

U.S.S. YOLO (APB-43)
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From: The Commanding Officer.
To: The Secretary of the Navy.
Via: The Commander in Chief, United States Pacific Fleet.
Subject: U.S.S. YOLO, A History of.
Reference: (a) ALPAC 202-45

In accordance with reference (a) this history, covering the activities of the U.S.S. YOLO from the date of commissioning, is herewith submitted.

The U.S.S. YOLO began her career as the U.S.S. LST 677 but her designation was changed unofficially in November 1944 to U.S.S. LST (M) 677 and again in May 1945 to U.S.S. YOLO (APB-43). For the purposes of this history the ship is referred to by that designation which properly applies during the period in consideration.

At 1200 on 25 June 1944, at the Ambridge Ship Yard, Pittsburgh Pennsylvania, the pre-commissioning order was read aboard the U.S.S. LST 677, and the National Ensign was hoisted to the gaff. Aboard the ship for the ceremony was the ferry crew consisting of three officers, twelve men and a pilot, who were under orders to deliver the ship to the Naval Section Base in New Orleans, Louisiana for commissioning.

Crew number 4466, which was to man the ship upon being placed in commission at New Orleans was also aboard, standing strictly at attention during the formality of executing the pre-commissioning order. The crew consisted of seven (7) officers and 104 enlisted men, only 15 of whom had previous sea experience, under the command of Lt. C.H. East, USNR. Ensign E.C. Kinley, USN, as Executive Officer, Ensign S.F. Herr, USN, as First Lieutenant and Damage Control Officer, Ensign G.C. Bracken, USNR, as Gunnery Officer, Ensign R.E. Ambrogi, USNR, as Engineering Officer, Ensign R.C. Ries, USNR, as Stores Officer, and Ensign A.V. Cardin, USNR, as Communication Officer, along with Lt. Bast, completed the original crew of commissioned officer personnel.

This crew had trained at Camp Bradford, Virginia, with cruises in the Chesapeake Bay, in preparation for assuming command of the ship. For ten days prior to the pre-commissioning date the crew had been stationed in Pittsburgh, Pennsylvania, the enlisted men being berthed at the Naval Receiving Station, Carnegie Institute of Technology, while the officers were quartered at the William Penn Hotel in Pittsburgh. They were charged during this period with requisitioning of materials, training, and various other duties connected with placing a ship in commission under the guidance of the pre-commissioning detail. The Ship's Service Store was inaugurated with purchases of small quantities of necessities for welfare and recreation during the months ahead, books, magazines, phonograph records and athletic gear were the first acquisitions. Non-registered Naval publications were drawn and corrected. Stores and provisions for immediate needs were brought aboard. All these preparations were completed prior to the pre-commissioning date.

Immediately following the ceremony the LST 677 cast off from alongside the dock in the Ambridge Ship Yards where the ship was built by the American Bridge Company. As she swung with the current to head down stream and toward New Orleans, the 677 was like any other standard LST with but few exceptions. The main mast lay on the main deck to allow for passage under the low bridges; she had six (6) boat davits instead of the usual two - all with LCVP's - two aft and one forward on either side; she was the first ship from the Ambridge Yards to be equipped with Radar in the yards. Otherwise she was typical of all newly built landing ships.