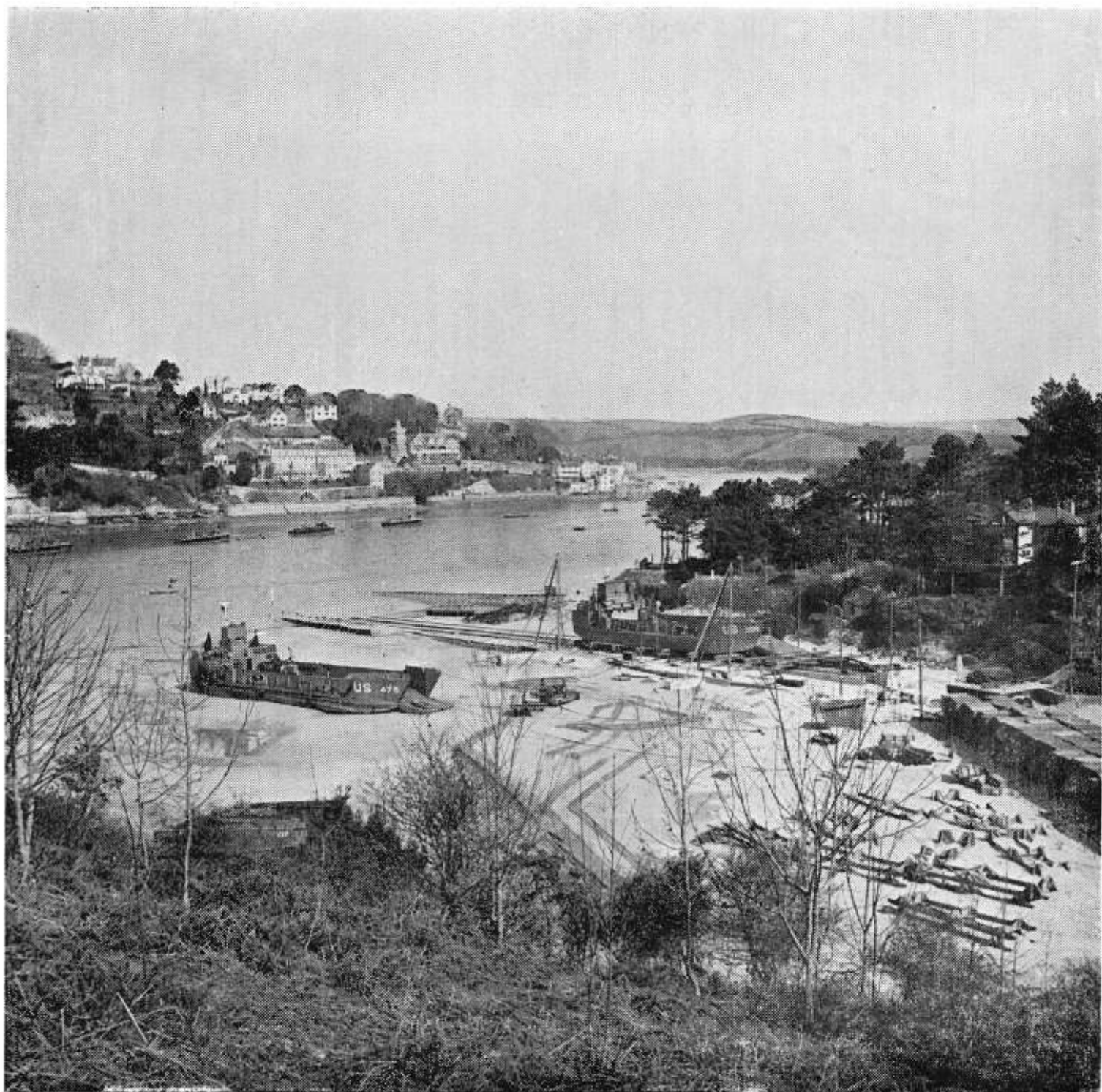


SALCOMBE 1943-1945



====United States Navy====
Advanced Amphibious Base



Cmdr. William H. Henszey, U.S.N.R., Commanding Officer

FOREWORD

*T*O the men of this base, we present this book as a souvenir of the days we have spent here.

We have been told from time to time that, as a base, we have done a creditable job. The credit belongs to all hands, to every man who has done his job as though he meant it.

I hope this will bring back to you, in years to come, many scenes that you will enjoy remembering. With it goes my gratitude for work well done, and my sincere wish that you will have fine sailing all the way in.

Wm H. Henszey

Commanding Officer



From the Public Relations Office:

4th May, 1945.

The contents of this publication, having been duly censored, are considered appropriate for distribution within the United Kingdom and for mailing abroad.

RICHARD S. ALDRICH,
*Lieut. Comdr., USNR, Public
Relations Officer, Commander,
U.S. Naval Forces in Europe.*

Lt.-Cmdr. K. W. Newerf, U.S.N.R.
Executive Officer



Lt. C. H. Anderson, U.S.N.R.
Administrative Officer





Salcombe from East Portlemouth Hill

THIS WAS OUR JOB

USNAAB, Salcombe, was set up as a Naval Base in Salcombe, Devon, in the Fall of 1943.

It was a Naval Base in the midst of a village of a few thousand people, perched on the steep hillsides that flank Salcombe Harbor. We took over homes and hotels for our quarters; we took over shops and boatyards that were building schooners when Drake landed in California. We ran bulldozers through the ancient walls and shattered the night with clanging steel; and still the people of Salcombe were friendly and very patient. We had a job to do; they wanted to help.

For the first six months of our stay, we were getting ready for D-Day. Then our ships and boats all left, followed a few weeks later by our Advanced Port Party on a

special mission. When the job was done, they came back, and we became, primarily, a repair base, specializing on L.C.T.'s. Our job was to get them in first class shape as quickly as possible so as to be ready for more and more D-Days.

Thousands of men have come to the Base and gone on again, to France, to Belgium, to Germany, across all the Seven Seas. A few have stayed on here from beginning to end. These pictures show only a few of these men and only a few of their jobs and other activities. We can't tell the full story of what they have done. We won't try. But we do present some of the scenes which everyone saw and will want to remember. Ours was a "happy ship," and this book is presented as a reminder, during the years to come, of our days at USNAAB, Salcombe.

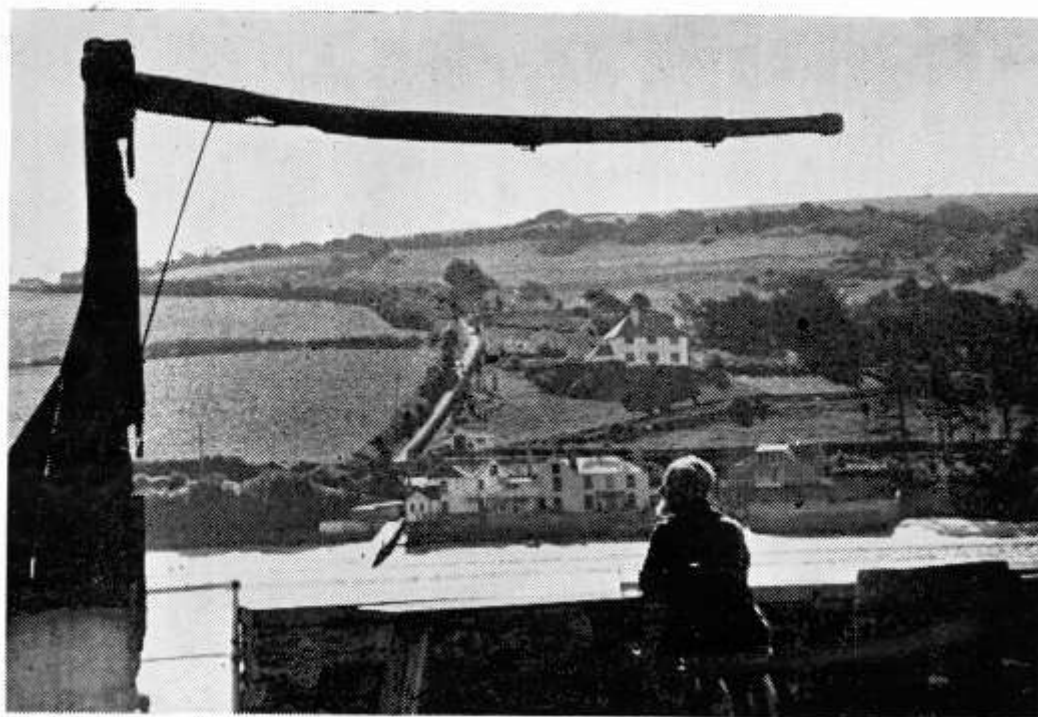


SALCOMBE IS AN ANCIENT HARBOR

Before D day the censor was very careful about pictures. At the left is one of the few pictures extant of what the harbor looked like then.

For four centuries Salcombe has been a seafaring town. During the Yankee occupation the lumbering monsters of invasion replaced schooner and skiff.

But the relics of her ships and her sailing men are everywhere. At the right is the court of the Ferry Inn, complete with rudder, inhabitant, and glass of bitter.



The man on watch in the signal tower gets a fine view up South Pool Creek to Gullet Farm.



EMBARKATION

The Captain and Commander Flynn direct the job of loading.



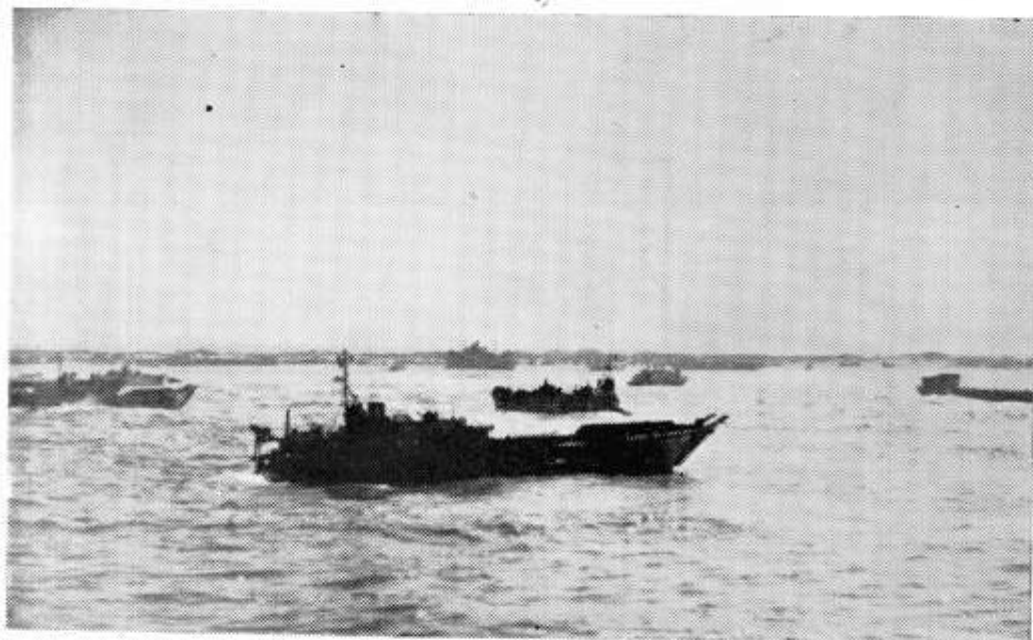
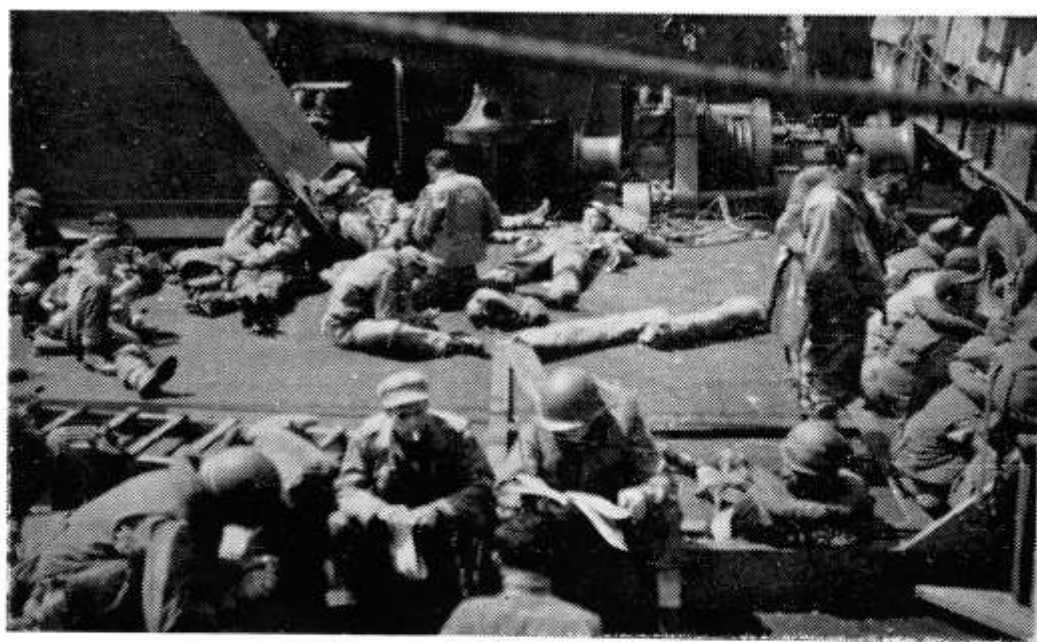
From Salcombe Base sailed part of the vast armada that stormed the Normandy beaches. We watched them out. Nobody said anything much after the last boat had cleared The Bar. All night long we felt the reverberations of distant thunder.

Our advanced party, shown above embarking, were part of the follow-up of the invasion.



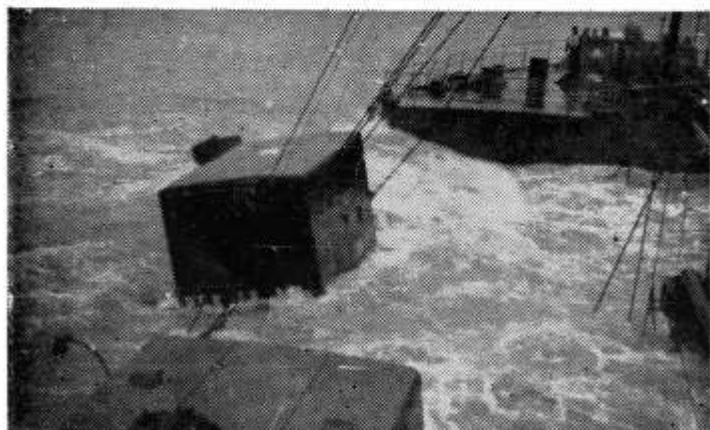
D minus 1

Some read, some sleep,
some shoot the breeze,
but some just can't help
thinking—



An L.C.T., wheel horse of the invasion. goes in.

The storm-battered Liberty is still afloat, but
water is over her cargo deck. Note man
marooned on forepeak.



Lashed with steel cables, the truck holds for
a while.



INVA

George Dewey Smith,
Motor Machinist's Mate,
went ashore on D-Day
with a mobile ship repair
unit. When he wasn't
working or ducking into a
fox hole he was taking
pictures. There is action
a-plenty in these.



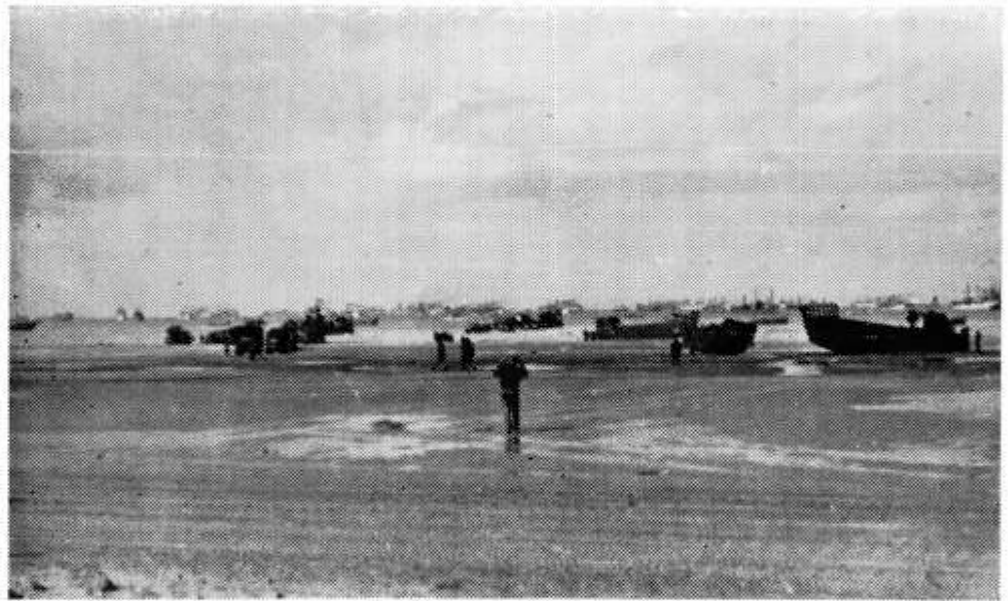
D plus 1

A mobile ship repair unit, built into trucks, is already in operation.

SION

After two days on the beach enemy shell fire was so troublesome it was decided to put the unit on a liberty ship off-shore.

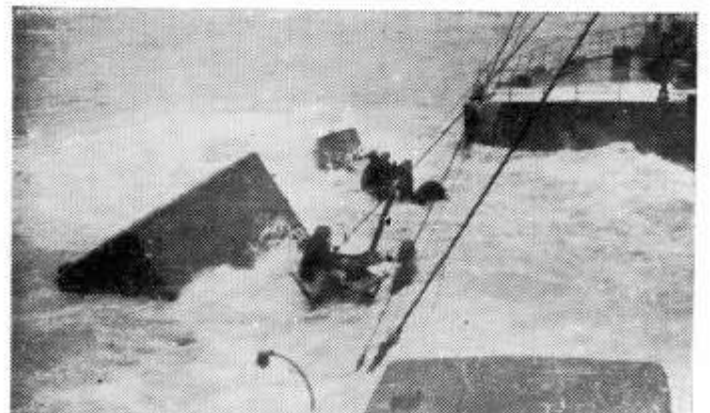
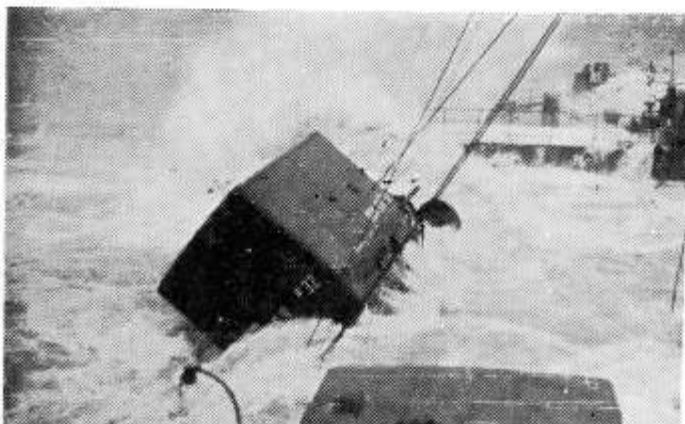
Then came the storm. Below, you can see what happened to ship and equipment.

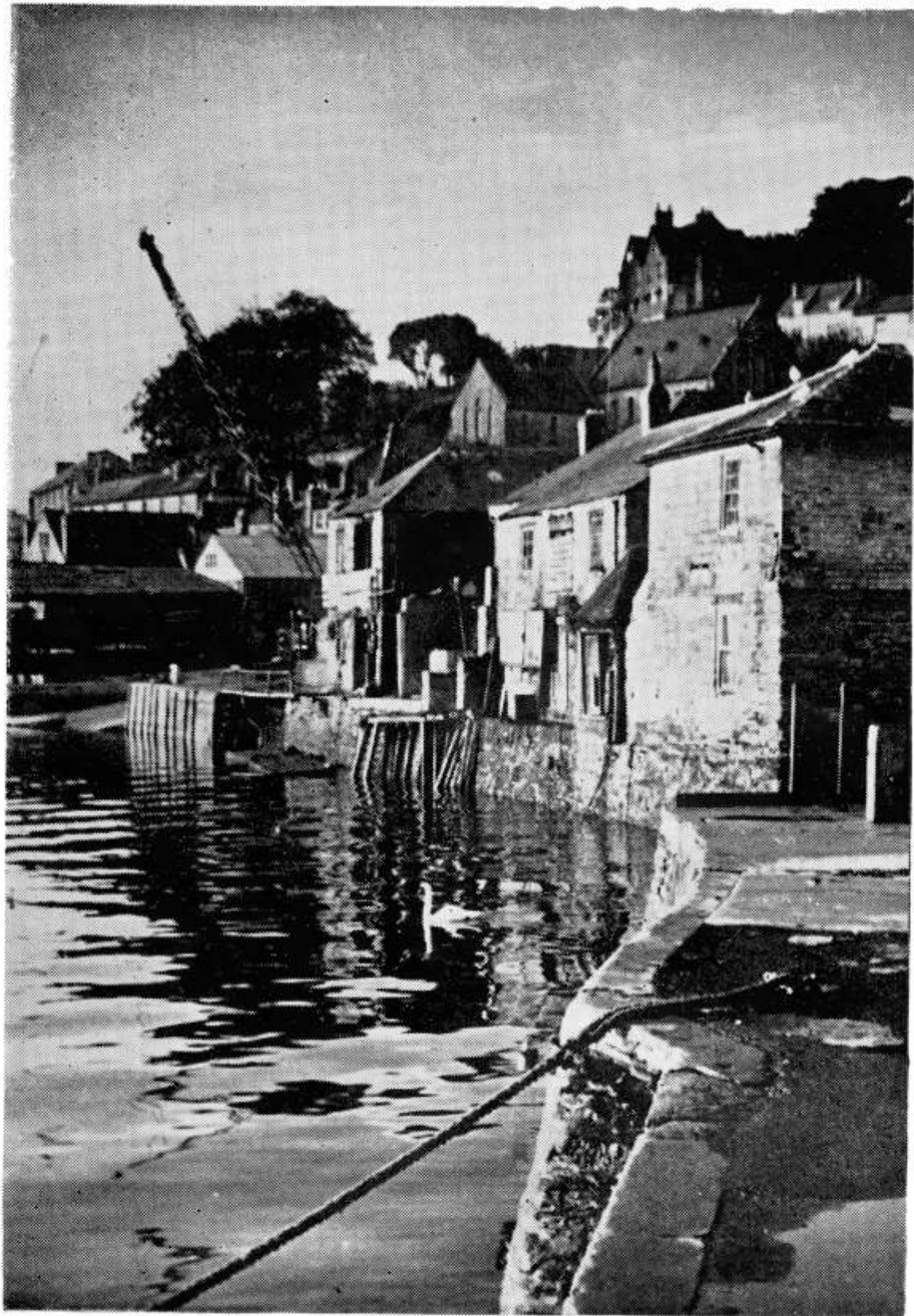


Tanks, Trucks, L.C.V.P.s, L.C.M.s, L.C.T.s, and the works

Waves break clear over it, and over the fore-peak. Man has lashed himself to the deck.

Truck body is wrenched from the frame and goes under. Man was picked up when crew took to boats before ship foundered.

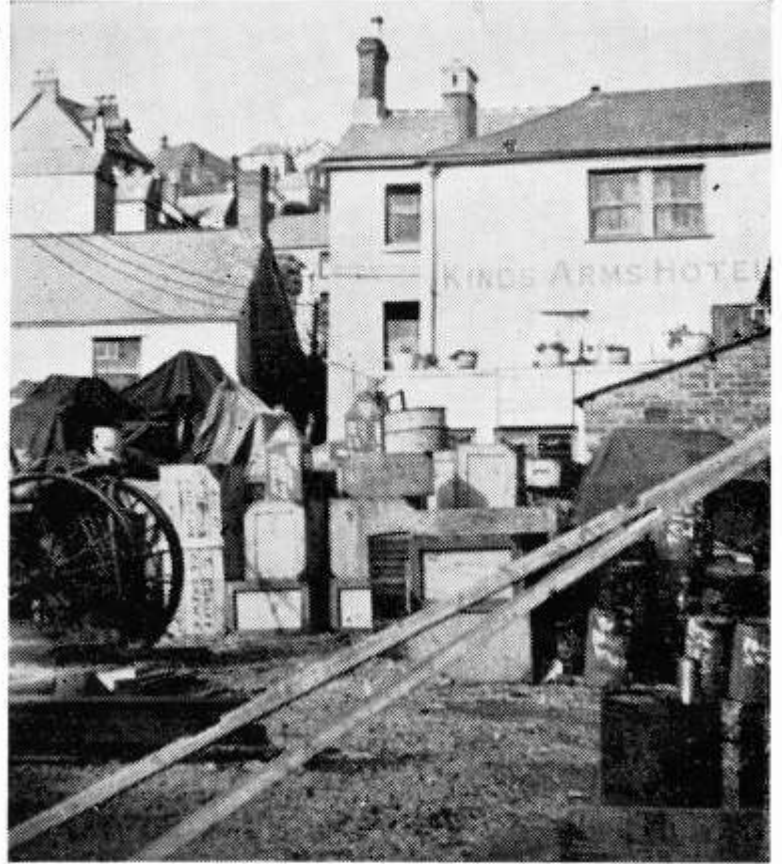




But on the SALCOMBE WATER FRONT, all was quiet

Packed Up

We were due to follow the invasion and operate a French port. The Germans decided to keep the port. Some of us went as an advanced party. The rest of us sat on our duffle bags, and played baseball, and waited.

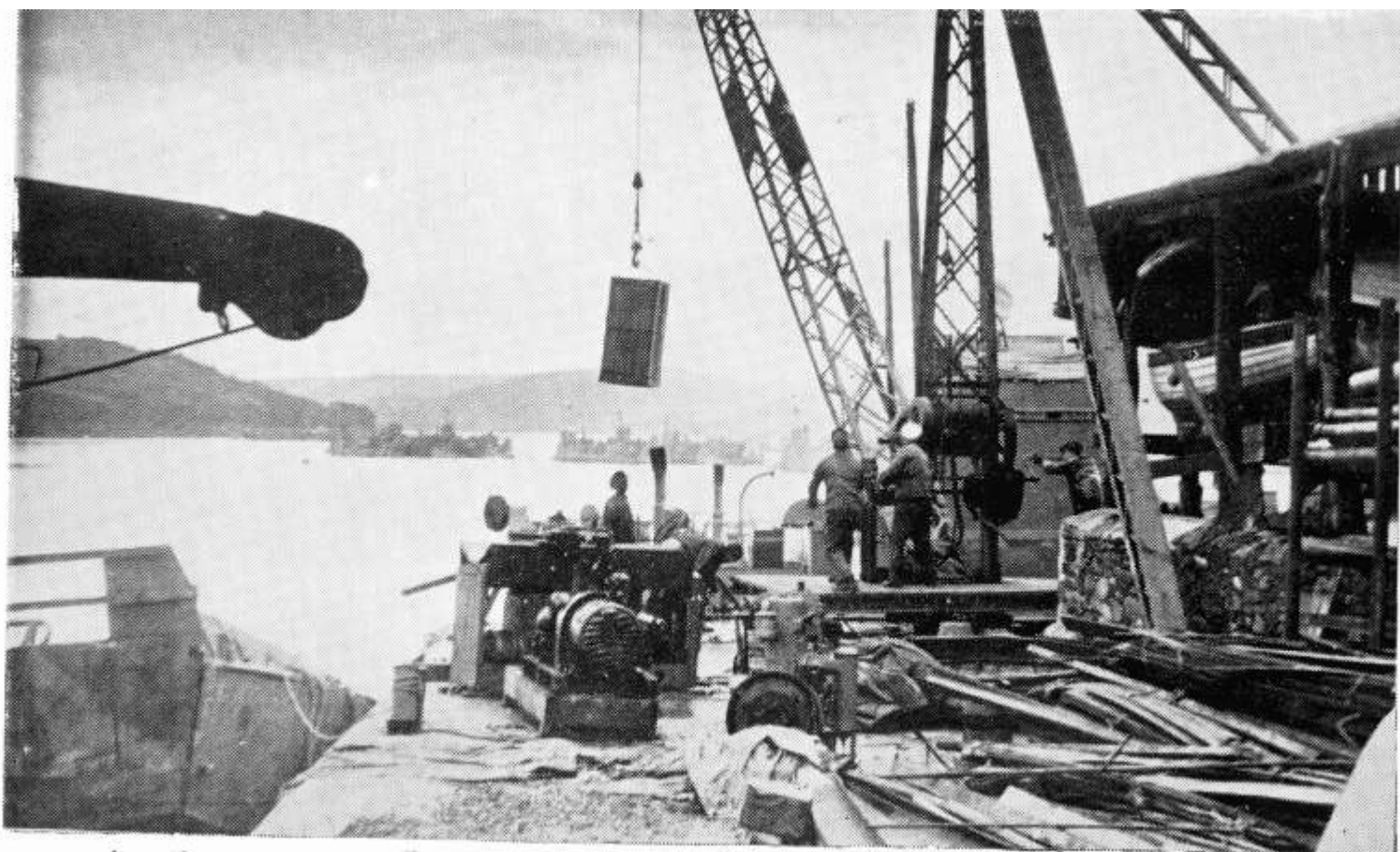


The Town Looked Lonely

They're Coming Back !

Came word after two months to unpack, and Salcombe base started living again—with a new job.





KINGS ARMS QUAY.

REPAIR BASE

That storm you saw washing a truck overboard may have been just a minor item in the invasion news to you, but it was our reason for spending another year in England. We put in this year repairing storm-damaged L.C.T.s., getting them ready to go east.



**MILL
BAY**

An L.T.C. noses into the marine railway where it will be drawn out of the water.

Shadycombe

This waterway dried out at low tide. Men could work on hulls and superstructure at one time.

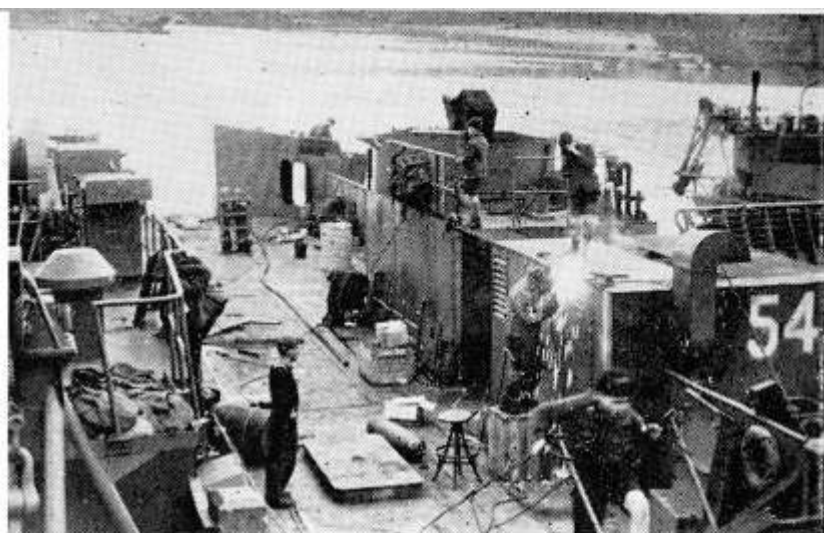


Four major repair centres are seen in these pictures. There was also a repair ship, veteran of Italy, Sicily, Salerno and Normandy, that moored alongside her patient. Minor operations were everywhere, many going on 24 hours a day.

Salcombe Base centred for a year around the repair men and their job. This book is largely a souvenir of their work. Sorry there isn't room to show you every man at his job.

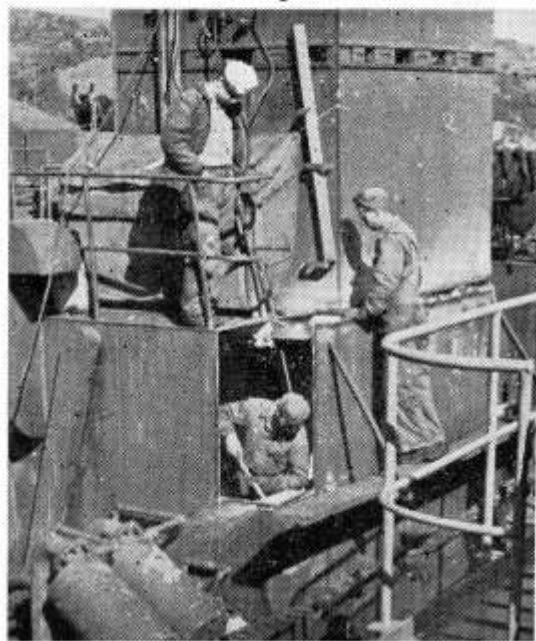
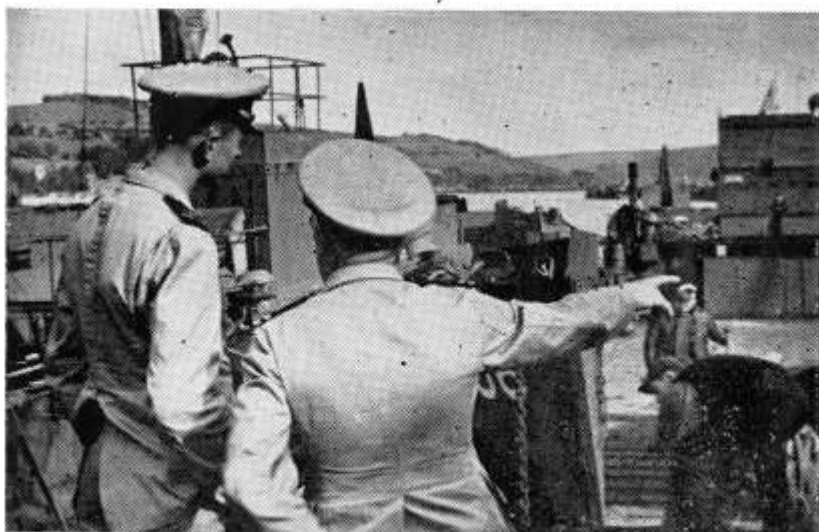
Floating Dry-Dock

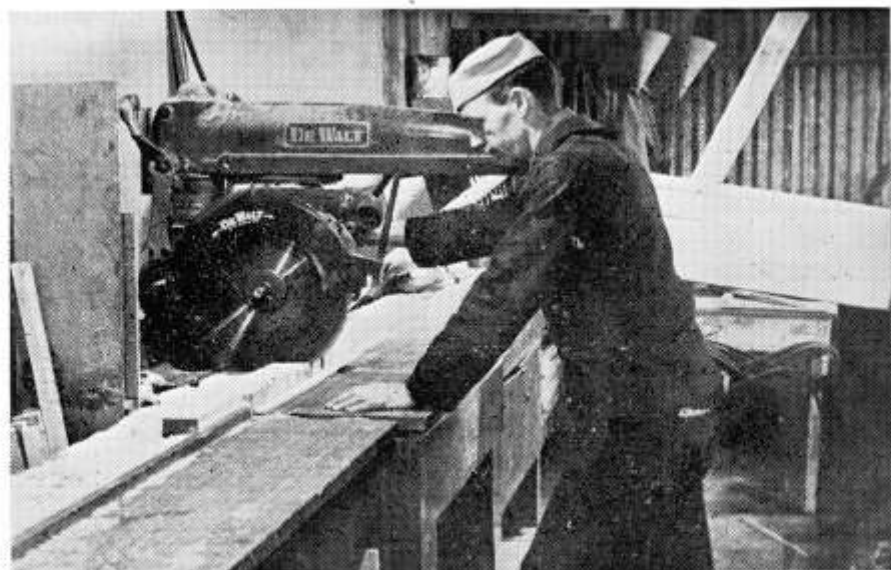




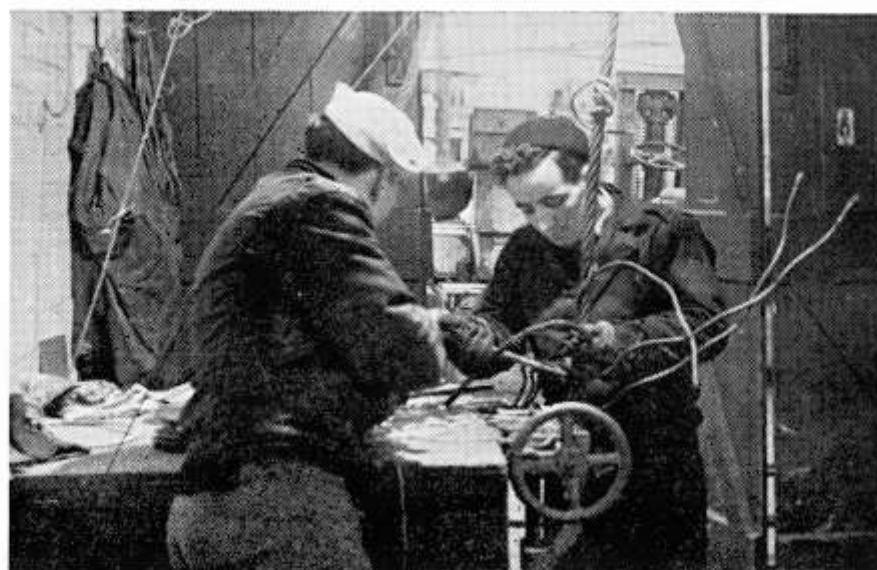
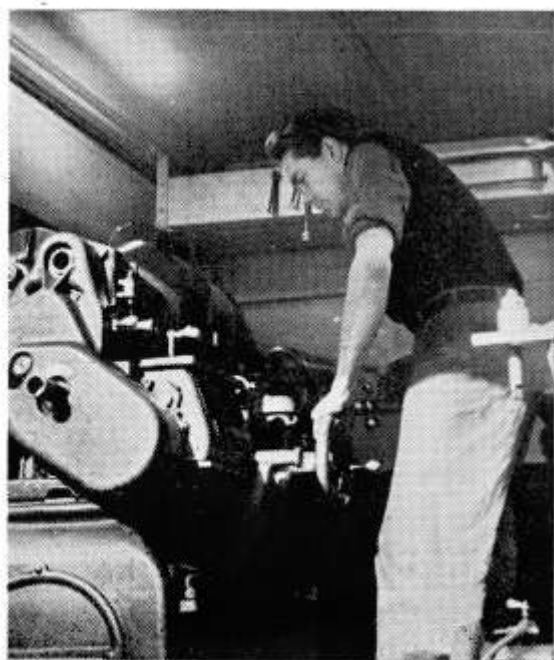
SHOTS

on the lot





and in the
SHOPS





Small Boats

A lot of ships in the harbour means a lot of traffic between. This was the job of Tom and Rosie and a lot of other good operators.

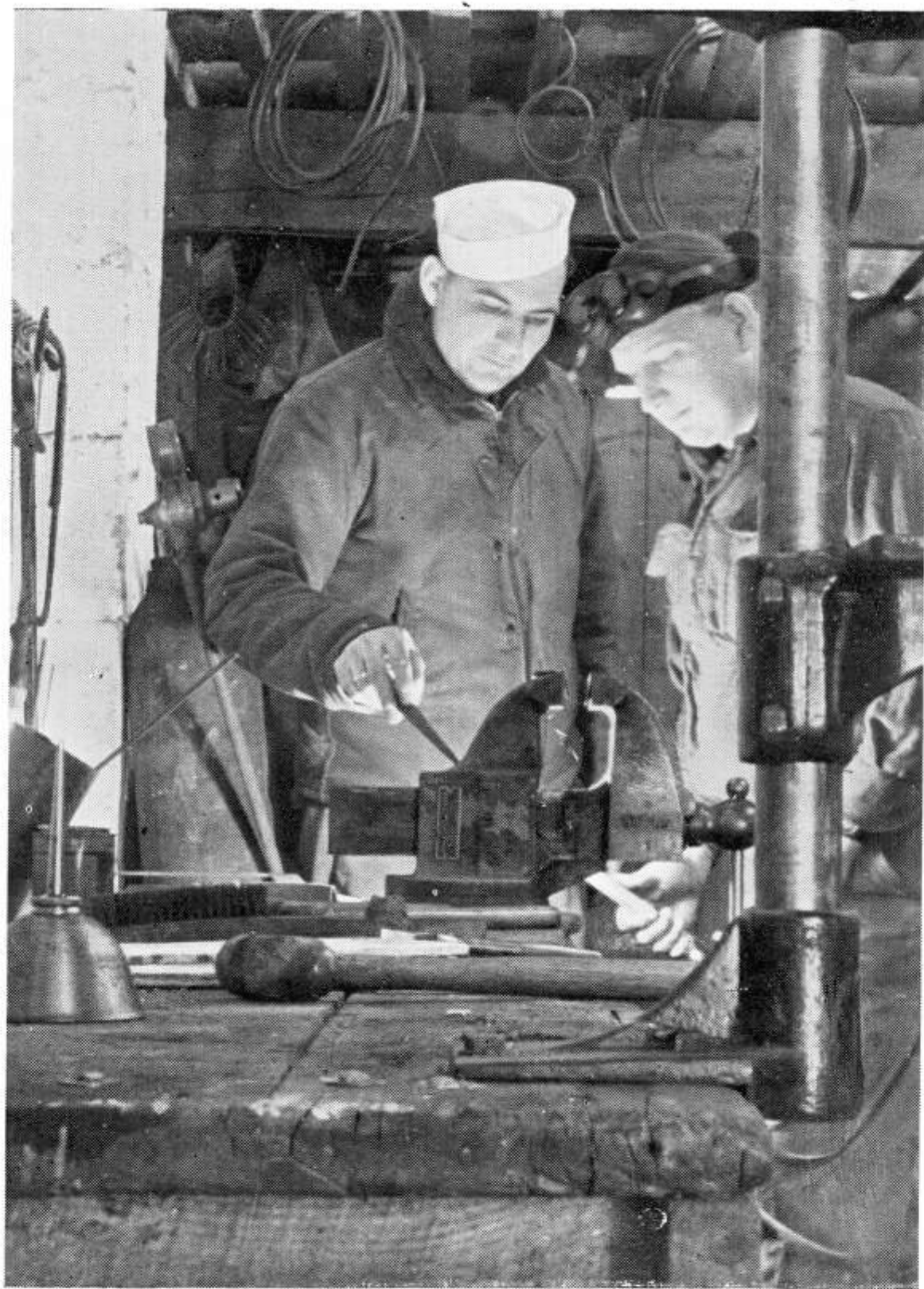
Flotillas

L.C.T.'s, gun boats, flak ships, P.T.'s, other sea-going outfits stayed here for a while. Between letters, the office men keep busy rigging tackle.



Communi- cations

Contact had to be maintained with each craft. This was a job school for signalmen.



CAN
DO

One of the telling weapons in this war has been the Yankee ingenuity. The SEABEES are a concentration of it.

Quonset huts, the dry dock, plumbing, heating, lighting, a thousand odd jobs, they have met with the real "know how,"



A BASE IS A CITY

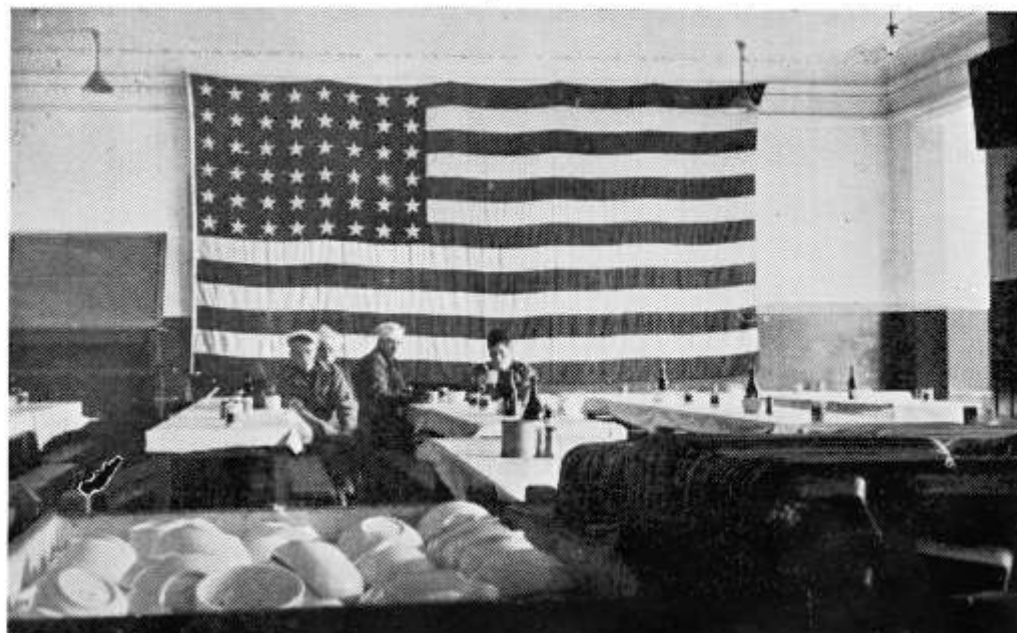
We
cook



We Sweat Out The Chow Line

And the hypodermic shot line.
And the ship's store line, and
the canteen line, and the cap-
tain's mast line, and the barber
line, and the pay line, and
wind up in the sailing line.

We eat



We keep Stores

In our storerooms
were over 25,000
items of supply



We keep House

Hospital corpsmen
pitched in when the
brig ran dry.



We keep the peace

Some of the episodes of the
battle of Salcombe will never
be published. Just as well.



We go to School

Yeomen's Class meets
in the little canteen at
the Red Cross.



We stand Inspection

The rugby field on the
hilltop was the one
level spot for all activ-
ities needing space.



We go to Church

Easter Day in the
Base Chapel.

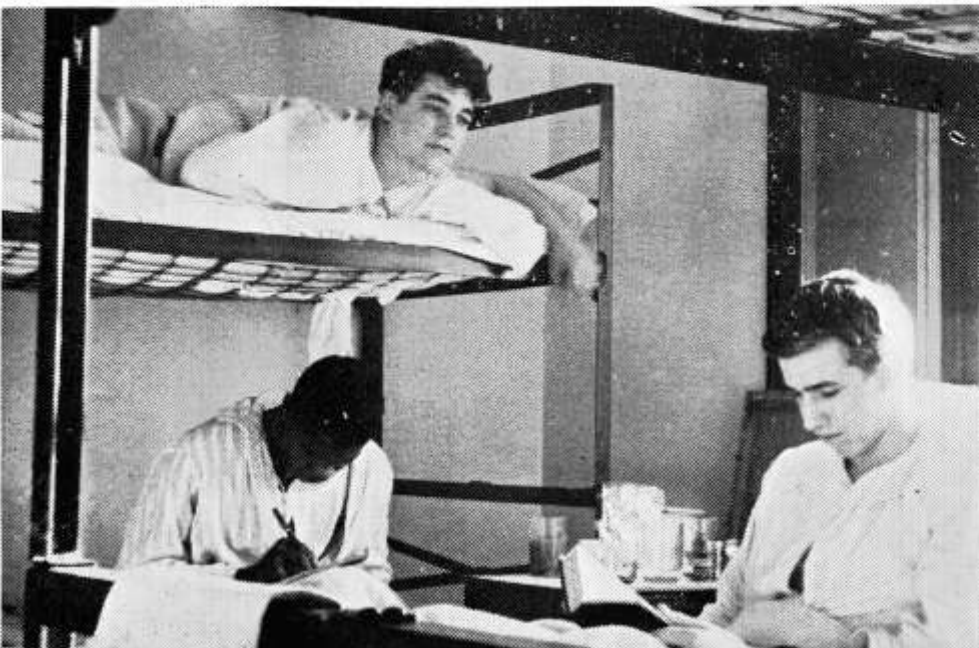




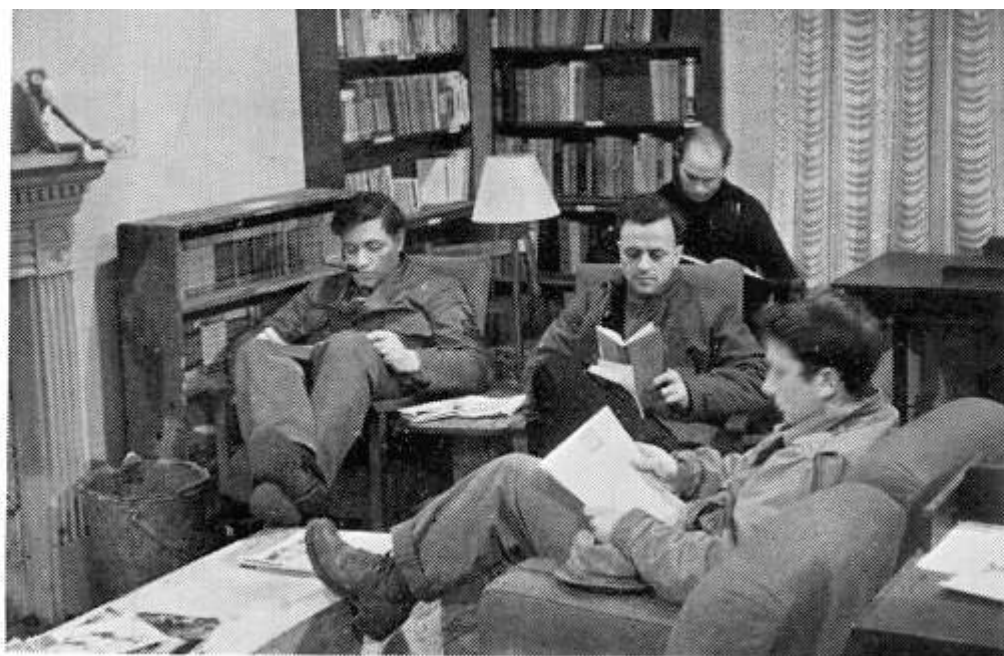
**We go to the
Post Office**



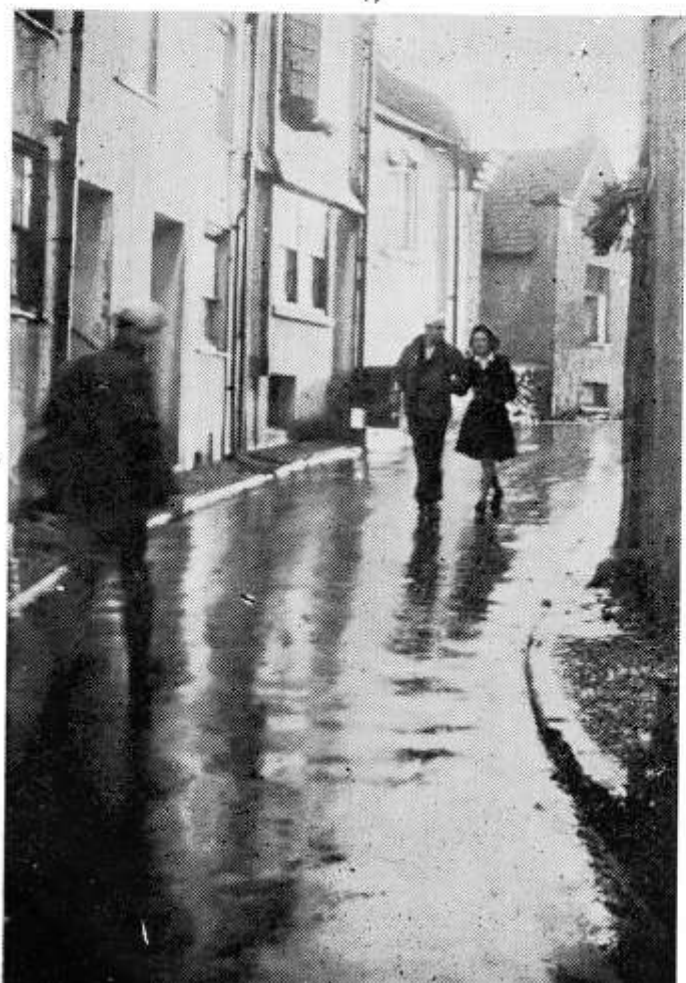
**We go to the
Barber**



**Sometimes we go
to the
Hospital**



THEN WE WOULD RELAX





A Cup of Joe

Always ready in
the coffee room
below decks.

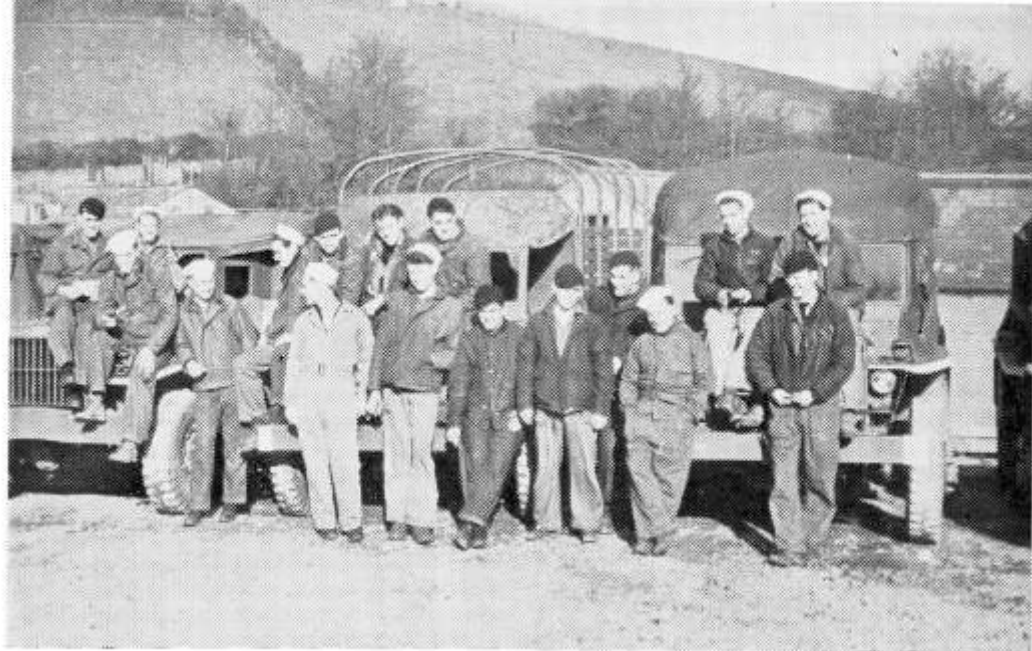
Orchids to the Ladies

Who directed the Red
Cross:—Helen McDonald,
Opal Sneed, Betty Lawless,
Lillian Piller, Margie
Jackson, Ruth Furgeson,
Ann Amen, Edna Pat-
terson,—and to all the
fine British folk who
helped them make our
home away from home.



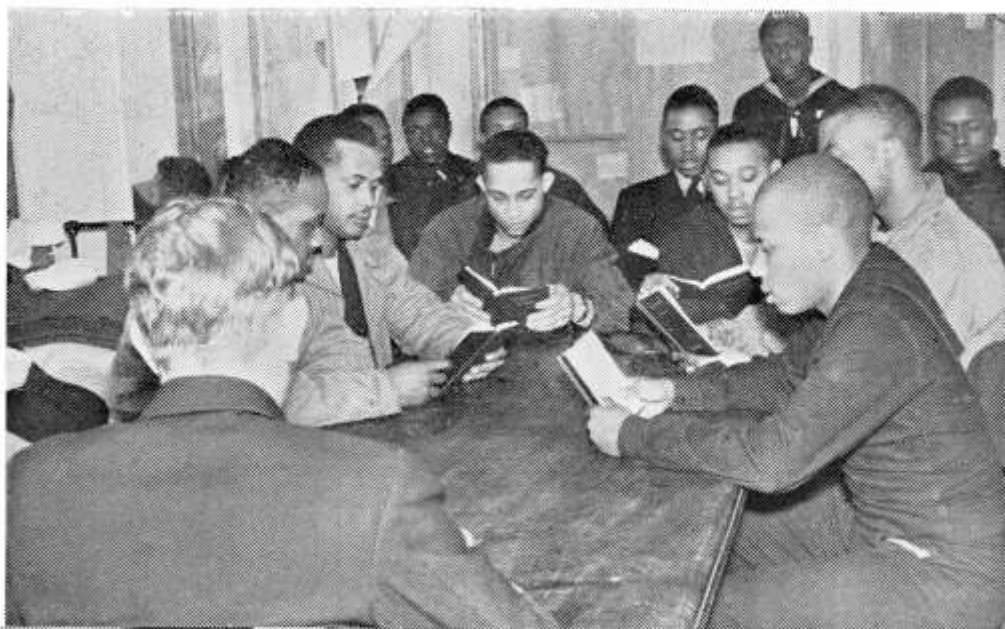
THESE GUYS
HELPED
KEEP THINGS
MOVING

Transportation



**Masters-
At-Arms**

**Stewards'
Mates**





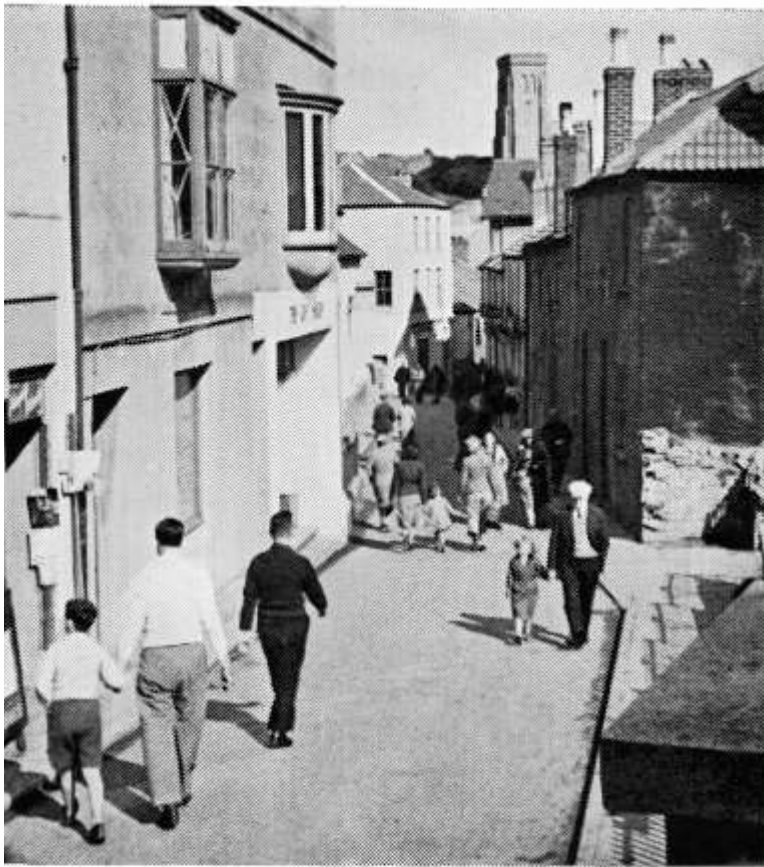
The Skipper gets a star, presented by Commodore Korn

BIG MOMENTS

Admiral Starke
pays us a
Visit

Commendations for the crew



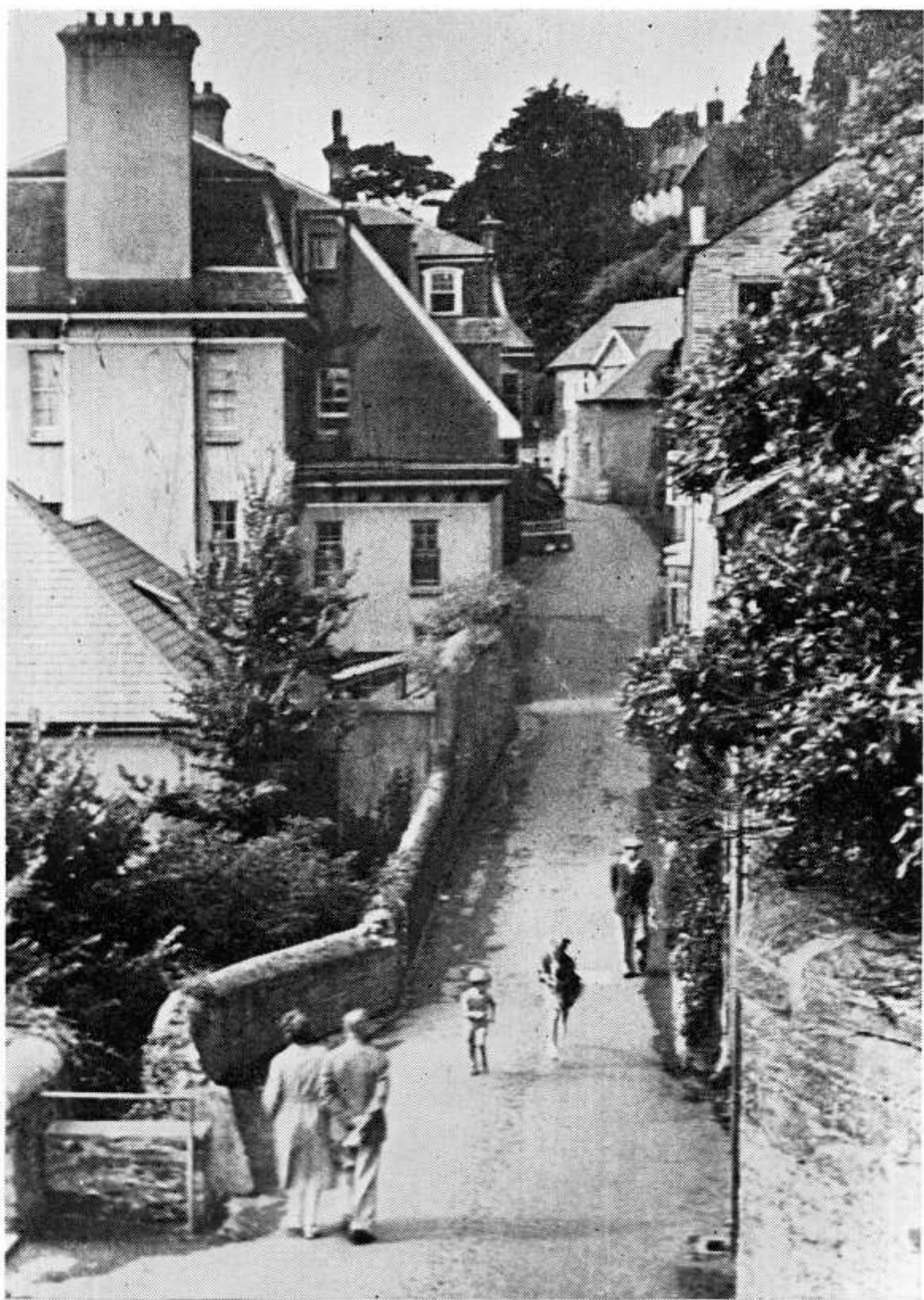


Fore
Street

SALCOMBE HAS PICTURE-BOOK SCENERY

Road to Bolt Head





Bakers Well, Salcombe



“—SUCH CHARMING PEOPLE ”





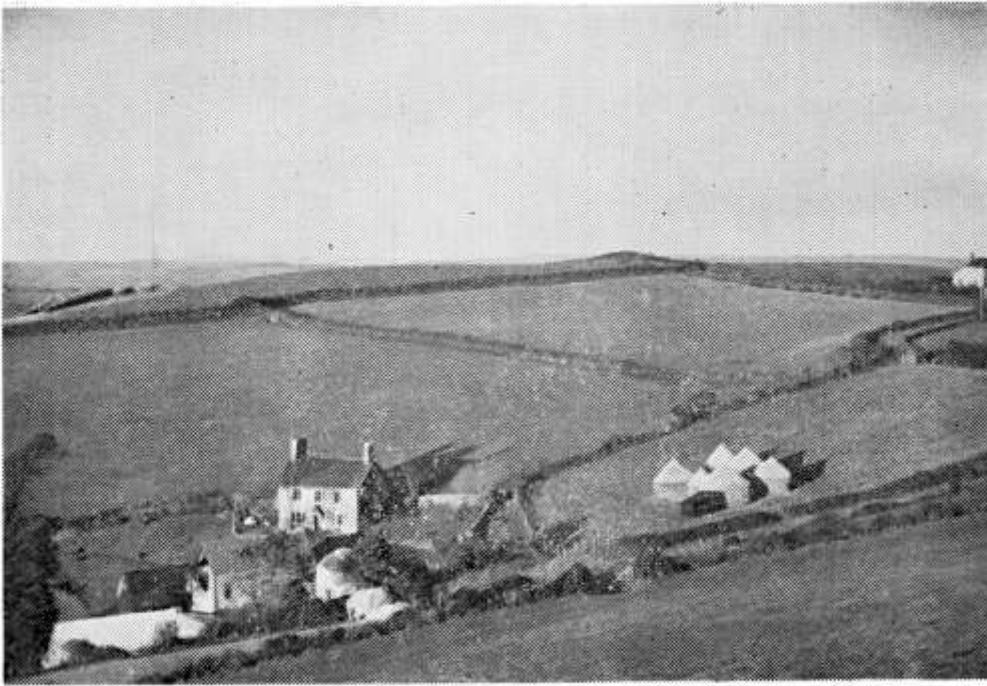
HISTORY

Fort Charles, in Salcombe Harbor, was the last stronghold of the Royalists against Cromwell.

EARTH

and men live very close together on these red Devon hills with their patches of bright green pasture.





**There was good
Walking Country**

And a fine, rugged Coastline

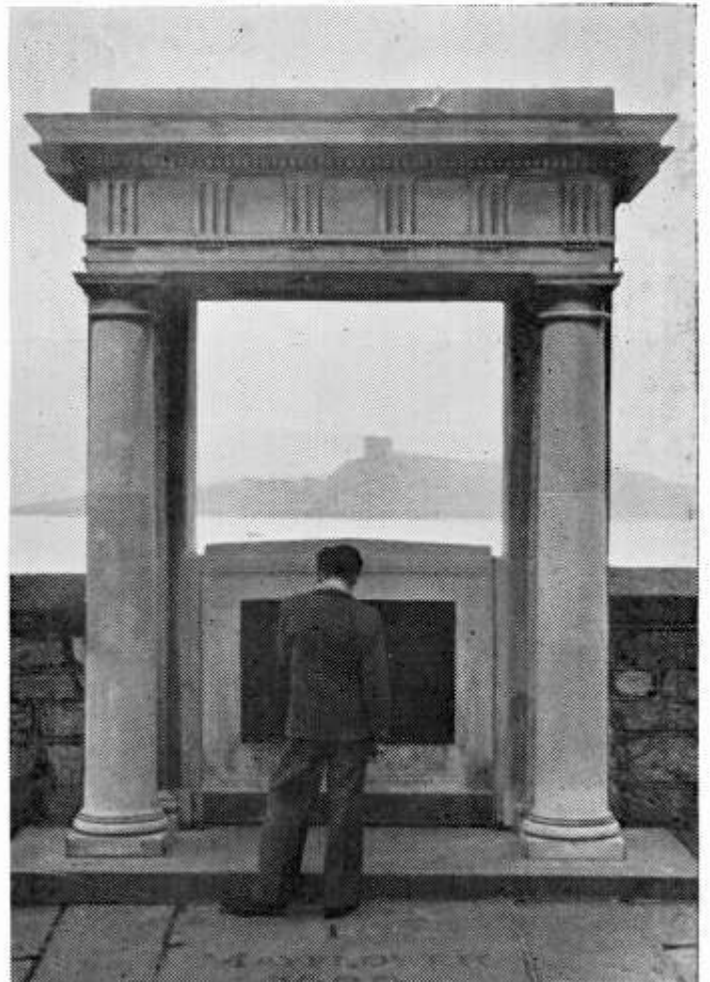


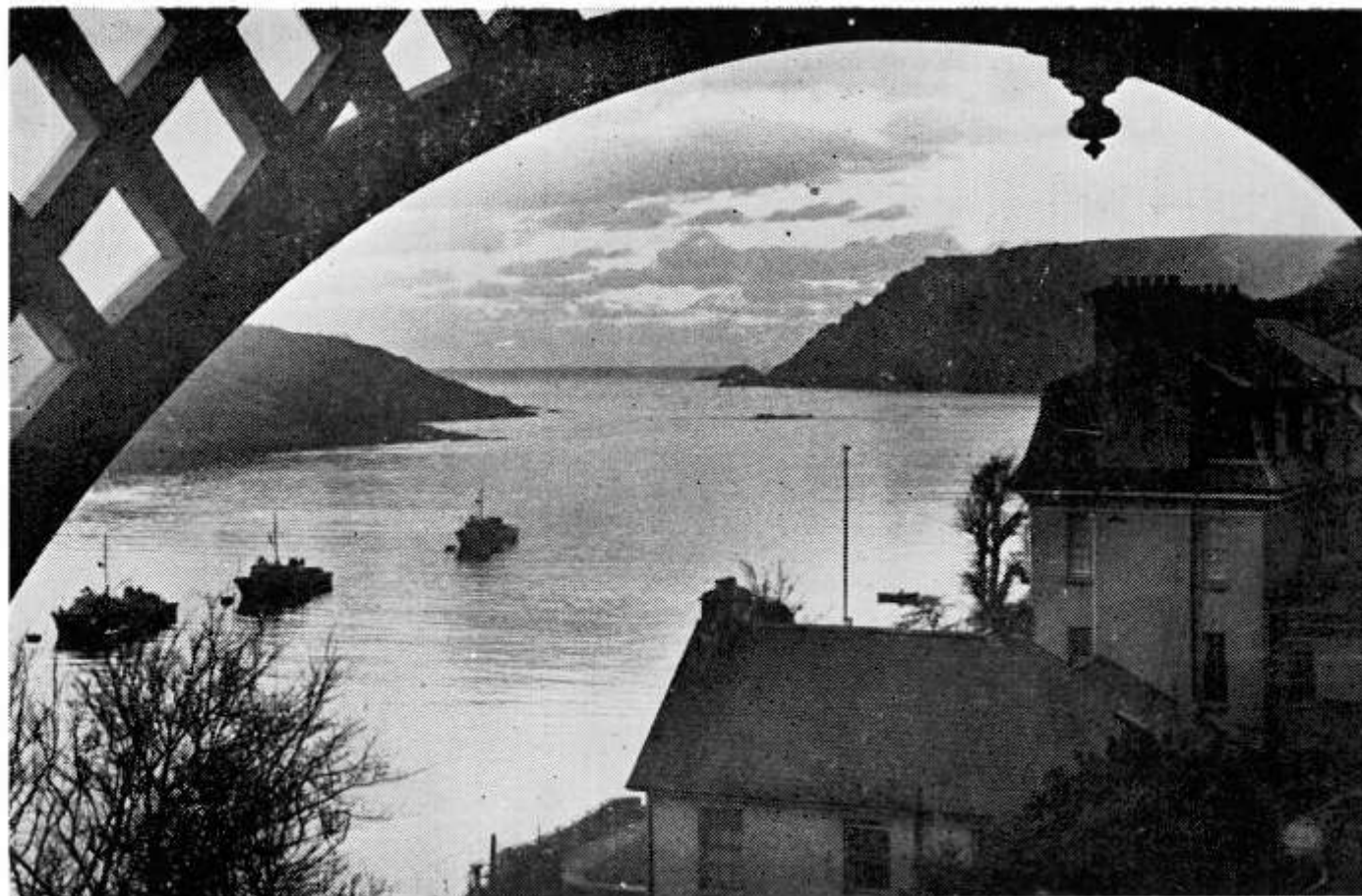
Away beyond the patchwork hills stood the moors—where the Hounds of the Baskerville's roamed.



And away beyond the sea lay the land the Pilgrims sought when they sailed from this spot in nearby Plymouth.

They went to make a new world. We believe we understand better now what they meant, as we prepare to follow on their course.





In 1889 Alfred, Lord Tennyson found here his inspiration for these lines

Crossing the Bar

*SUNSET and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.*

*Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell
When I embark:
For though from out our bourne of time and place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*