

jalein, and followed with the Emirau, Saipan, Palau and Leyte invasions. En route to Lingayen Gulf in January 1945, its task force came under repeated kamikaze attack, and one Japanese fighter crashed into the *Callaway's* superstructure just abaft the navigation bridge.

Twenty Coast Guard sailors and 11 Navy men, members of the transport division commander's staff, died or suffered fatal injury in the resulting blaze, which rendered four landing craft useless. Nonetheless, the *Callaway*

kept its place in the formation and landed troops on schedule.

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Saipan, Leyte, Lingayen Gulf and Okinawa.

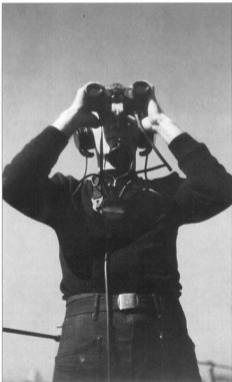
It emerged from all unscathed — unlike its sister, the *USS Cavalier*, which began its combat career at Saipan, took part in the Leyte invasion, and while landing troops at Lingayen Gulf, sustained casualties from shore fire.

The ship was supporting Army forces on Luzon when, on Jan. 30, 1945, a Japanese torpedo crippled it. The *Cavalier* was towed to Leyte and then to Pearl Harbor. Hostilities ended before the ship was ready for sea again.

The attack transports were not the only Coast Guard-manned participants in most of these assault landings. Beginning in 1943, five of the somewhat smaller C-2 type vessels were commissioned as attack cargo ships (AKA) with Coast Guard crews.

Although these, too, transported soldiers and Marines, they devoted a greater portion of their cargo space to the supplies and gear necessary to support the troops engaged in various amphibious operations.

They spent more of their time between invasions shuttling sup-



Right: Equipped with telephonic gear for communication with the bridge, an anti-aircraft lookout scans the horizon aboard the *USS PC-556*, Oct. 8, 1942.