

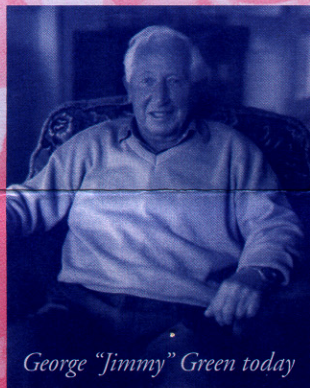
GREEN ANYTHING BUT ON D-DAY

At around 0400 hours on 6 June 1944, the first six LCAs of the 551st Assault Flotilla were lowered from the *Empire Javelin* into heavy seas with the men of Company A, 116th Infantry Regiment, 29th Infantry Division already on board.

Sublieutenant George “Jimmy” Green, the sailor charged with delivering them to Omaha Beach by 0630, H-Hour, was an old hand. Three years earlier he had participated in what King George VI tagged the most important single event in the war at sea: The capture, on 9 May 1941, of U-110 by HMS *Bulldog*.

Jimmy, a common seaman on that destroyer, took part in the boarding of the U-boat and the capture of what remained of its crew and equipment, including an Enigma cipher machine with the 9 May settings still on its rotors and several code books.

The D-Day landing plan called for Jimmy’s LCAs to rendezvous with some LCTs transporting tanks that were to have preceded the infantry ashore. Delayed by heavy seas, the LCTs missed the rendezvous. Jimmy and Captain Taylor Fellers, A Company Commander, conferred and opted to stay on schedule and land at H-Hour. LCA 911 and LCA 910, Green’s boat, had collided coming off the *Empire Javelin*, each sustaining damage but both



George “Jimmy” Green today

able to stay afloat. Pvt. Roy Stevens, who was aboard 911, remembers a sudden rush of water and a two-inch steel pipe protruding through the LCA’s hull just before it went down a kilometer or so off shore.

As 911 foundered, the other five LCAs came abreast for the assault, “out in front,” Jimmy recalls, “almost the spear. You could see nobody either side of you. Just you. And the French coast. It was an amazing experience. Thirty yards from shore we crunched bottom,” and the troops, seated in three files facing the beach, filed off – middle file, left, and finally right – resolutely and exactly as trained. Burdened by their equipment and weapons, they moved slowly through the LCA’s narrow exit. The unloading took a very long time, and “I wanted to get the hell out of there,” Jimmy said.

With good reason. Mortars had found their mark, and rounds were falling with increasing intensity. As the last soldiers left 910, Jimmy broke radio silence and reported, “We’ve landed on time, against opposition.” The German machineguns had not yet begun firing. “I never saw Taylor Fellers die,” Jimmy said. “I saw him forming up, moving off [the waterline] and sort of getting organized.” The flotilla had done all it could on the beach. Along with the other four LCAs, Jimmy’s craft made for open sea to recover men left afloat after 911 had sunk

Finally mustered out of the Royal Navy in 1946, Jimmy took a history degree at Bristol University and subsequently resumed commissioned service, this time in the Army, from which he retired as a lieutenant colonel. “A sailor always has great respect for the troops he carries,” Colonel Green observes with characteristic understatement. Having served as both sailor and trooper, he speaks with more than a little authority.

Jimmy pictured with his flotilla, 1944