

The Commander, Administrative Command, U.S. Pacific Fleet submitted a plan to the Commander in Chief, U.S. Pacific Fleet on 1 September 1944, for the conversion of LST's to landing craft tenders. The plan provided for the landing craft tenders to contain facilities necessary to supply these craft with fresh provisions, dry stores, fresh water, medical supplies, and services, ship's service articles, tobacco products, laundry, living quarters, mess and similar service necessary to morale.

The Commander in Chief, U.S. Pacific Fleet approved the plan and requested authority from the Chief of Naval Operations on 1 September 1944 for the conversion of LST's for use as landing craft tenders. The Chief of Naval Operations approved the plan on 18 September 1944 for the conversion on a temporary basis of four LST's to landing craft tenders in the Hawaiian area. Additional LST's for conversion from new construction were requested on 19 September 1944 for delivery early in 1945.

The particular mission of the LST landing craft tender is to provide medical, commissary, supply and disbursing services to small vessels and landing craft in the theatre of amphibious operations in the forward areas and until the establishment of shore based facilities. The functions were to be exercised on a continuous basis. In addition to this the ships were to provide transient quarters for emergencies. For this purpose, there are provided berthing facilities for transient personnel at the level of thirty (30) officers and approximately three hundred (300) men.

As a secondary mission, the LST-landing craft tender was to relieve large bulk carrying supply ships, which, in the past, have been held fully loaded over long periods of time, awaiting completion of assault phases before they could discharge their cargoes. The commissary and supply services mentioned were to include fresh provisions, dry stores, fresh water, ship's service articles, and other essentials.

Actual conversion began on 21 October with artisans and laborers from Waipio Operating Base being aided by the ship's force. To carry sufficient provisions for service at the target the tank deck was transformed for use as a reefer and bulk stores stowage with sixteen walk-in type reefer boxes installed in two fore and aft lines with a center line passageway 48 inches wide. Bins were provided on top of each reefer for dry provisions while a ballast tank, A-412W was converted as an additional stowage for this type of provisions. A monorail was installed running the length of the reefers and on to the bow doors. Two chain hoists were provided. The forward ramp was retained thus making the hatch unavailable for handling stores and as the only other hatch provided was a small one, 53 $\frac{1}{2}$ " x 39", through which loading or unloading would be a much too slow and laborious process, the transferring of supplies was to be by human chain line up and down the port and starboard ladders installed leading from the main to the tank deck aft.

Berthing of the extra personnel was to be cared for by installation of bunks for 300 men in the after section of the tank deck, aft of the reefers. For officer personnel a 20' x 48' Quonset hut was installed forward on the main deck to berth and mess 30 officers and equipped with fifteen double deck bunks, lockers, four ten man standard collapsible crew mess table and eight benches. Provisions were made for stowage and handling of the necessary mess gear by the installation of cupboards and gear lockers.

Another Quonset of the same dimensions was installed aft on the main deck as additional facilities for subsisting the extra men. After being fully equipped it proved inconvenient and was converted for use as a bake shop and a scullery for the transients with both crew and transients to be serviced from the after crew's galley. Several original installations proved unsatisfactory and have since been corrected by the ship's force. Such included constructing hoods for oven exhaust control, installing proof boxes, steam, water and exhaust lines, drains, extra cables and equipment. On trials many faults appeared in the construction of the shop. It was secured to the main deck with an additional deck