off the coast of Tinian in preparation for the invasion of Okinawa. The primary mission of this transport group was to conduct a demonstration "landing" off the southern beaches of Okinawa coincident with the main landing on the western beaches. The group, however, was to be prepared to make an assault on any of a considerable number of beaches on the main island or smaller islands of Okinawa Gunto, or to land in reserve on any of the Okinawa beaches. High winds and seas persisted through-

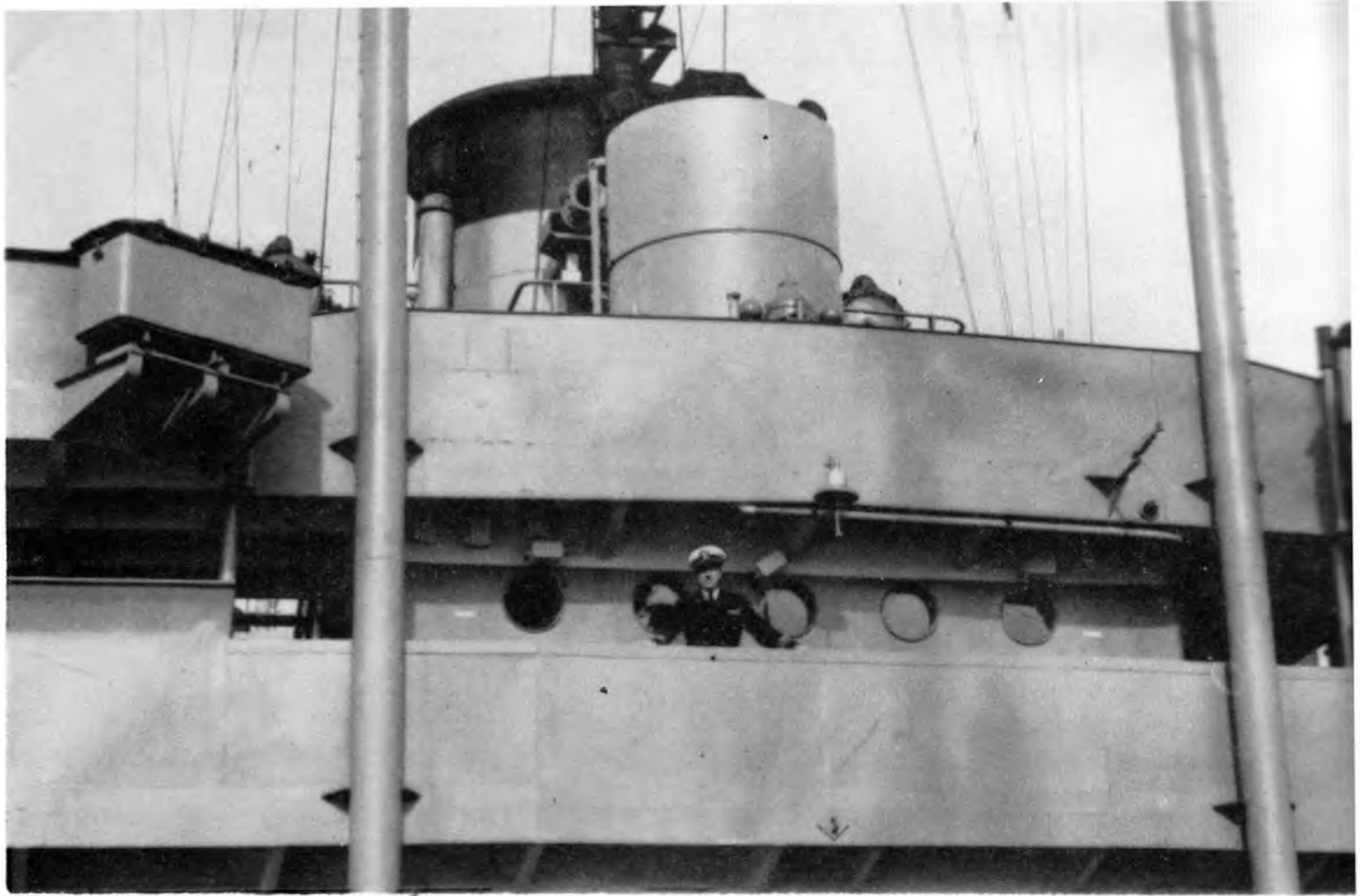


out the period of training, interfering with the logistic operations and the exercises of the boat group and Marine boat teams. In less than a month the Sanborn had completed one invasion and had begun preparations for another.

The first day of April found her off Okinawa, Ryukyu Islands. Shortly before dawn, the islands came within sight. While the tractor and transport groups were joining for the final approach to the transport area, word was received that enemy aircraft were attacking vessels of the gunfire support group near the beach. At 0546 a violent explosion

was seen, and it was later learned that this was caused by a suicide plane crashing on an LST nearby. Four minutes later an explosion was seen at the water line port side, of the U.S.S. Hinsdale, Division Flag and leader of the column of which Sanborn was the third ship. This explosion was caused by another suicide plane, coming in so swiftly and so low in the darkness that the explosion was thought to have been caused by a torpedo. The Hinsdale dropped out of the formation listing heavily to port with a gaping hole in her side, as the Sanborn and other ships pulled on by and settled

*Sanborn's
Bridge*



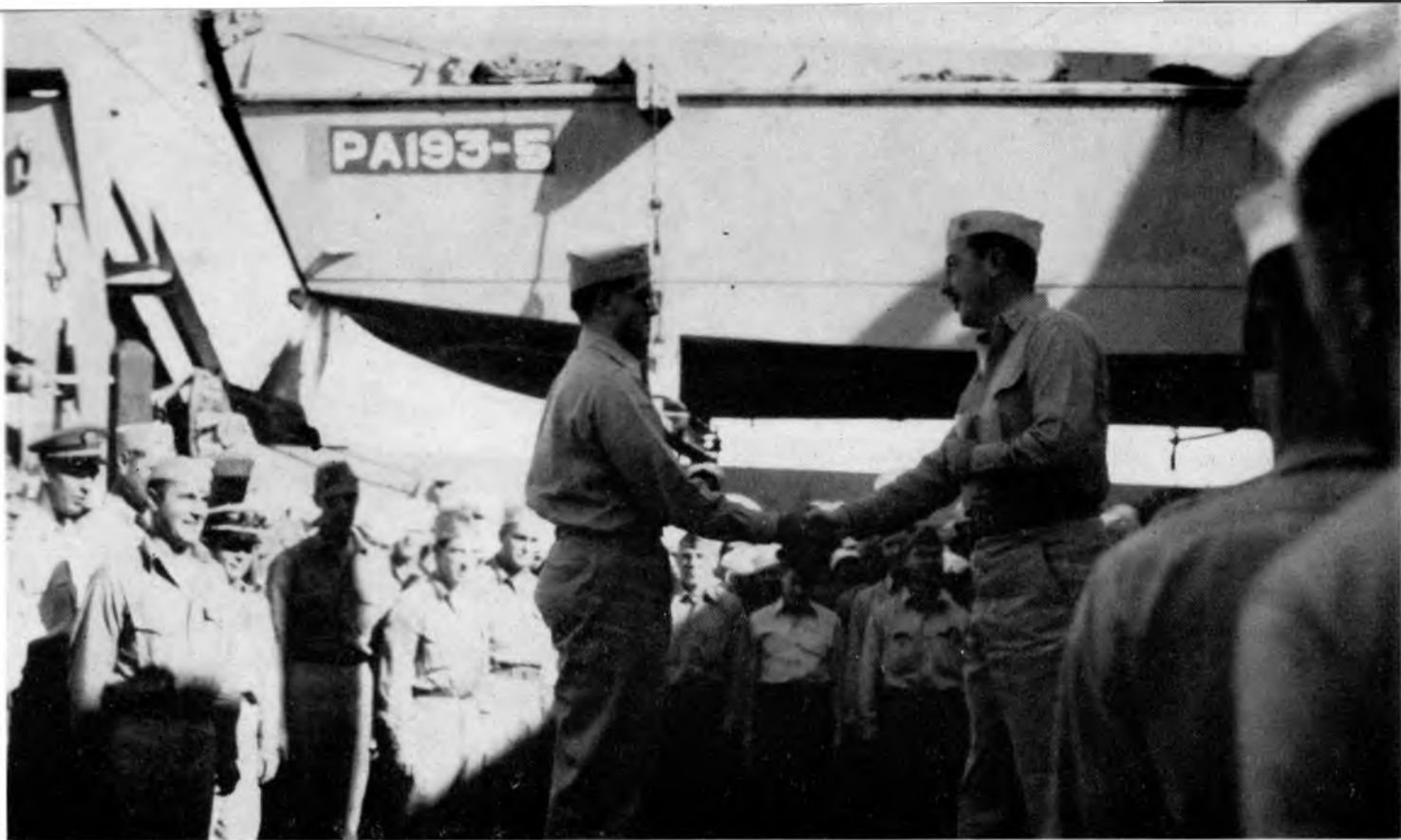
Signals by Semaphore



into position for disembarking troops in accordance with the original plan. H-hour, which was set at 0930, was met on time. The demonstration run was uneventful, everything going as planned. Shortly after dawn the next morning, while the ships were returning to the transport area for a repetition of the demonstration, an enemy plane flew over the formation. No air cover was present at the time and the plane was not sighted until directly over the Sanborn. A few rounds of fire were expended from the Sanborn and ships close aboard, as the plane with its ominous rising-sun symbols flew rather leisurely through the gunfire and disappeared into the clouds before the arrival of the air patrol. The demonstration was conducted again without other incident, the boats feinting runs within

Dental Office





Meritorious Mast

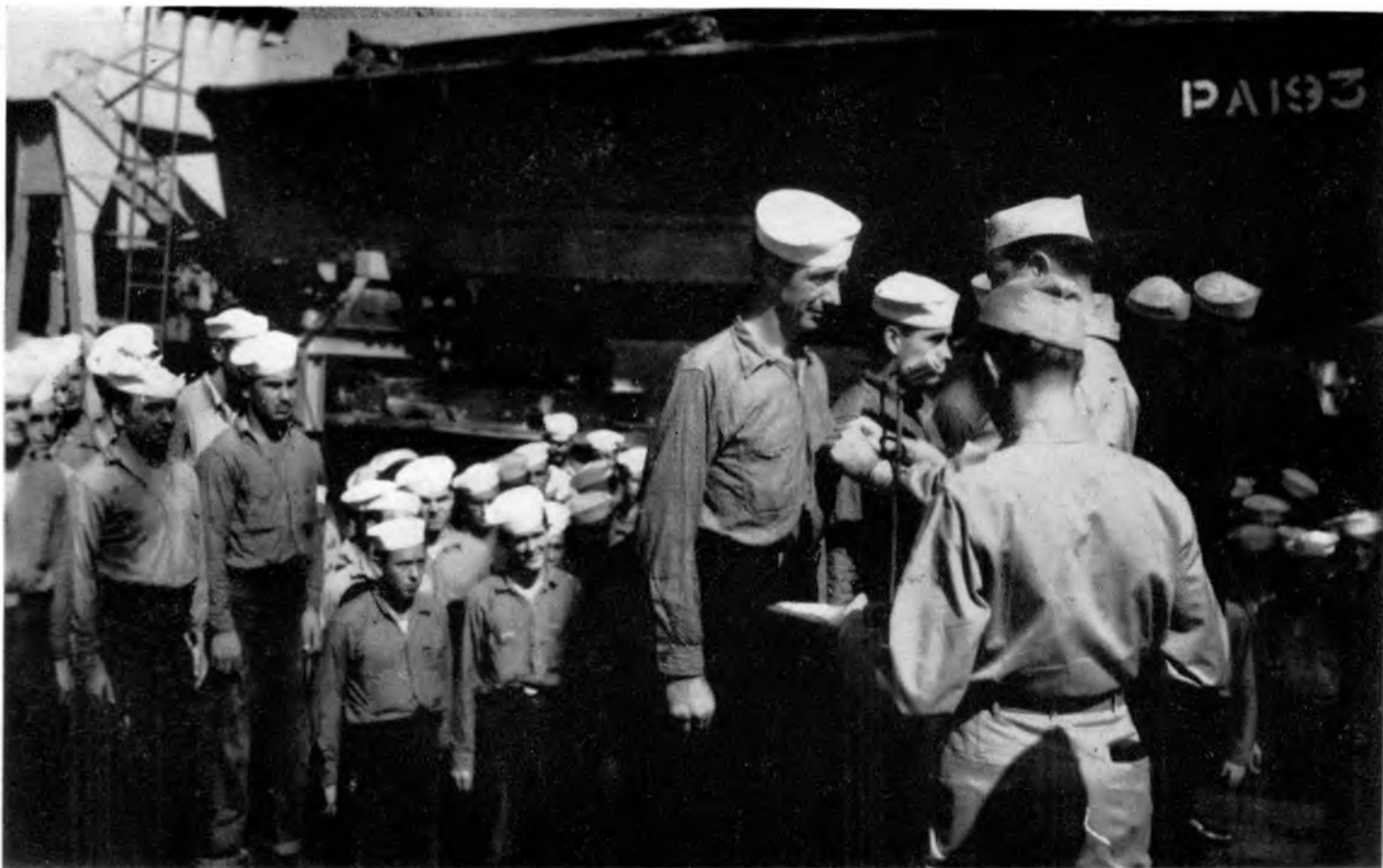
a few hundred yards of the beach close behind barrages from battleships and attacking rocket-firing planes.

The ruse was effective as evidenced by the comparative lack of opposition met by our assault invaders on the western beaches. The Task Group, less certain vessels that were dispatched to Okinawa or Kerama Retto for unloading, operated for the next ten days in an area to the southwest of Okinawa, awaiting a call to land the troops carried. April 16 intelligence reported an attack of enemy surface forces imminent, and the group was ordered to retire. There were two alarms that evening occasioned

by suspicious radar contacts, but no action developed. On the afternoon of 11 April the group was ordered to return to Saipan and to stand by there for orders.

After lying at anchor for 7 weeks at Saipan awaiting developments for further invasions the Sanborn was ordered to Tulagi, Florida Islands. This was the first trip the Sanborn had made. Much to-do was made over the Equator-crossing ceremonies and crew and officers participated in the traditional and hilarious ordeal of initiation into the Solemn Mysteries of the Ancient Order of the Deep. Many men got their first look at typical South Pacific Islands and native inhabit-

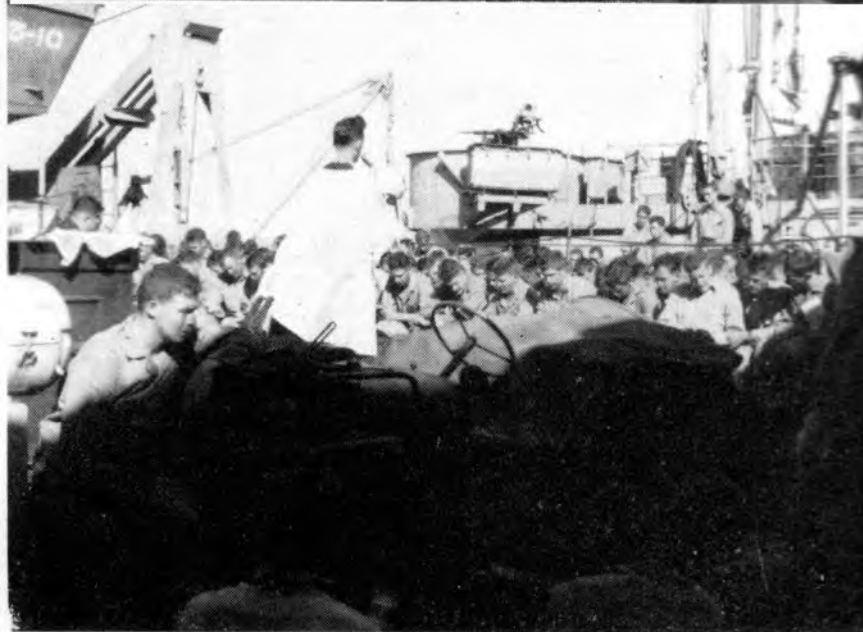
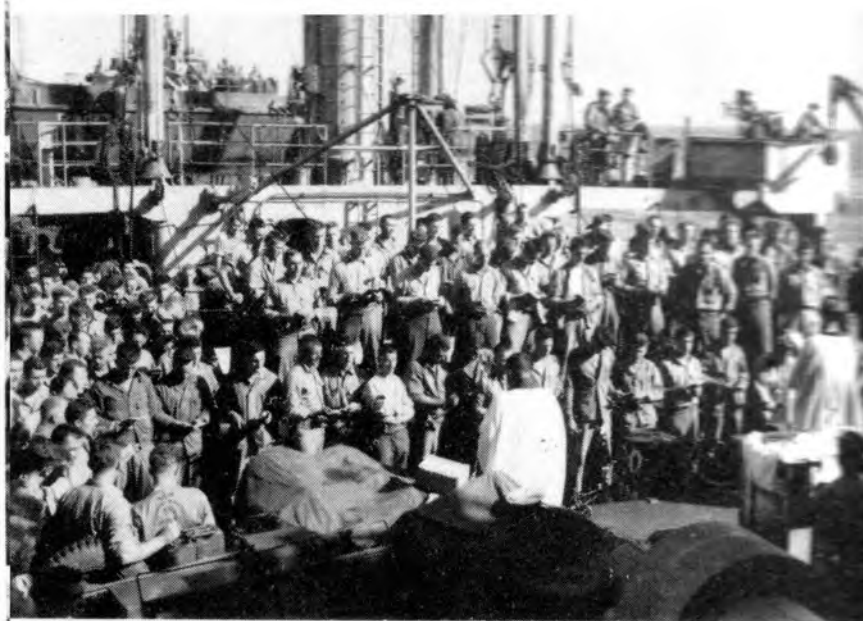
Meritorious Mast



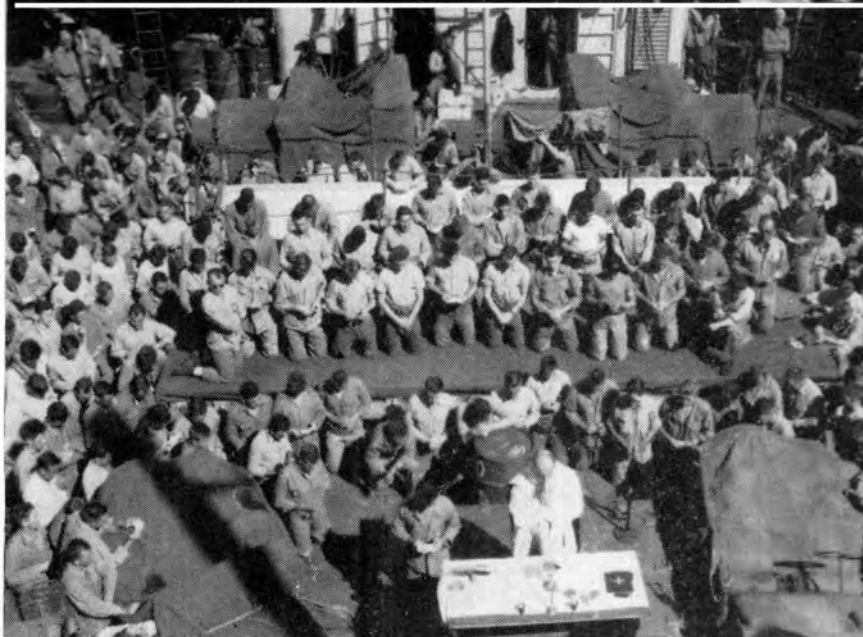
ants when they reached the Solomons. These war swept islands were recovering from the effects of conflict and their palm lined beaches and verdant mountains were a pleasant and peaceful sight. From Tulagi a run even farther south was made to New Caledonia. Eleven days of comparative leisure was spent in this first foreign town of French Noumea. July 1 she loaded a cargo of miscellaneous war material and headed north again. In the Marianas she discharged her cargo, then hurriedly readied herself for her first return trip to the United States.

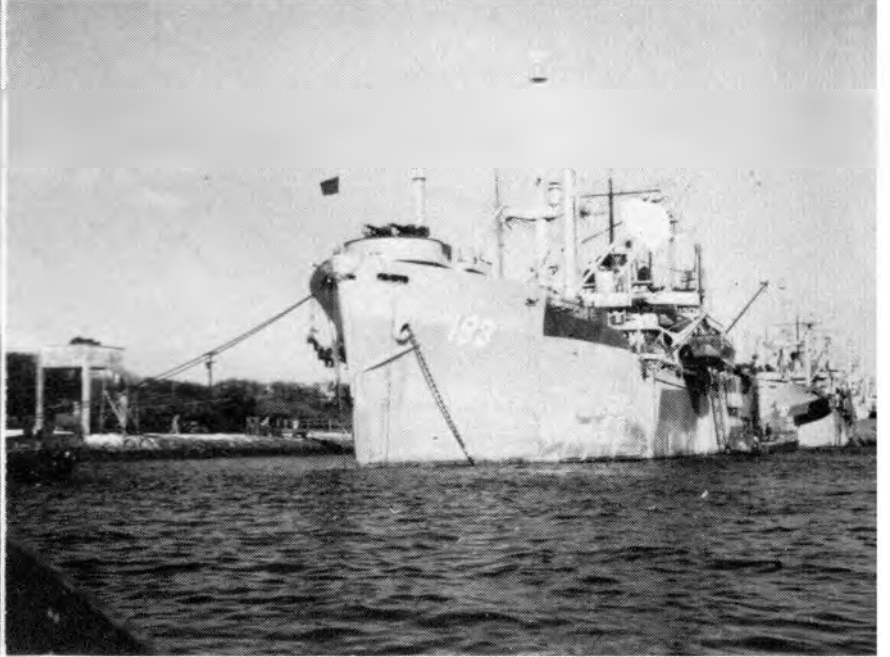
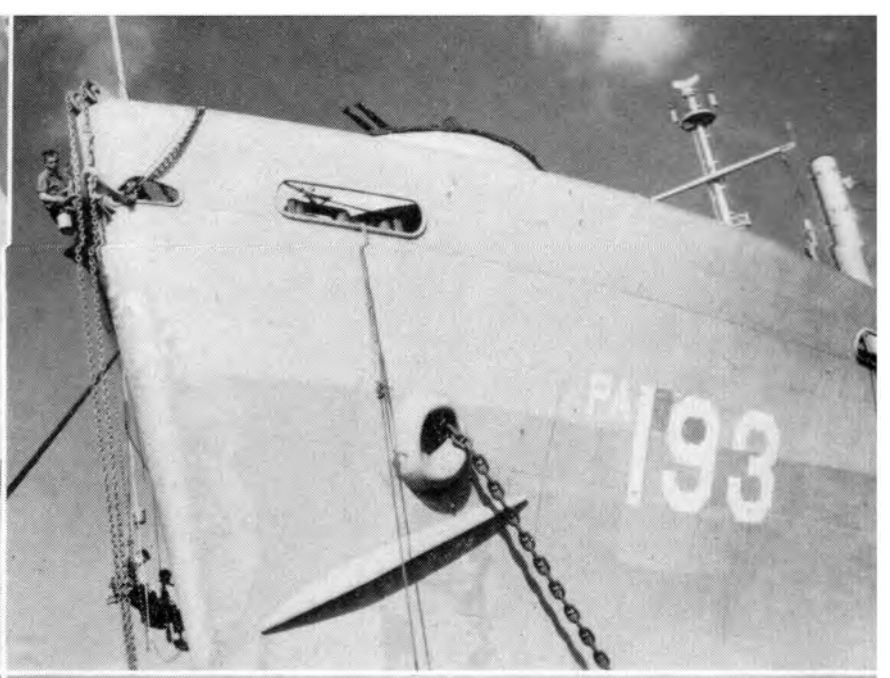
Upon arrival at San Francisco it was learned she would have less than 20 days to make necessary repairs and provision for a quick return to the Pacific, this time carrying the knockout forces to Japan itself. Unofficial V-J Day was heralded as a great day by those aboard the Sanborn although they knew it meant little to them since their new assignment called for an almost immediate departure. On the eighteenth, loaded with members of the Eighty-sixth Division Field Artillery who had only recently returned from Europe she set sail for Eniwetok, first stop on her way to Leyte, Philippine Islands. From Eniwetok to Ulithi in the Caroline Islands—then a change of orders just out of Leyte sent her north through the San Bernardino Straits to Batangas on the island of Luzon. Nine months before a Jap fleet had steamed through those waters to its defeat off Samar. At Batangas she discharged troops and cargo and reported back to San Pedro Bay, Leyte for further orders. From Leyte she proceeded to Guiuan, Samar Island, then to Cebu, Cebu Island. This passage took her through Surigao Straits on the bottom of which lie the hulks of the other Jap fleet that tried to prevent our landings on Leyte.

Two days were spent in war torn Cebu taking aboard troops of the 77th Division with equipment for the occupation of Japan. With another APA and two attack cargo ships the Sanborn shoved off on the last leg of her destined journey for Otaru, Hokkaido in northern Japan. After two days of easy sailing the task unit found it necessary to reverse course, and for eight days it maneuvered to elude typhoons which were sweeping the waters off the eastern coast of Japan. The Sanborn's anniver-



DIVINE SERVICES





*(Right center) APC L. R. Newcomer
and Ensign T. P. Jennings*

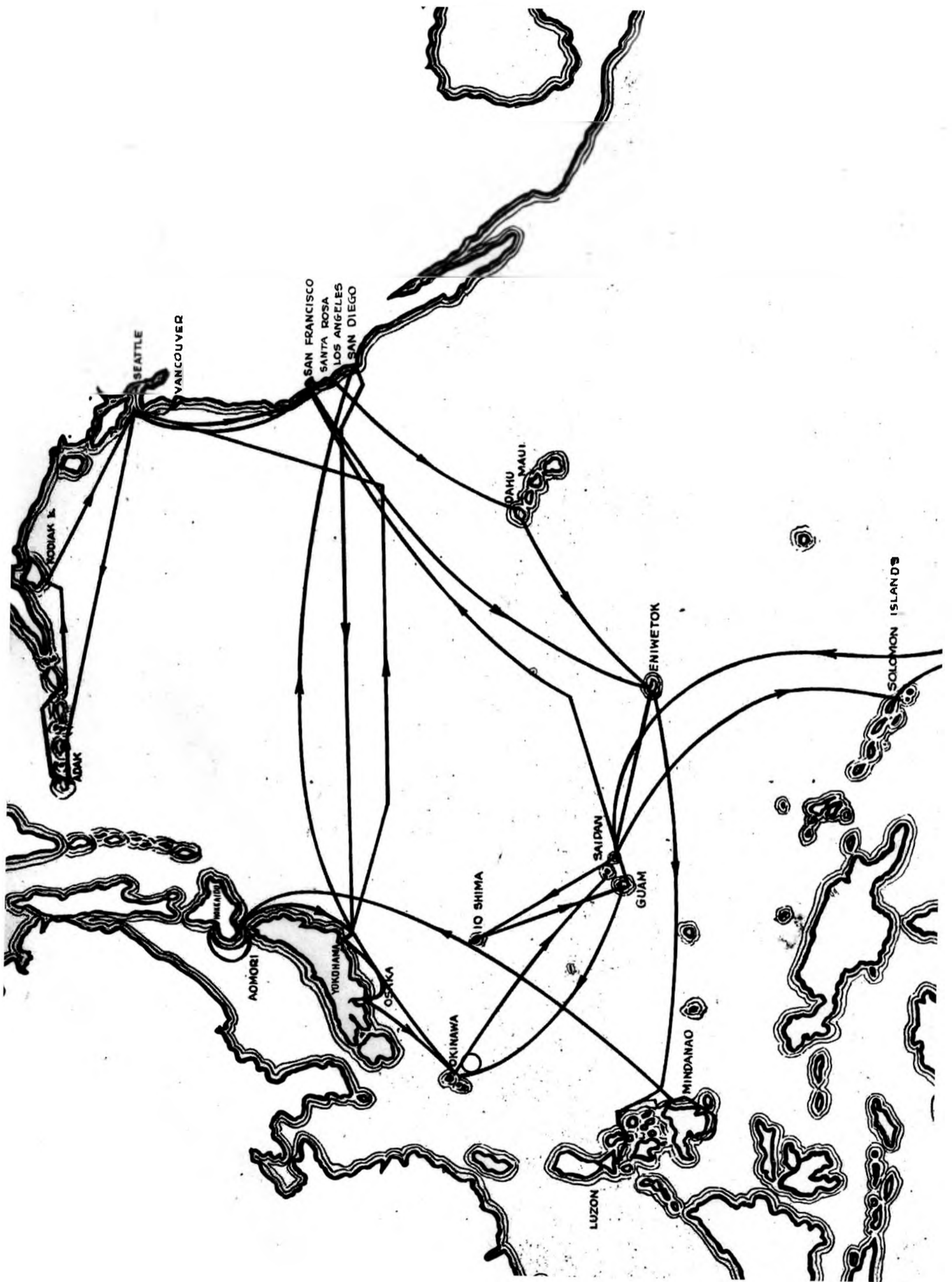
sary of commissioning, October 3 was spent heading for an opening between storms to Tsugaru Strait and the Japanese Sea.

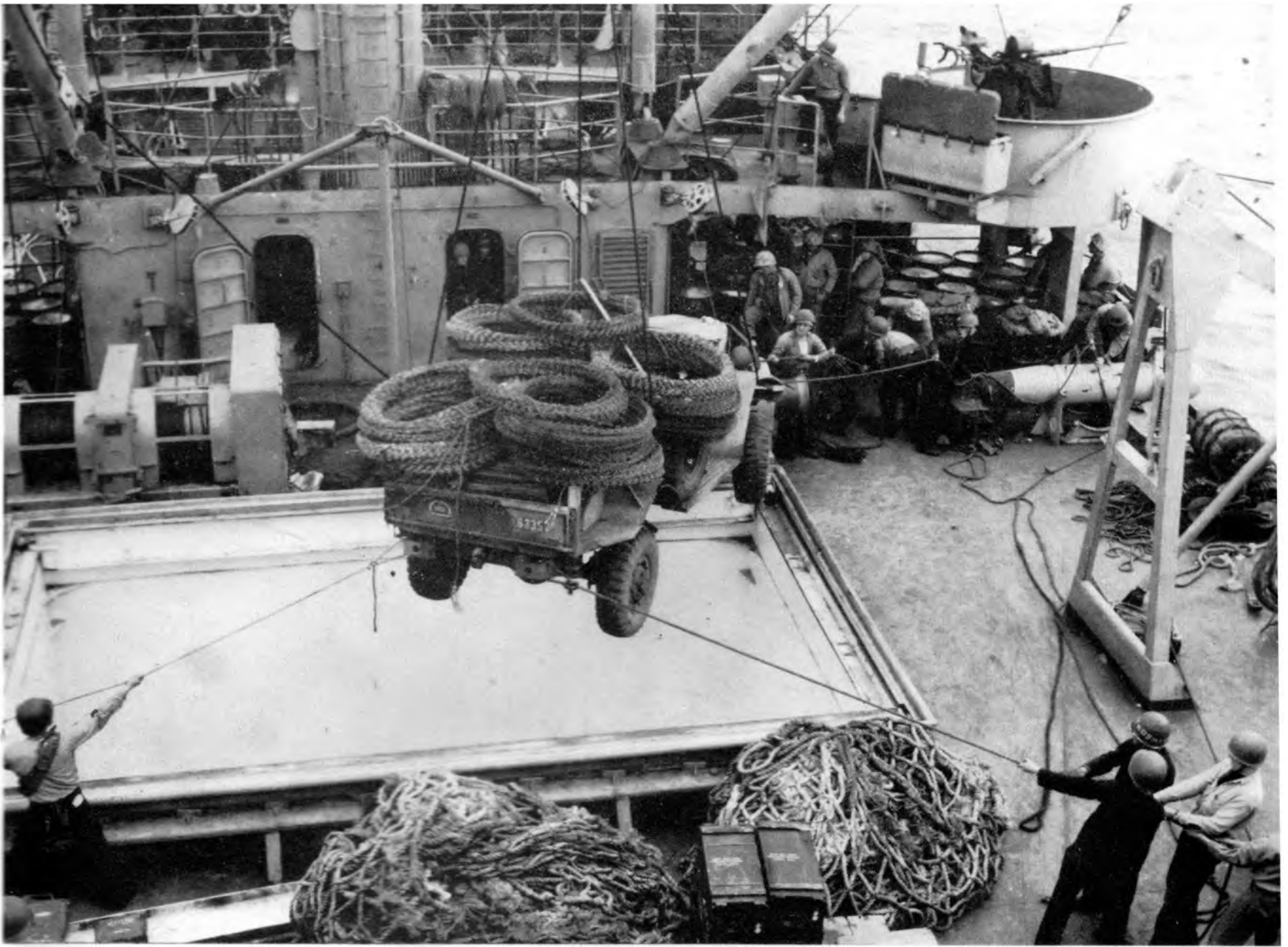
In retrospect on that day she counted coups to find that in her short and busy career she had sailed some 44,000 miles, visited some ten Western Pacific ports, transported some 7,000 troops, C.B., Marine and Army. In a year of war she lost seven of the ship's company by enemy action and one by an accident. She found few material wounds to lick; except for the loss of a few boats she had suffered no damage by enemy action. Her history read un-spectacularly, but showed simply how a job could be done in the Navy.

Home once again the Sanborn will have completed her mission. There a successful career will be ended, and she will have reached her goal—the goal which has been the destination of all ships since that eventful day in Pearl Harbor December 7th, 1941.



*(Lower right) Dean Arnote, MM2/c, Jeep Driver
Charles Grob, M3/c*



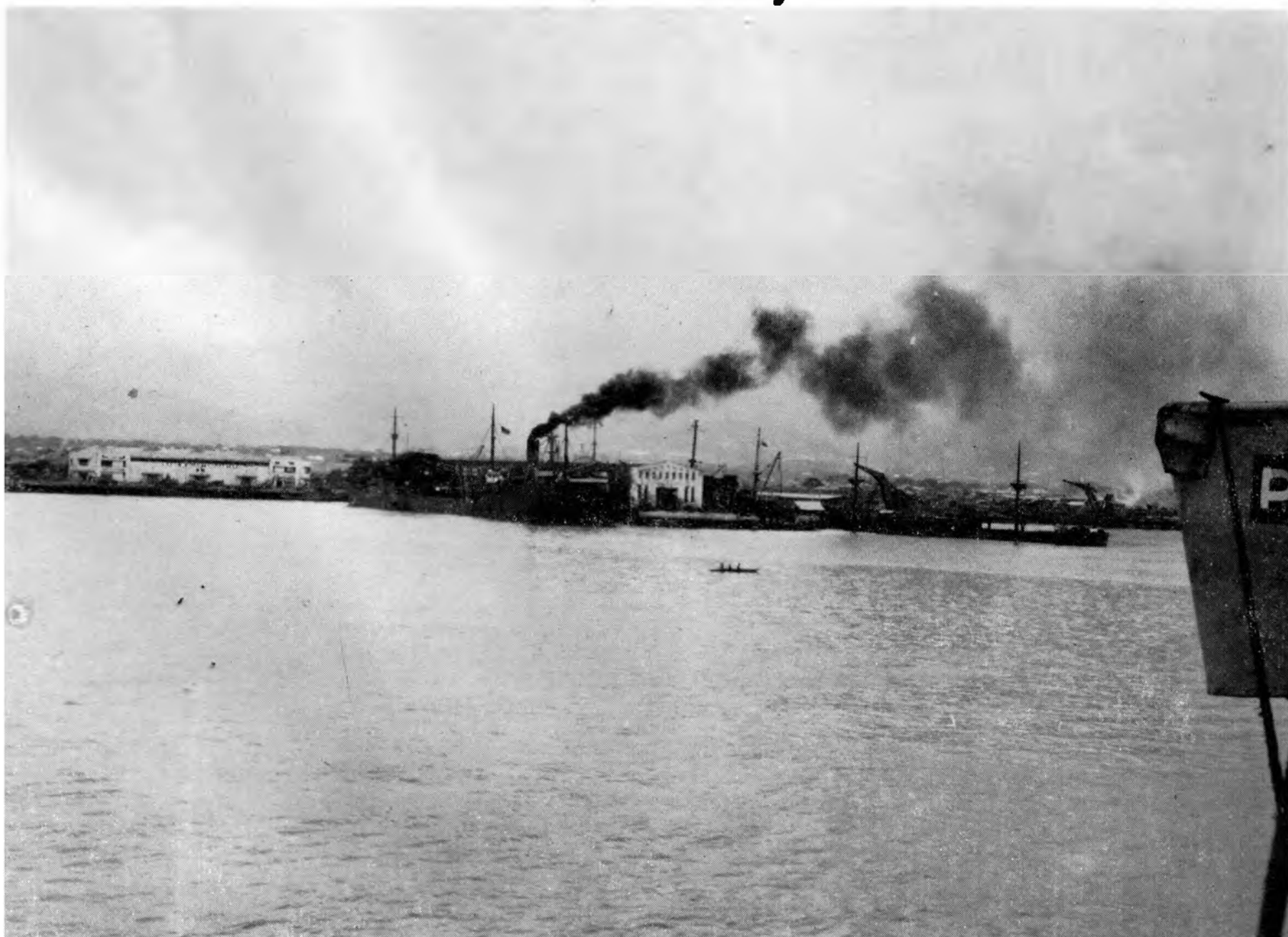


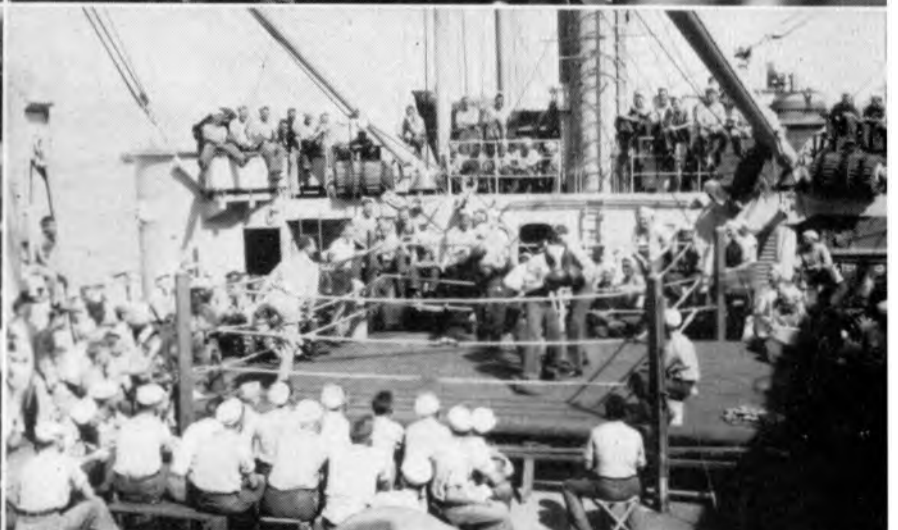
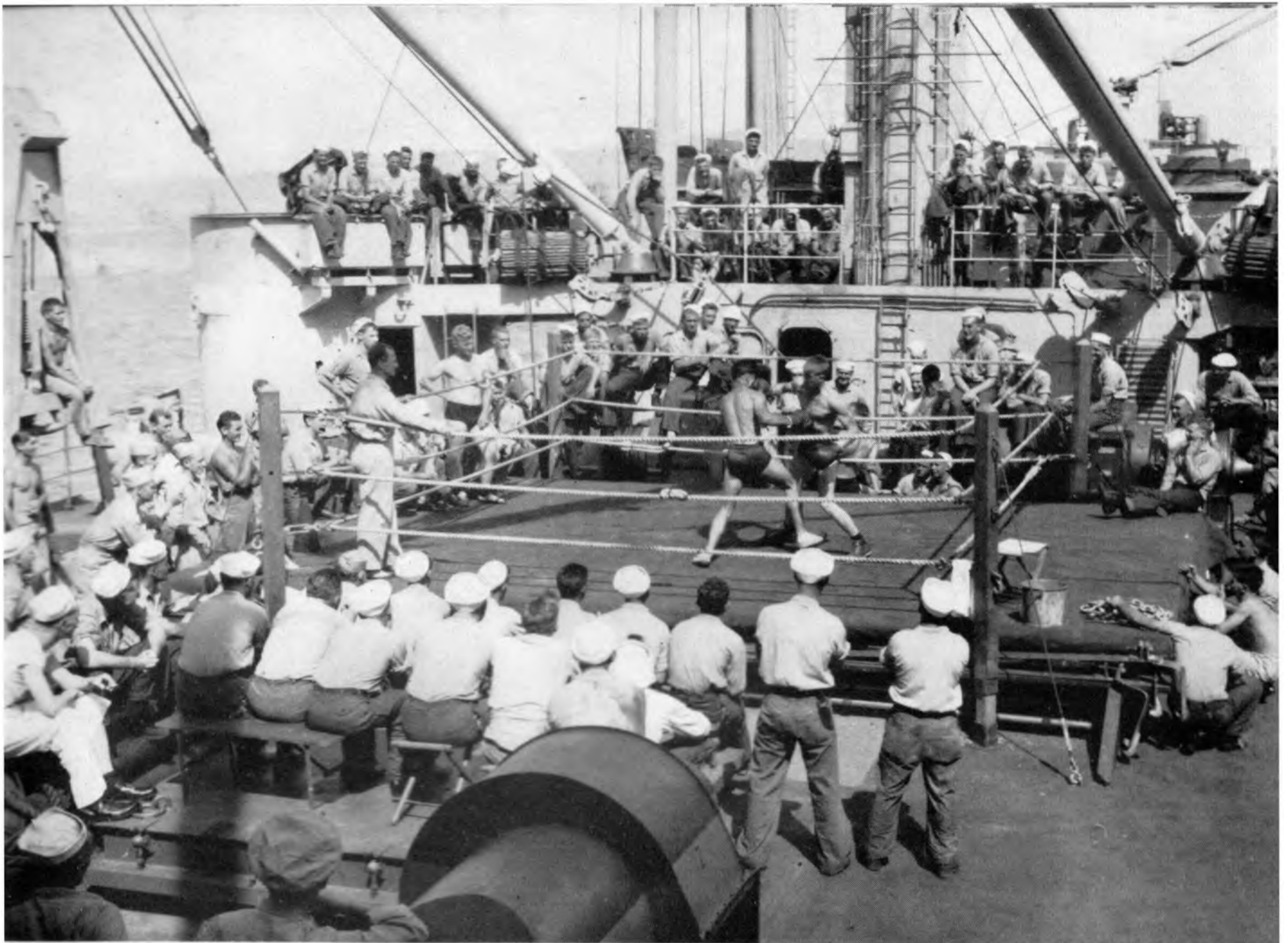
Stores and Provisions



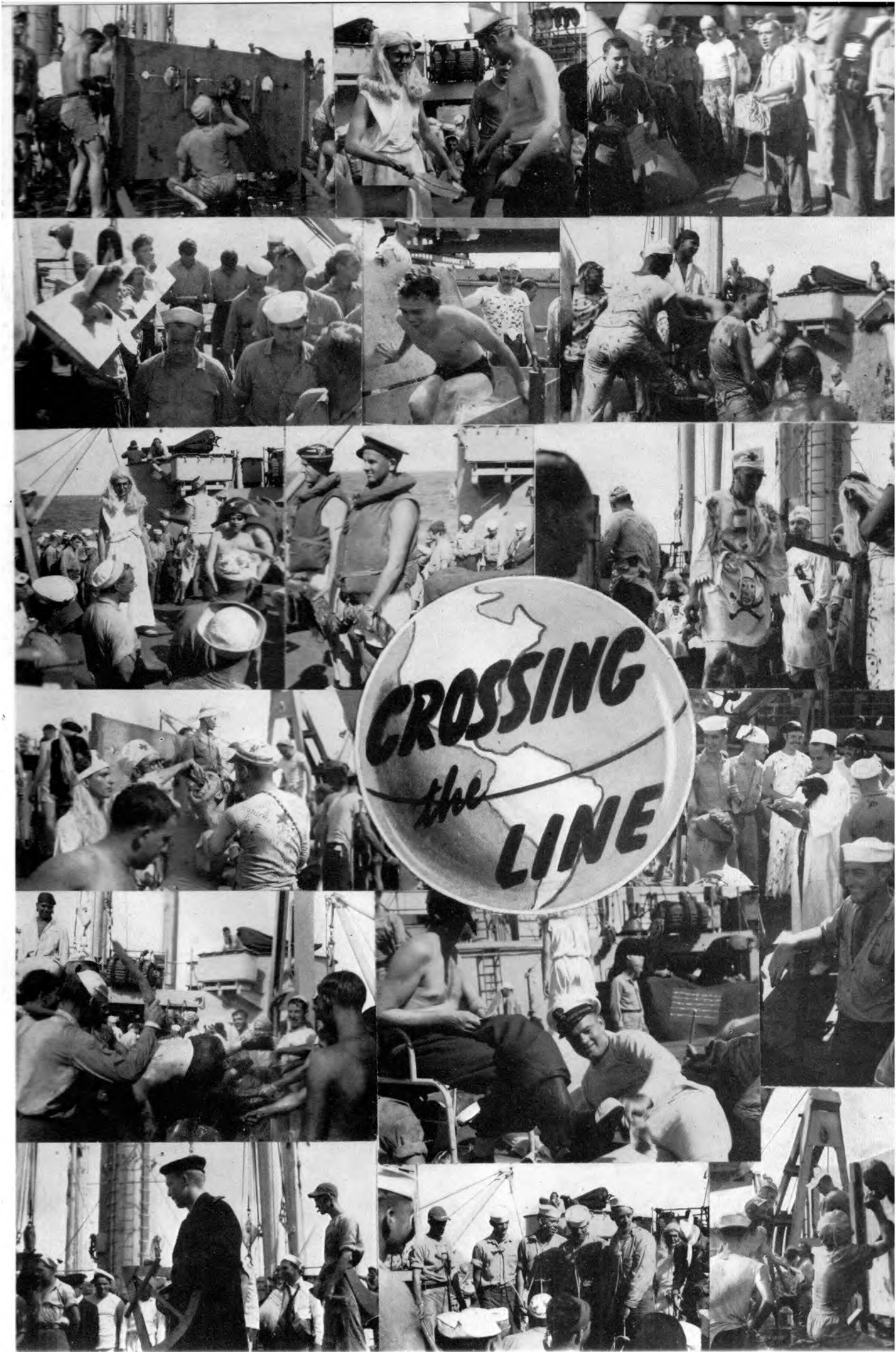


Cost of Victory





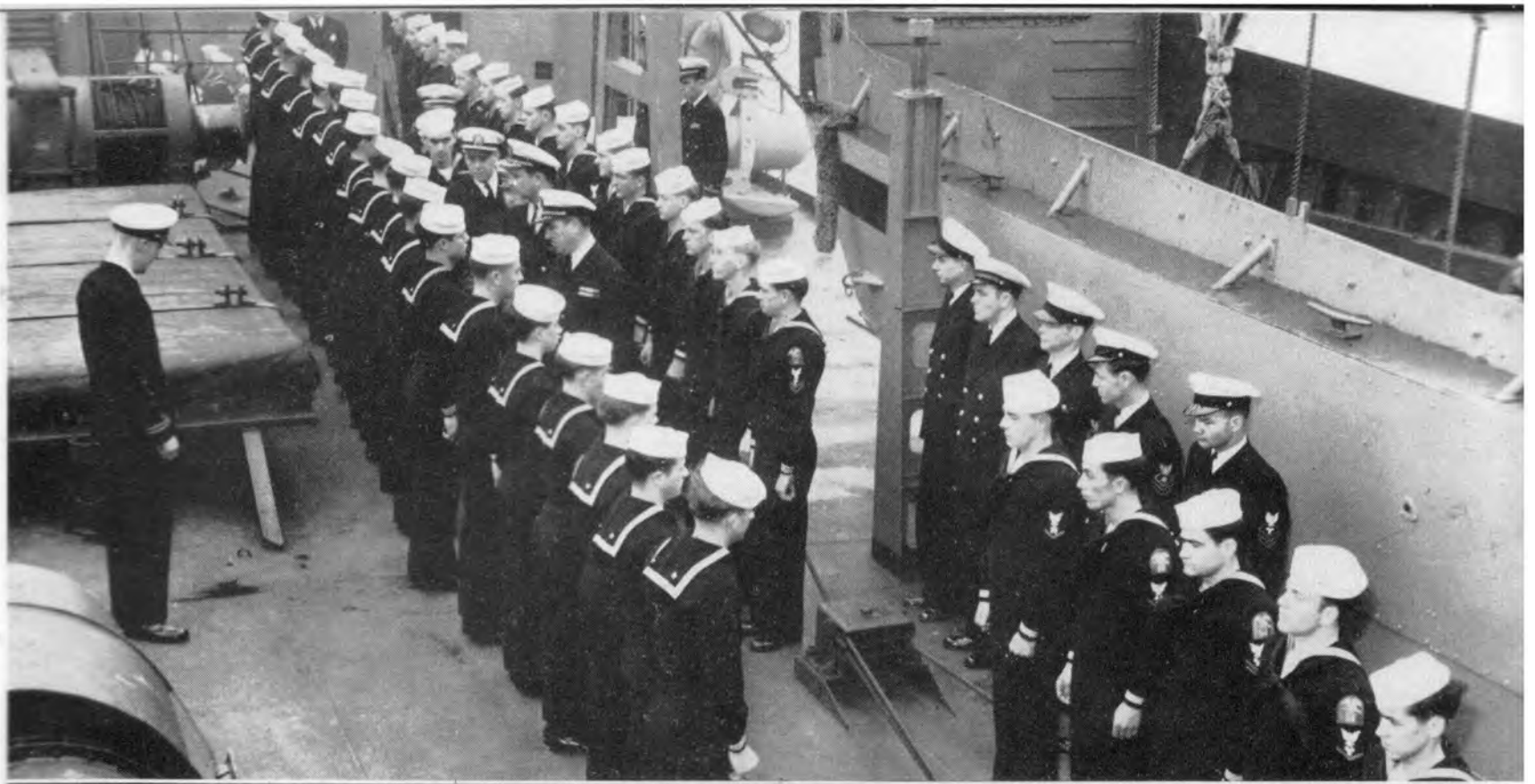
RECREATION





CAPTAIN'S INSPECTION





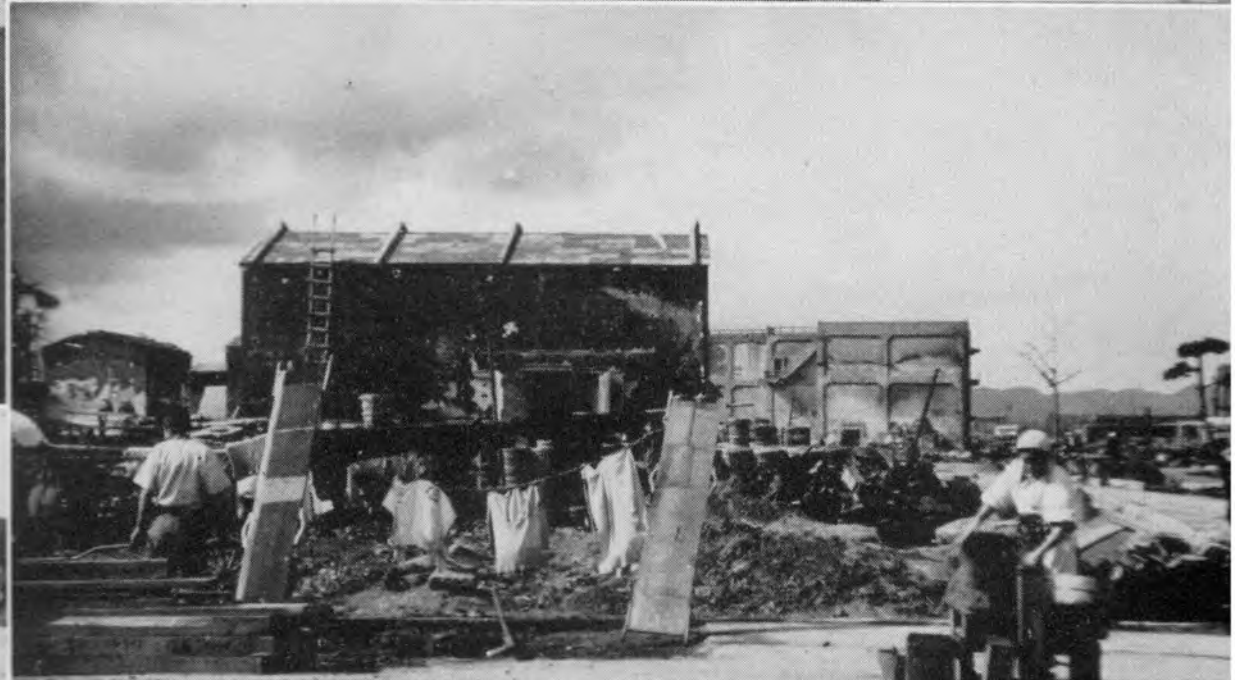
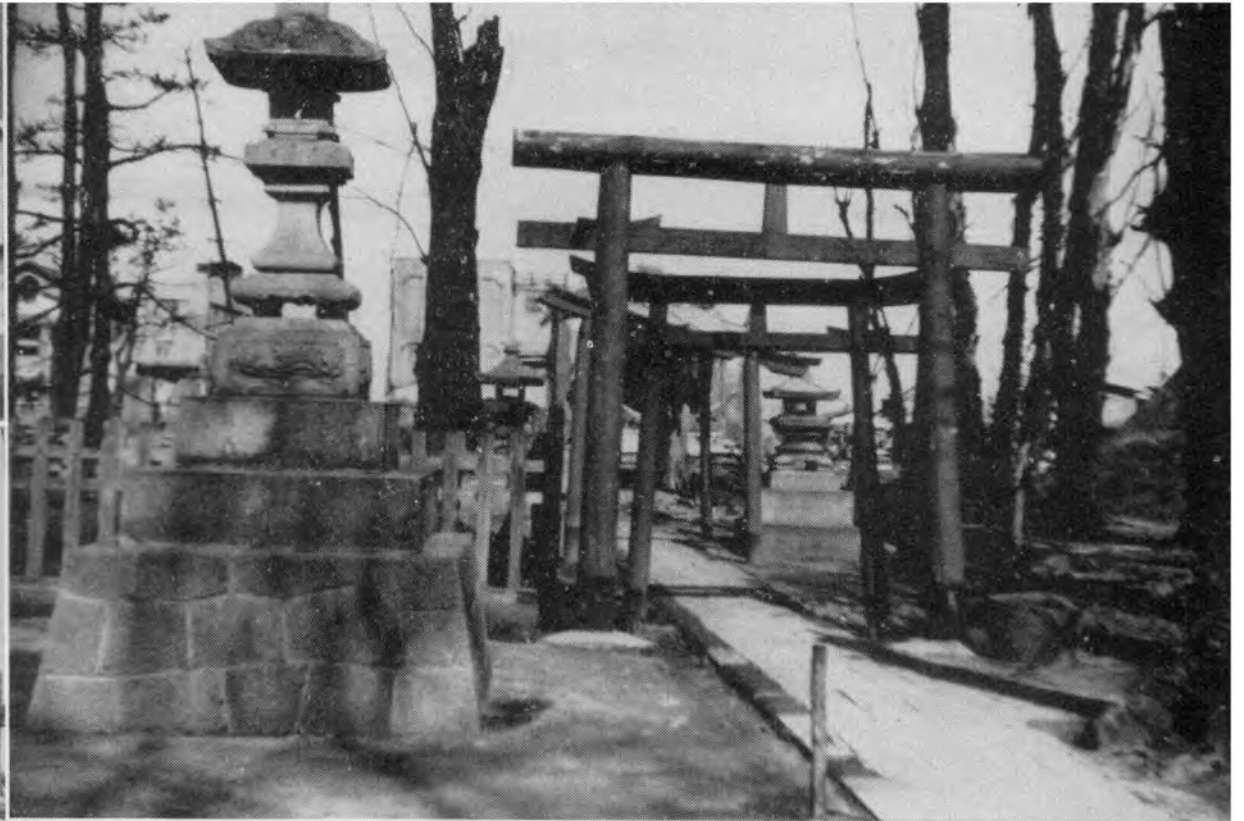


**Cebu
Batangas**

TRAVELS

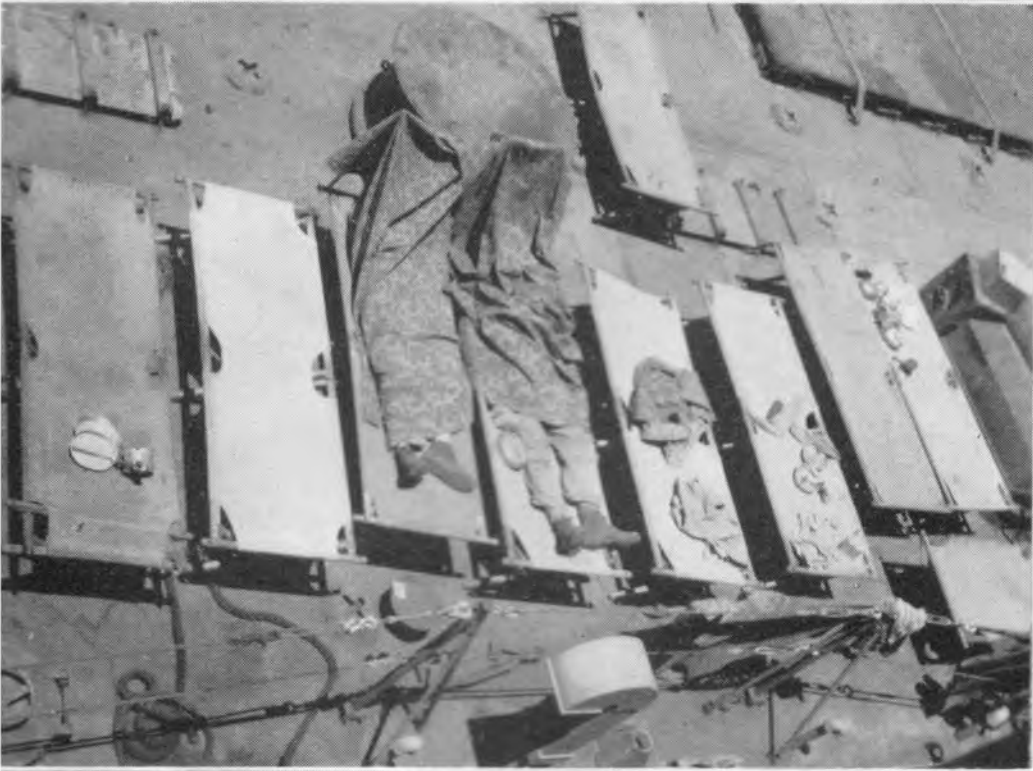


Noumea
Acmal



JAPAN



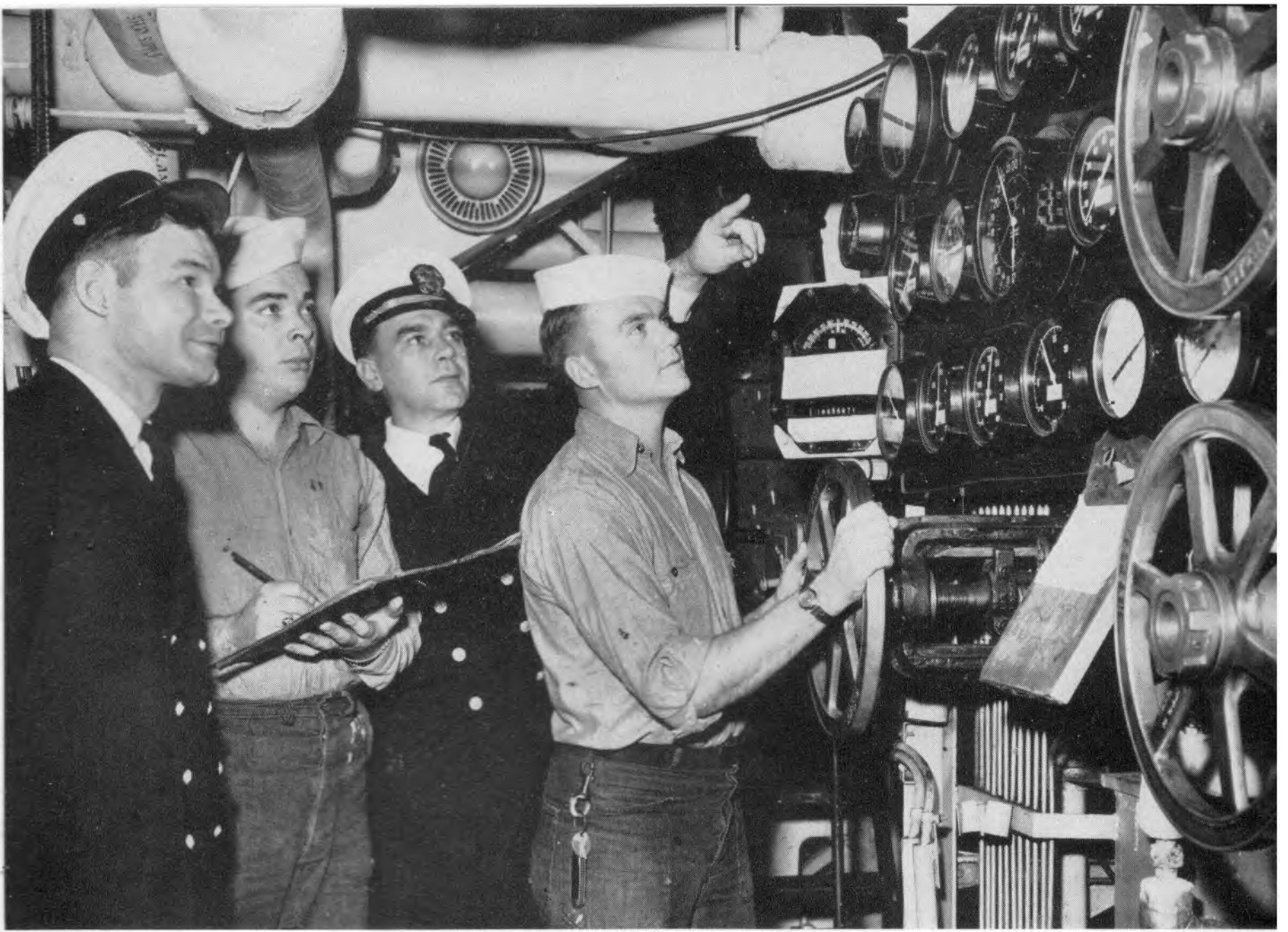


RANDOM SHOTS



STATE SIDE

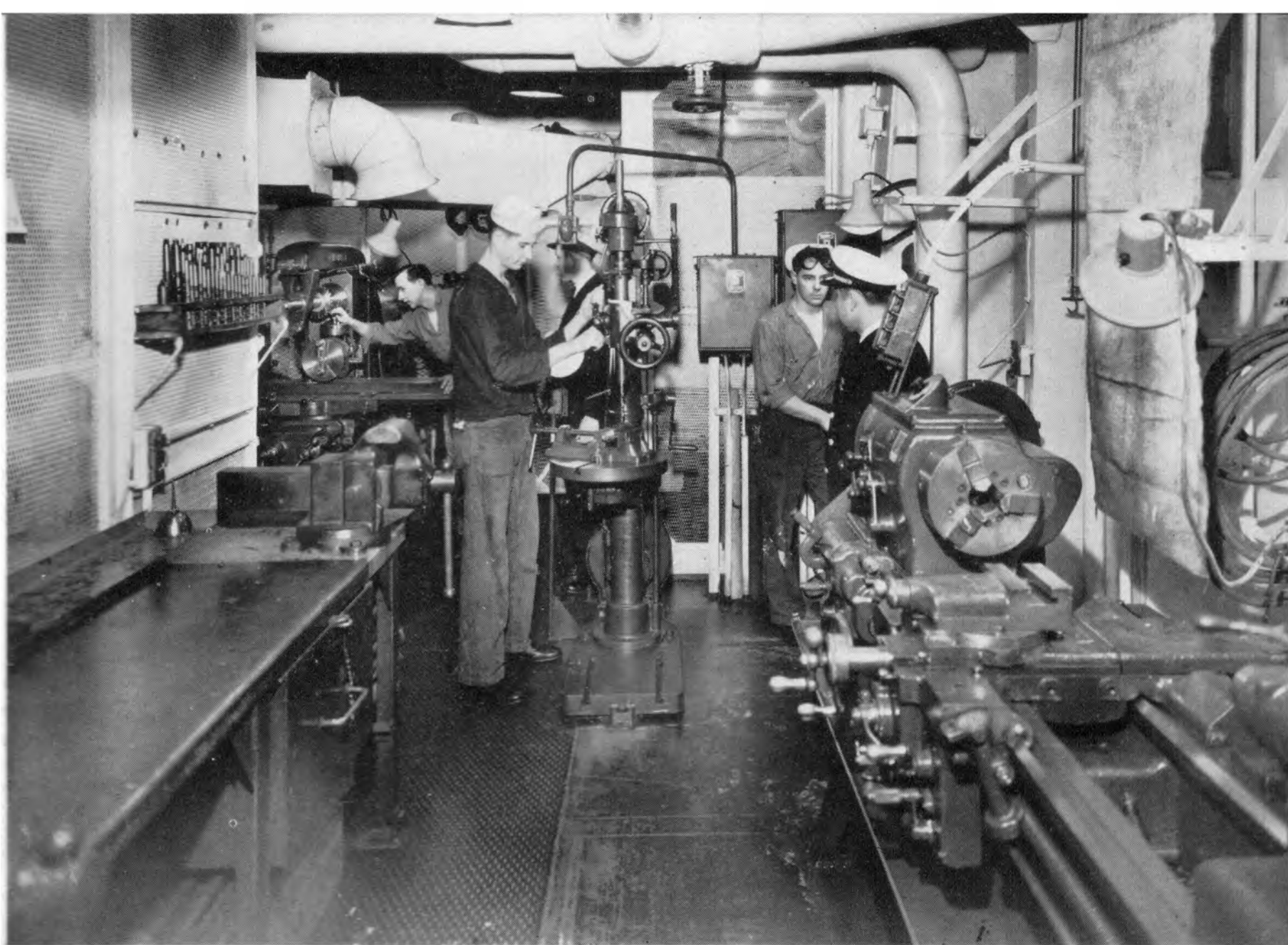




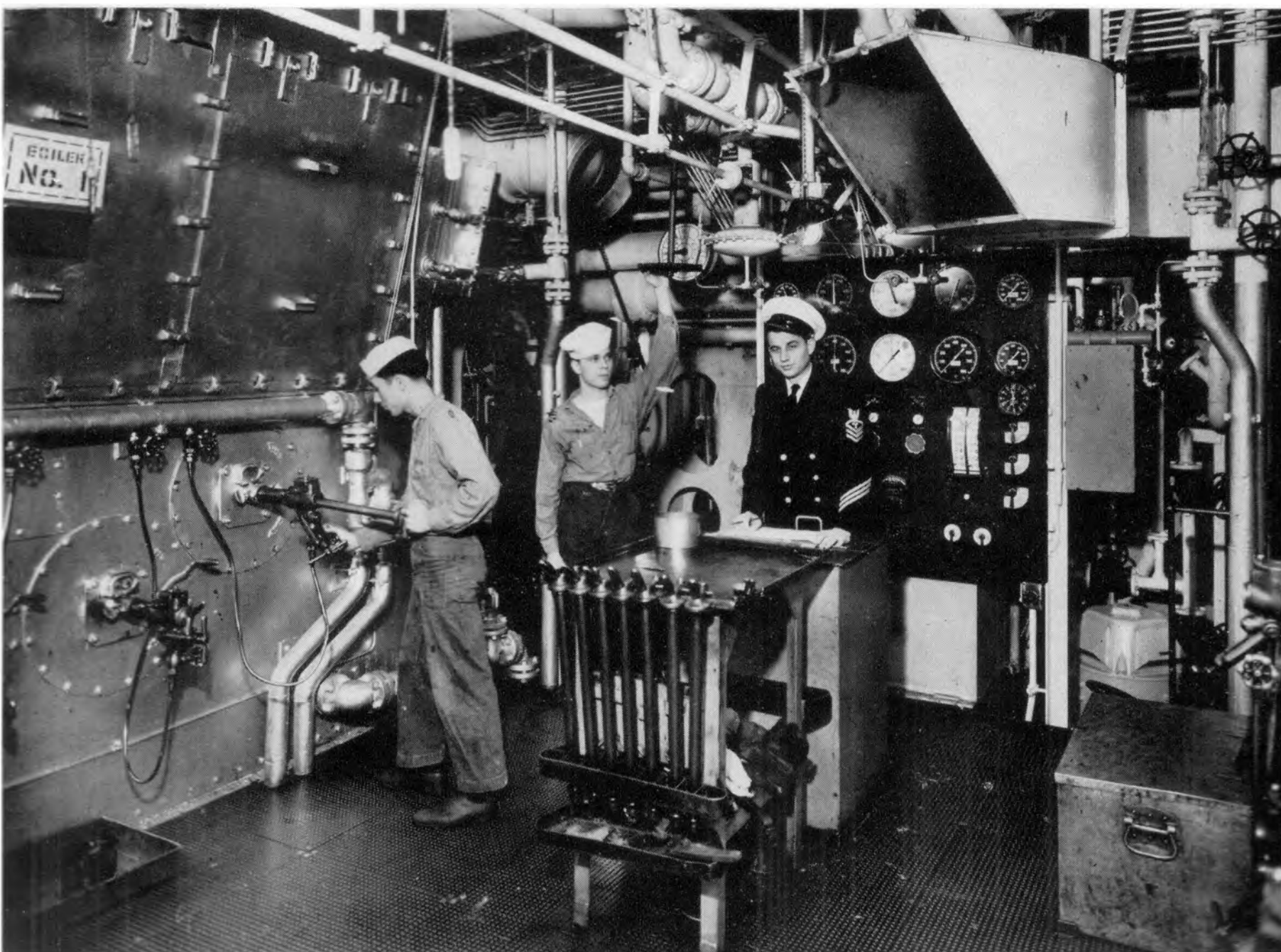
Engine Room Watch (upper)

Electricians Conference (lower)





Machine Shop



Fire Room

CHIEF PETTY OFFICERS

1—Sprague, A. V., CWT; 2—Duncan, R. H., CCS;
3—Burt, V. D., CPhM; 4—Gunn, C. E., CMM; 5—Oslund, R. A.,
CMoMM; 6—Barrett, A. T., CBM; 7—Grippen, W. C., CRM;
8—Elliott, F. H., CEM; 9—Harrington, G. W., CMM.



Laundry

Galley



R DIVISION

Top row, left to right—Davis, G, Y1c; Garcia, A. F., CM3c; Krumtum, C. L., S1c; Traxler, C. J., S2c.

Second row, left to right—Rogers, R. E., Carp; Smith, D. D., SF1c; Morris, L. R., SF3c; Erhard, W. E., CM3c; Clayton, E. K., S1c; Anderson, T. R., SF3c.

Front row, left to right—Phillips, K. G., CM3c; Burkhardsmier, J. F., SF3c; Kurschner, G. W., SF3c; Raven, W. A., M3c; Bauer, V. M., CM3c.

MASTER-AT-ARMS FORCE

1—Loyd, B., S1c; 2—Barrett, A. T., CBM; 3—Pizza, J., MoM3c.



Gangway Watch



THIRD DIVISION

"THE FIGHTING THIRD"

Front row, left to right—Pyndyk, Stanley, BM1c; Mathis, Harold L., S1c; Percle, Herman J., S1c; Michael J. Deignan, Lt. (j.g.), USNR; Paul, James R., S1c; Kelly, Joseph B., Cox.

Second row, left to right—Dick D. West, Ens. USNR; Reimer, Alvin, S1c; Cragle, Robert E., S1c; Martinez, Domingo, S1c; Myers, Edgar R., S1c; Landers, Lloyd J., S1c; Bragalone, Victor L., S1c; Alholm, LeRoy, S1c; Herbert Miller, Ens., USNR.

Third row, left to right—Payne, Joe T., BM2c; Voorhies, Carl R., S1c; Zavala, Martin L., S2c; Feiler, Arnold R., GM3c; Maenza, Charles, S1c; Mancuso, Vincent, S1c; Strittman, James R., S2c.

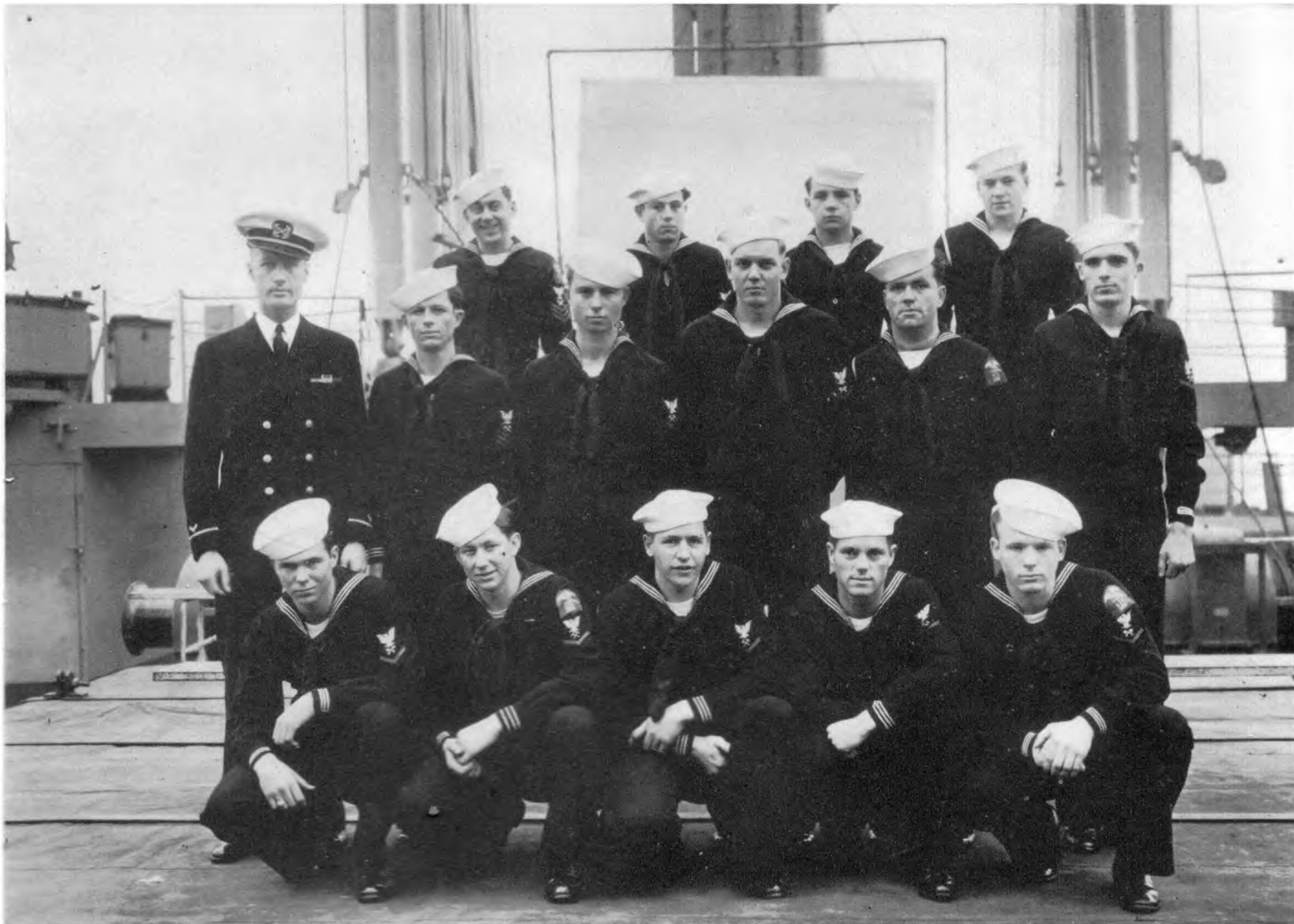
SUPPLY DEPARTMENT

Top row, left to right—F. S. Santella, SC3c; A. E. Kuentzler, Jr., S2c; R. E. Chilcote, S1c; H. G. Willamon, SSM(B)2c; O. Turner, S1c; R. E. Taylor, S1c; J. F. McCliman, S1c; H. M. Yee, SSM(L)2c.

Second row, left to right—T. F. Farrison, Jr., Bkr. 3c; W. E. Hairston, SC2c; J. Triplett, S1c; H. W. Lowe, S2c; H. E. Warner, S1c; E. A. Luedecke, Bkr. 3c; W. C. Johnson, SC3c.

Sitting, left to right—O. S. Warner, SSM(c)3c; M. J. Carlson, SC2c; C. H. Dunn, SK2c; D. J. Breaux, SK2c; H. V. Puckett, SK2c; J. E. Thompson, SK2c; R. Rankin, S2c.

Front row, left to right—W. B. Pierce, Lt. (j.g.); R. H. Duncan, CCS; C. R. Bnest, CPC.



FIRST DIVISION

Top row, left to right—Shull, Walter G.; Magers, James B.; Carlson, Robert I.; Weight, Donald D.; Zemenski, Bennie G.; Pierson, Merle E.

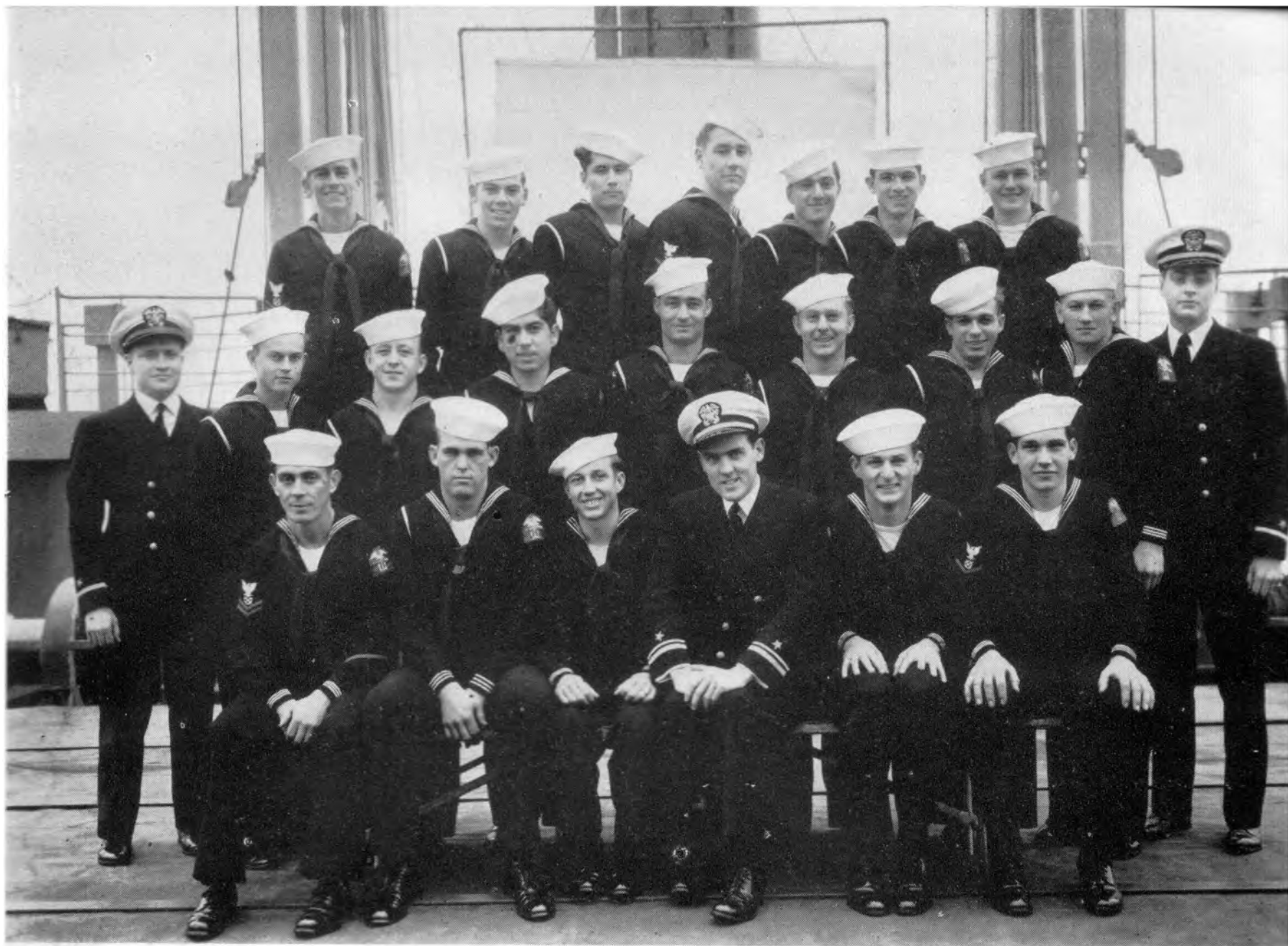
Middle row, left to right—Ens. John W. Schorr; Zarodnansky, Paul M.; Kanan, Oscar P.; Menelli, Lawrence J.; Simpson, John T.; Hawryluk, Arthur P.; Wiley, Maynard L.; Rondino, Hugo R., Lt. (j.g.) John L. Miller.

Bottom row, left to right — Caldwell, James (n); Best, Forrest L.; Hood, Harold (n); Lt. (j.g.) Russell P. Ahnstrom; Lucia, Fred J.; Brown, Howard E.; Troy, John J.

NAVIGATION

Back row, left to right—Kormann, Erwin Lowell, RDM3c, USNR; Meier, Byron Frederick, S1c, USNR; Emerson, Robert, Y2c, USNR; Lee, Donald Lawrence, S1c, USN.

Front row, left to right — Enge, Leland Duane, QM2c, USN; Dawson, Thomas Joseph, QM1c, USN; Klein, Andrew Mattley, Lt. (j.g.), USNR; Reed, Dale Paul, QM3c, USNR; Gustafson, Harold Sylvester, Q2c, USNR.

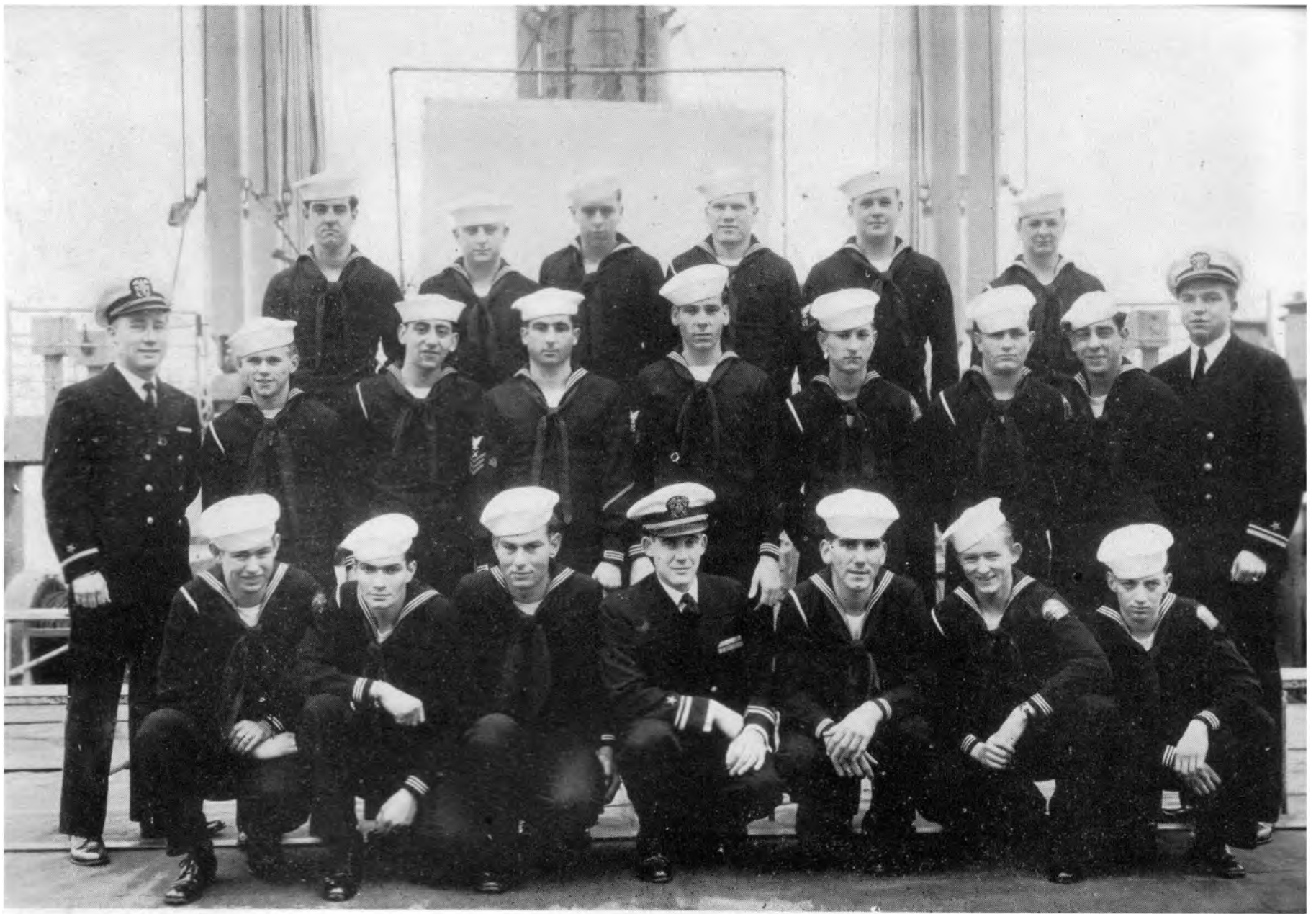


B DIVISION

Cline, Oliver I., WT2c; Howard, Billye J., F1c; Mitchell, Hugh D., WT3c; Harvey, Earl A., F1c; Carroccia, Marco P., F1c; Jacobs, Frank M., Jr., F1c; Forbus, William P., F2c; Olivieri, William C., WT3c; Wengrin, Edward L., F1c; Greene, Gerald A., F2c; Sprague, A. Vernell, CWT; Grady, Owen E., Lt. (j.g.)

E DIVISION

Frye, Martin L., F1c; Wood, Richard, EM2c; Martell, Wilfred E., EM2c; Downie, William, EM3c; Bidle, Charles W., EM2c; King, Kenneth, EM2c; Wright, Herbert W., EM1c; Stevens, Rolland F., EM3c; Gleason, Teddy B. F1c; Hamilton, Harry C., F2c; Elliott, Frank R., CEM; Heinzman, Herbert S., Ch.Elect.



M DIVISION

Hicks, Russell B., F1c; Laus, Amerigo, J., MM3c; Gerdes, Charles W., F2c; Meyers, John H., MoMM3c; Schilling, Max J., F1c; Merriam, Galen F., MM1c; Krupa, Walter J., MM2c; Foltin, Joseph E., F2c; Blodgett, Birchard L., MoMM3c; Kidnocker, Karl W., MM2c; Pickenpaugh, John O., Ch. Mach.; Harrington, Glesner W., CMM.

WARDROOM COOKS AND STEWARDS

Top row, left to right—W. Booker, STM1c; M. Williams, STM1c; J. Prather, STM2c; J. L. Martin, STM2c; R. B. Talley, STM1c; W. Yarborough, STM2c; E. Griffin, STM2c.

Second row, left to right—H. F. Carter, ST3c; R. C. James, STM1c; E. L. Hale, STM2c; J. Owens, STM2c; E. L. Jackson, STM2c; J. J. Horne, STM2c; J. H. Black, ST3c.

Seated, left to right—A. Smalls, Ck2c; C. R. Brist, CPC; W. B. Pierce, Lt. (j.g.); L. V. Shepherd, Lt. (j.g.); E. Wright, Ck1c.



A DIVISION

Berglund, Vernon L., MM3c; Bott, Rolland A., MoMM2c;
Beachem, Norvin R., MMR2c; Robertson, William P., Y3c;
Besser, Alfred P., F1c; Honz, Andrew T., F1c; Frank, Albert W.,
F1c; Arnst, Roy J., MoMM2c; Dannenberg, Harold D., F2c;
McNamara, Robert F., MM3c; Oslund, Richard A., CMoMM;
Craddock, Carl J., Lt. (j.g.); Gunn, Clifford E., CMM.

MEDICAL DEPARTMENT

Top row, left to right—Sarnowski, Francis (n), PhM2c;
Boprie, Harvey D., PhM3c; Coontz, John F., HA1c.

Middle row, left to right — Hansen, Wilfred I., PhM3c;
Abraham, Kenneth W., PhM3c; Petersen, Everett S., PhM2c.

Front row, left to right—Richards, Albert J., Lt. (j.g.), DC;
Hill, Lloyd J., Lieut. MC; McDougall, William J., Lt. (j.g.) MC;
Burt, Victor D., CPhM.



DEPARTMENT HEADS

Top row, left to right—Wilson O. Kaden, Lt. (j.g.), Assistant 1st Lieut.; Louis V. Shepard, Lt. (j.g.), Communication; Everett L. Heying, Lt. (j.g.), 1st Lieut.; Andrew M. Klein, Lt. (j.g.), Navigation; Michael J. Deignan, Lt. (j.g.), Gunnery.

Second row—Gerald M. Meter, Lt., Engineering; Lloyd J. Hill, Lt., Medical Dept.; John F. Bauer, Lt. Comdr., Exec.; Watson B. Pierce, Lt. (j.g.), Supply; Charley L. Peebles, Lt. (j.g.), Chaplain.

SECOND DIVISION

First row, left to right—Murray, J. R., S1c; Mull, C. H., S1c; Lavatto, E. A., S1c; Webster, J. O., S1c; Thibault, S2c; McCroskey, P. G., Cox; Stephens, G. O., S2c.

Second row left to right—Langley, W. F., S1c; Sparling, K. G., GM2c; Wells, S1c; Epperly, S1c; Conley, WDS1c; Taylor, S1c.

Front row, left to right—Ens. Schultz, Ens. Dix, Ens. Scanlon.



OFFICERS ABOARD

Back row, left to right—Carpenter Roy E. Rogers; Chief Boatswain Tolliver Ellis; Ensign William M. Scanlon; Chief Electrician Herbert S. Heinzman; Ensign John W. Schorr; Chief Pay Clerk Carl R. Brust; Ensign Joseph H. Schultz; Ensign Peter B. Myers; Lt. (j.g.) John L. Miller.

Middle row, left to right—Lt. (j.g.) Carl J. Craddock; Lt. (j.g.) William J. McDougall; Chief Machinist John O. Pickenpugh; Lt. (j.g.) Owen E. Grady; Ensign Dick D. West; Lt. (j.g.) Albert J. Richards, Jr.; Lt. (j.g.) Wilson O. Kaden; Lt. (j.g.) Russel P. Ahnstrom; Ensign Herbert Miller; Ensign Everett S. Dix.

Front row, left to right—Lt. (j.g.) Charley L. Peeples; Lt. (j.g.) Everett L. Heying; Lt. (j.g.) Louis V. Shepard; Lieutenant Gerald M. Meter; Comamnder John F. Bauer; Captain S. Huguenin; Lieutenant Lloyd J. Hill; Lt. (j.g.) Watson B. Pierce; Lt. (j.g.) Michael J. Deignan; Lt. (j.g.) Andrew M. Klein.

G DIVISION – COMMUNICATION

Top row, left to right—Schan, J.; Head, D. T.; Tegan, K. H.; Chovan, J. H.; Adams, C.

Middle row, left to right—Evans, E. E.; Elliott, B. M.; Sadel, A. J.; Hanley, R. J.; Harrison, F. F.

Bottom row, left to right—Grippen, W. C.; Shepard, L. V.; Myers, P. B.

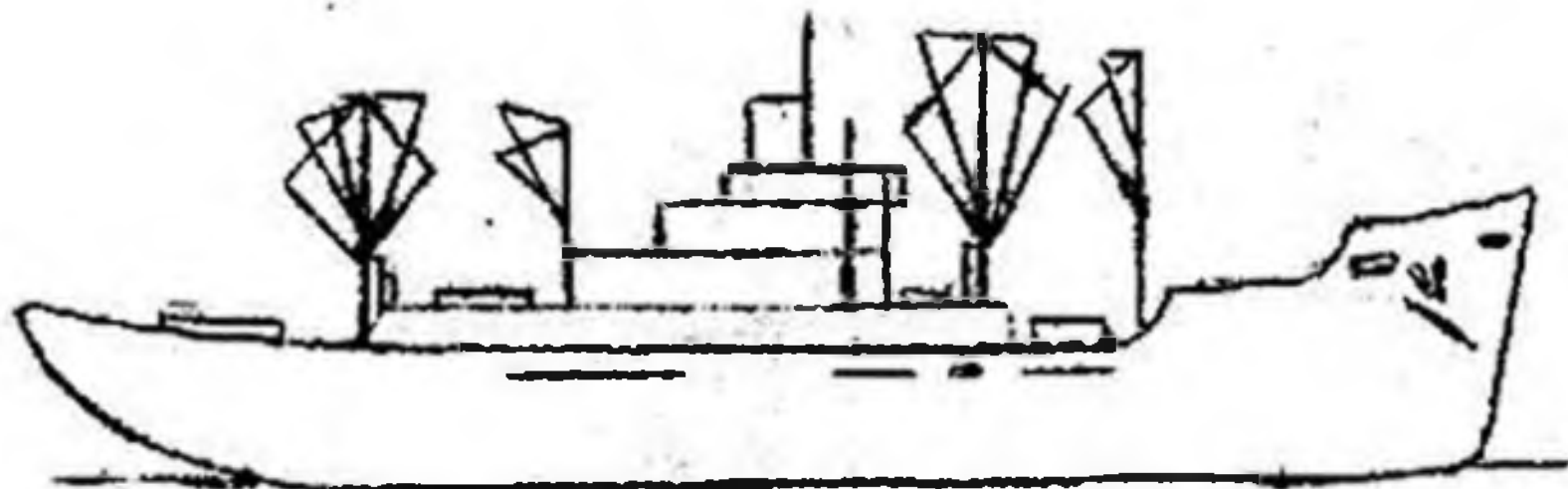






FIRST ANNIVERSARY
OF
USS SANBORN
(APA-193)

3 OCTOBER 1945



One year ago today we hoisted the colors and started this ship on her career. We have done a lot since then--sailed some 44,000 miles, visited some ten Western Pacific ports, transported some 7,000 troops, CB, Marine and Army, in five lifts, and taken part in two invasions. We have lost 7 of our ship's company by enemy action and two of our company have been decorated. We haven't had a serious accident--we lost one man accidentally but through no fault of personnel or material---and except for the loss of some boats we haven't suffered any damage from enemy action. We haven't been spectacular and made the newspapers but we have done our job and done it well.

A year ago today I said that SANBORI was going to be a smart ship. She is. I am sure that there is no ship in the fleet that operates more smoothly, more smartly, in daily routine, drills, and in emergencies; no ship that is cleaner or smarter in appearance, no ship that feeds better, or that has a better reputation with the troops. I'm proud of her and of you that have made her that way. And when we go back to civil life, as most of us will before long, I hope every one of us can look back and say, "The SANBORI? That was a real ship."

S. HUGUENIN,
Commander, USNR,
Commanding.

MENU

CREAM OF TOMATO SOUP

ROAST TOM TURKEY

DRESSING

MASHED POTATOES

GIBLET GRAVY

STRING BEANS

ICE CREAM - CAKE

ICED LEMONADE

COFFEE

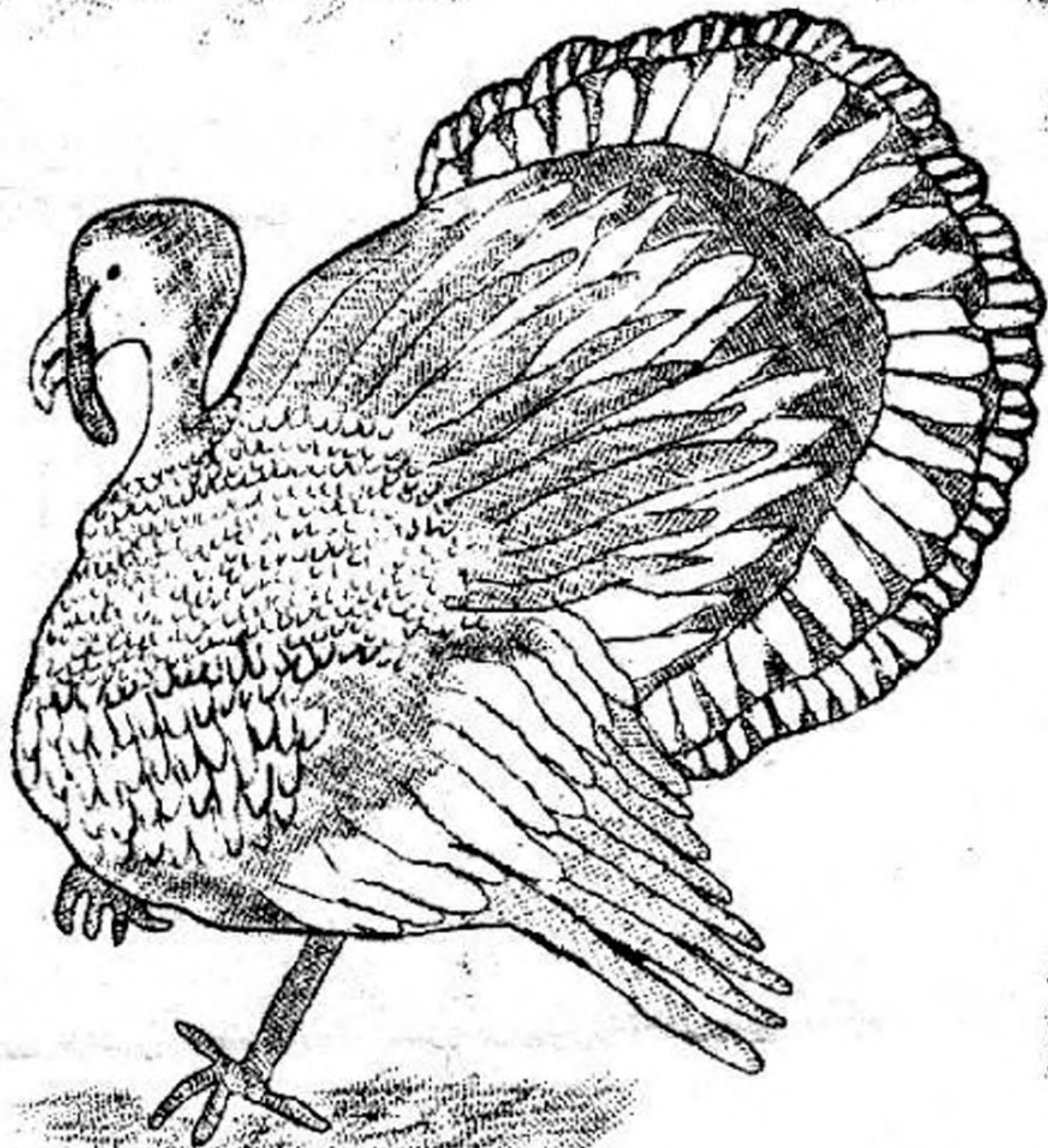
OLIVES

BREAD - BUTTER

CIGARETTES

CIGARS

CANDY



Thanksgiving Day, Nov. 23, '44

U.S.S. Sanborn

A.P.A. 1933

Meetings

Thanksgiving Day

M E N U

Thursday, 23 November 1944

Turkey Gumbo Soup	Saltines
Mixed Sweet Pickles	Queen Olives
Cardinal Salad	
Thousand Island Dressing	
Roast Young Tom Turkey	Oyster Dressing
Mashed Sweet Potatoes	
Giblet Gravy	Cranberry Sauce
Steamed Carrots	
Apple Pie	Ice Cream
Hot Rolls + Butter	
Cigars	Coffee
	Cigarettes

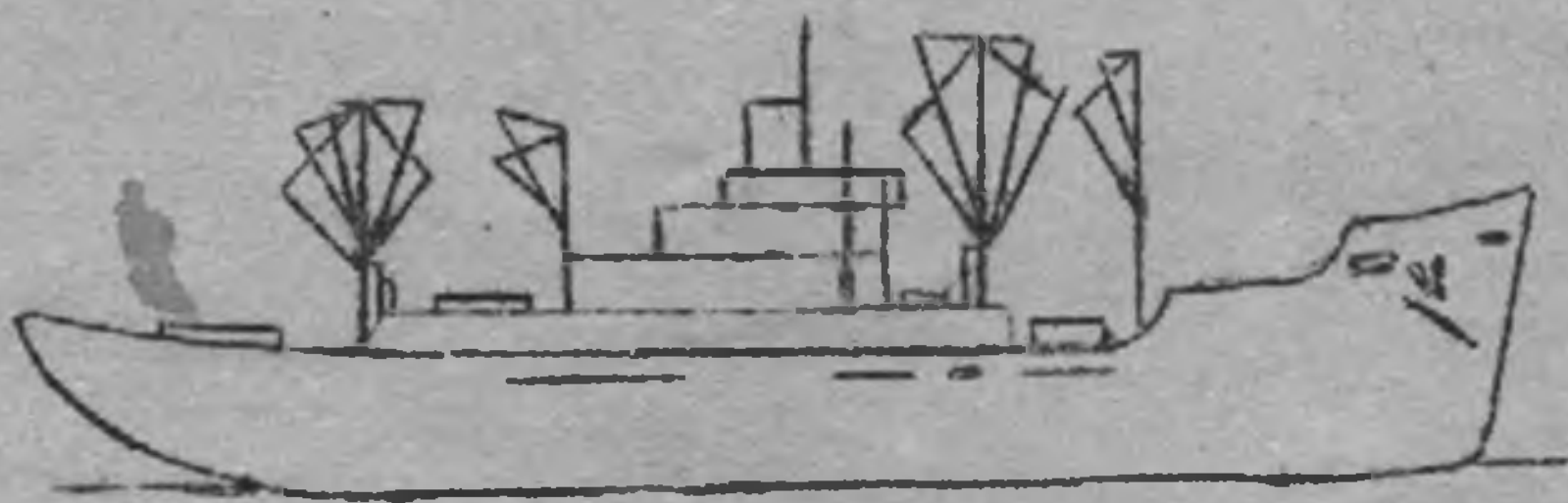
Respectfully Submitted

Approved
S. HUGUENIN
Commanding

H.C. Hiles
Lieut. (SC) USNR

FIRST ANNIVERSARY
OF
USS SANBORN
(APA-193)

3 OCTOBER 1945



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CREAM OF TOMATO SOUP

ROAST TOM TURKEY

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COFFEE

OLIVES

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CIGARETTES

CIGARS

CANDY

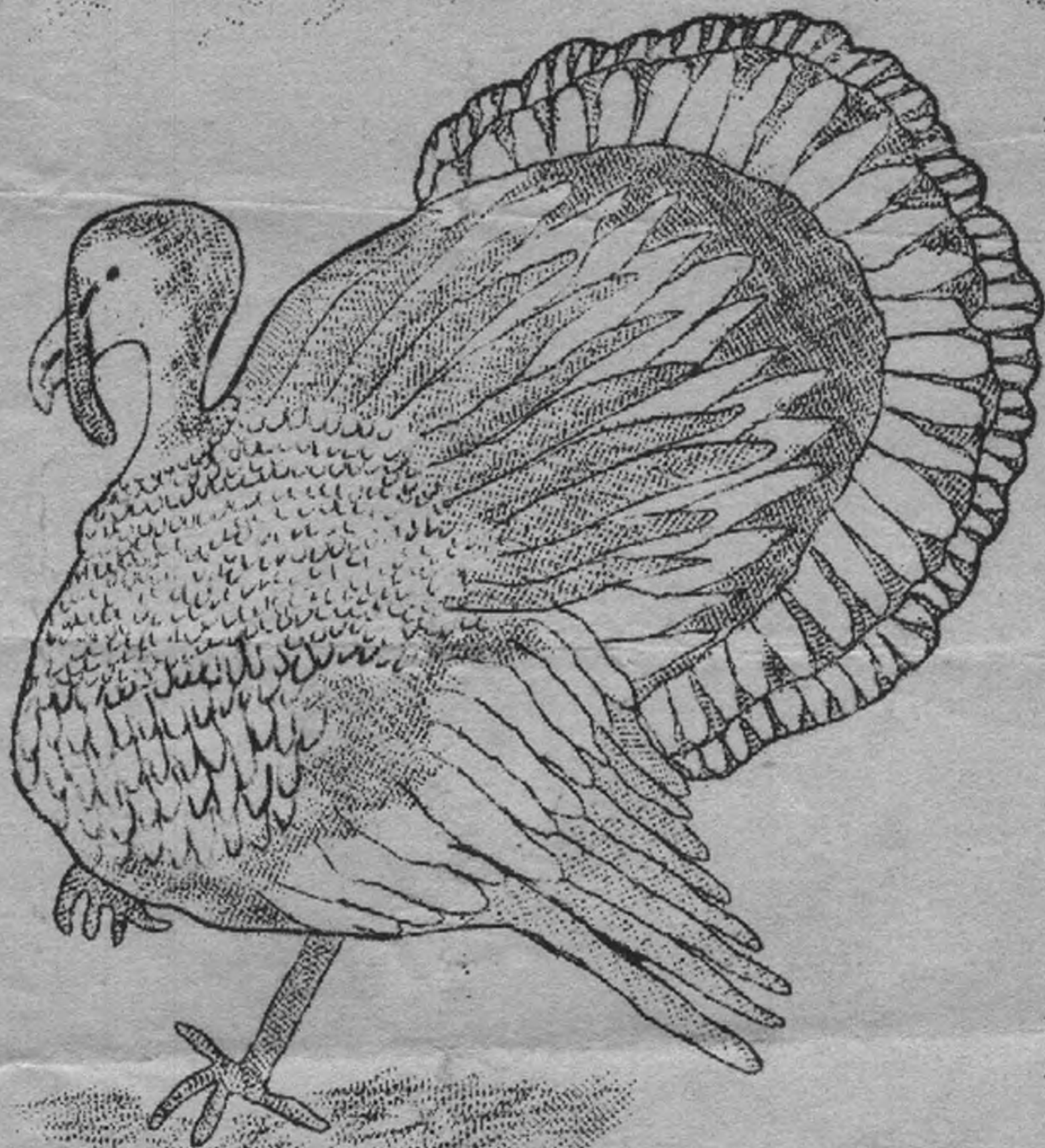
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S. HUGUENIN,
Commander, USNR,
Commanding.

U. S. S. Sanborn
A. P. A. 1933

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Thanksgiving Day, Nov. 23, '44

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Roast Young Tom Turkey	Oyster Dressing
Mashed Sweet Potatoes	
Giblet Gravy	Cranberry Sauce
Stewed Corn	
Apple Pie	Ice Cream
Hot Rolls + Butter	
Cigars	Coffee
	Cigarettes

Respectfully Submitted

Approved
S. HUGUENIN
Commanding

H. C. Hiles
Lieut. (SC) USNR

MORNING ORDERS AND PLAN OF THE DAY
Monday - Feb 19th, 1945

D - Day

Follow Sea Routine

Special Instructions

- 0400----Reveille.
0410----Breakfast. Coxswains pick up box lunches for boat crews.
0600----General Quarters.
0610----Set condition LA.
0615----Lower davit boats to the rail.
Troops proceed to debarkation stations.
0620----Lower LCP(L), salvage and guide boats (when ordered).
Commence debarkation.
Lower davit boats when loaded and hatch boats as soon as salvage and guide boats are clear.
Lower debarkation nets.
0630----LCP(L), salvage and guide boats leave ship to report to U.S.S. Hinsdale prior to 0700.
Boat group commander pick up demolition team from blue control.
Uncover hatches as soon as boats are clear.
Expect 4 LCVP's and 5 LCM's from U.S.S. Starr.
Unload priority equipment in accordance with unloading plan.
----8th wave consisting of 8 LCVP's, and 9th wave consisting of 4 LCVP's and 3 LCM's and 10th wave consisting of 4 LCVP's and 4 LCM's, despatched - on call.
0900----H - hour.
Bowser boats leave ship to report to LST 713 prior to 0940 for fuel and then report to blue control.
0910----Floating dump boats leave ship to report to PC 1081 (Blue control) prior to 1000.
----Be prepared to receive LSM #70 on starboard side of #5 hatch.
Six LCVP's of wave #8 will return to U.S.S. Pickens for second trip.
No second trip boats will be loaded until called for or until general unloading commences.
----Dinner will be served as conditions permit.
Be prepared to hoist casualties and debark service troops.

Boats will be hoisted if transports retire for the night - boats not hoisted will report to blue control.

All personnel not connected with Medical Department will stay clear of areas where casualties are being handled.

NOTE: To all hands - Good luck!

J. R. Schwartz
J. R. SCHWARTZ
Lt. Comdr., USNR.
Executive Officer.

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