

Lt. Tiffany Manning MD

A Glen Cove doctor preparing for the D-Day landings at Normandy is killed in Exercise Tiger.

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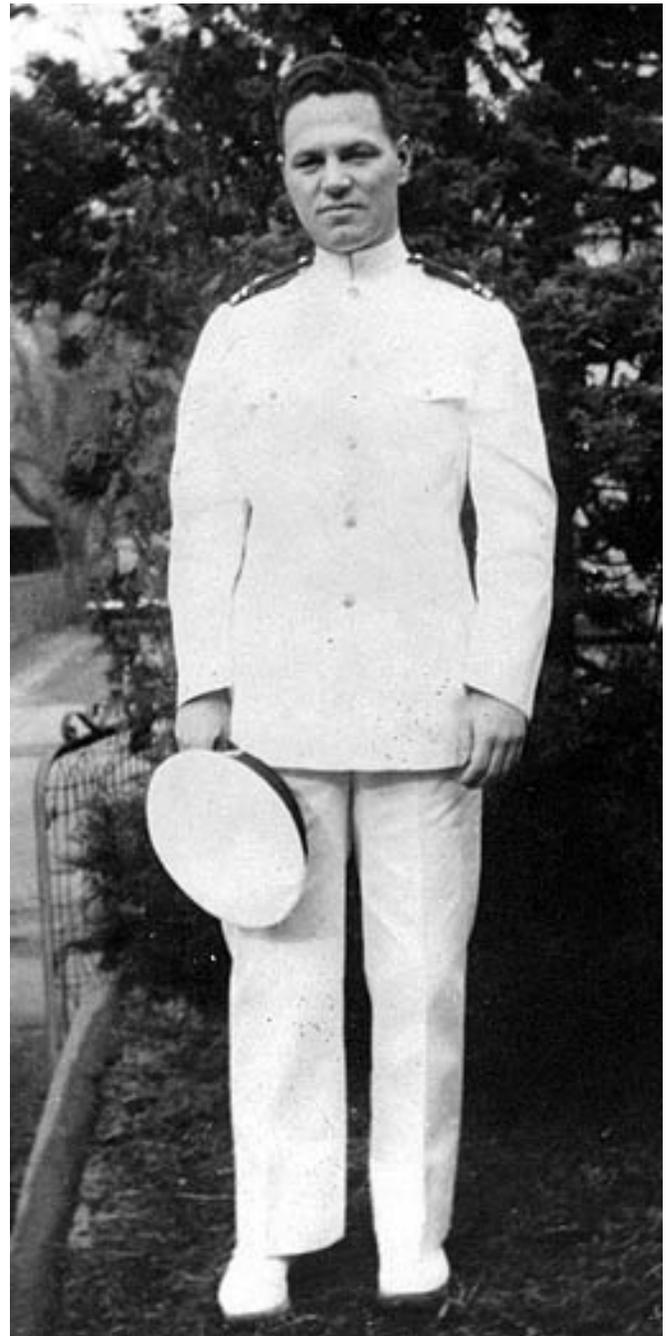
Named for Dr. Tiffany Vincent Manning, US Navy, who was killed in action during World War Two.

Manning was born in New York City, the son of Mr and Mrs Frank Manning, but moved to Glen Cove when he was a small child. His father owned a beauty salon in the Oriental Hotel in Glen Cove, located at the intersection of School and Glen Street (after his children were grown, he relocated to Long Island City, but continued working as a hairdresser in Manhattan until his death in 1987, at age 97).

A graduate of Glen Cove High School, Tiffany Manning attended Adelphi Junior College, Colby College in Maine, and then enrolled in Long Island University Medical School. He was a member of Alpha Tau Omega, a fraternity dedicated to development of leadership skills in America's college aged youth. After graduating medical school in March, 1943, he joined the United States Naval Reserve and interned at Meadowbrook Hospital. He married Myrtle Lewis of Valley Stream in June, 1943. In January, 1944, Manning was placed on active duty, serving for a few weeks at the Brooklyn Naval Yard. He was then was posted to Lido Beach, Long Island along with other physicians and medical corpsmen who to prepare for a special assignment in Europe. The group, codenamed "Foxy 29," was secretly training to participate in the Normandy invasion of Europe planned for later that year. Manning and the other medical personnel assembled at Lido Beach were to be assigned to an LST ("Landing Ship, Tank"), a large vessel capable of landing 2,100 tons of cargo (about 20 Sherman tanks) on a beach to support troops during an amphibious landing. The LST was designed to be operated by a crew of about 10 officers and 100 enlisted men. The LST was to play a vital role in the Allied landings at Normandy; the ships would land supplies, vehicles and soldiers on the beach, then serve as the principal method to evacuate wounded soldiers back to waiting hospital ships. The two doctors and one hundred corpsmen assigned to each LST would provide critical care to the wounded soldiers on the trip back, and hopefully greatly reduce the number of fatalities.

He shipped out to England in March. His only child, Karen, was born either just before or after his departure. Manning was assigned to LST-531.

LST-531 traced its origins to the Missouri Valley Bridge and Iron Company's shipyard in Evansville, Indiana. Construc-





Although no photographs of LST-531 appear to have been preserved, LST-541 was one of the same type of LST and was constructed in the same shipyard in Evansville, Indiana

tion of the ship began there in September, 1943, and the vessel was launched two months and two days later in November. She was 328 feet long and 50 feet wide, with a displacement of 1,780 tons. Unloaded, the draft of the vessel was 2 feet 4 inches at the bow and 7 feet six inches at the stern; this increased to 8 feet 2 inches at the bow and 14 feet 1 inch in the stern when loaded with cargo. Equipped with two General Motors 12-567 diesel engines, running two shafts with twin rudders, she could do 12 knots. The LST-531 was designed for a crew of 10 officers and between 100-115 enlisted men.

The vessel was lightly armed, mostly for defensive action. It was equipped with five 40mm guns, six 20mm guns, two .50-cal machine guns, and four .30-cal machine guns.

Like most of the LSTs that were destined to participate in the D-Day landings, LST 531 could carry between 2 and 6 LCVPs ("Landing Craft, Vehicle, Personnel," also known as a "Higgins boat")

Manning wrote to his wife from London, telling her of his posting onboard an LST and adding that he had not reached his destination, and that his trip was not over yet – probably alluding to his planned participation in the invasion of Europe.

In mid-May, 1944 – weeks before the D-Day landings at Normandy – Manning's wife received notification that he had been killed in action on 28 April of that year. The initial communication from the War Department failed to give any explanation of how he died. However, a few weeks later his family received further information from Washington informing them that he had been a volunteer member of a "suicide squadron."

In reality, Manning had not been a member of a "suicide

squadron," but was in fact one of 749 Army and Navy personnel killed during "Exercise Tiger." This operation was part of the Allied preparations for the invasion of Normandy. It consisted of a mock landing of Allied troops on Slapton Sands, a beach on Lyme Bay in Devon, England, which D-Day planners felt closely resembled the type of beach which the soldiers would contend with during the invasion. Beginning on the morning of 27 April, 1944, a convoy of eight LSTs carrying 30,000 soldiers began practicing amphibious landings on the beach. The Royal Navy provided two destroyers as well as several torpedo boats and gun boats to protect the LSTs. However, just before 2 a.m. on 28 April, nine German E-Boats – fast, highly maneuverable torpedo boats – passed through the protective picket of British Navy vessels and launched an attack on the LSTs.

LST-531, on which Manning was assigned, was torpedoed at about 2 o'clock in the morning, and sank within six minutes. In all, the E-Boats torpedoed four of the LSTs assigned to the operation, sinking two of them, then escaped from Lyme Bay under a smoke screen. The lightning attack left 551 US soldiers and 198 US sailors dead.

Manning's body was recovered and was buried with full military honors at Brookwood National Cemetery in Brookwood, Surrey, England, where many of the victims of Exercise Tiger were buried. A Memorial Mass was held at the Meadbrook Hospital chapel in his memory. He was survived by his wife and daughter, parents and two sisters, Mrs Genevieve Manning Henderson of Glen Cove, and Mrs June Manning LeFebvre of Los Angeles.