

ELSIE Item NEWS LETTER #25

USS LCI NATIONAL ASSOCIATION INC.

ROBERT Y. WEISSER, PRES.
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COLUMBIA, PA. 17512

JUNE 1998

Fax (717) 684-7653

WALTER F. KOPACZ
155 MAIN STREET
PORT MONMOUTH, NJ. 07758



Low Con

This picture was sent into the association by Duncan Francey
From
Inverness, Scotland

Duncan is an honorary member of the LCI National Association

This is the best !

From the Desk of the President

Colorado Springs, Colorado, Our 8th reunion which was by far the best yet. I want to thank all our LCI Veterans & families that attended this great reunion. All of you fellows that couldn't make the 8th reunion, well we *all missed you and were thinking of you*. At our memorial service, that was held in the Main Chapel at the US Air Force Academy, it was very moving and a prayer was offered for all our veterans, the ones present and those unable to attend. We held our wreath ceremony to honor all our members we lost since our last reunion at Cherry Hill, NJ. I hate to announce that we lost 75 members. All friends of our association and many very personal friends. Our chaplains, The Rev. Earl Henshaw and Rev. David Cox expressed the associations feelings and the prayer was very appropriate and military. The color Guard from the academy was excellent. Everyone that attended, which by the way was 7 busloads of members and families. In my opinion enjoyed it very much.

After the service we had lunch at the enlisted men's hall, only thing that was missing was the chow line. The tables were all preset, which was another grand idea. The tours were all sold out. And having taken the Pikes Peak and Flying W tours, I can personally tell you that everyone enjoyed these tours and were very pleased with the way Armed Forces Reunion Inc. handled this reunion. Donna & Trisha done a wonderful job, like any reunion there are many foul-ups that only those in charge know of, we had a few but like I said before Donna & Trisha handled everything very well. What did you think about that view in the hospitality room? When I was told the hospitality room was on the 4th floor, I was very upset. Then Heather (hotel rep.) accompanied me to the 4th floor and as soon as I entered the room and saw the view of the mountains and the city I could do nothing but agree that it was a picture perfect view. The great weather was even on our side. The Sheraton Colorado Springs was laid out in 5 wings, I guess with all that land, most hotels build out and not up.

For the people that wanted to invest in the Colorado region, we had Cripple Creek! Now, this is a town about a 1-hour drive from the Springs, strictly devoted to your gambling pleasure. The whole town is nothing but casinos, it's only been a

gambling town for six years but the town itself is at least 100 years old and going broke, as a last chance they turned it into a gambling town with all the original old buildings and the bus ride to get their was a good adventure and great for sightseeing. It had curves like a drunken cowboy, riding a drunken horse laid it out.

Saturday, our business meeting went well and the minutes are in this newsletter.

Now for our famous banquet, well to start with, This reunion held at Colorado Springs with 750 attending made up of all heroes and their wives enjoyed the presence of two sets of color guards, The State Police Color Guard and the Military Color Guard, very impressive. a poem "Our Flag" was read by Howard Clarkson and he did a great job. Guest speaker was Gene Jannuzi, skipper of the LCI 41 & 530. He also did a great job. The food, as usual was a typical banquet meal.

Pictures were taken during the cocktail hour, so everyone had a chance to be represented in the Memory Book that will sell for \$15.00. The band played our kind of music and quite a few took advantage of this and filled the dance floor. I must say we have quite a few that can still "cut a rug" A good time was had by all. We had a lot of 1st timers, but I'm sure this will not be their last. **Our next reunion will be Louieville, KY.**

At this time I would like to have the pleasure of thanking everyone that helped to make this reunion so great, Harry Robeson & wife who received the cups and stored them, Dir. William Edger & wife, who ordered our beautiful wreath for memorial service, Barney Cardwell & wife, who took a great video of our reunion, all the members & wives of the EB and Armed Forces Reunion Inc. And last but not lest all you members for attending. You are the USS LCI National Association. Thank You President Robert Weisser.

PS For members who would like to purchase a great video of the reunion Barney will be selling the video for \$15.00, well worth the price, it's at least 1 hour long. And covers a lot of our events. Address: Barney Cardwell deadline 7/15/98
144 Old Bridge Lake
Houston, TX. 77069 pH. 281-444-9257
Fax 281-895-7713
E-mail zeac84a@prodigy.com

Business Meeting Report

The annual business meeting of the LCI National Association was called to order at 0900 hours by Director Shelby Smith. The meeting was held at the Sheraton Colorado in Colorado Springs, Co. There were 390 members registered with a total attendance of 741.

Officers present were : President, Robert Weisser; Vice President, James Talbert; Treasurer, Howard Clarkson; Secretary, Robert McLain; Chaplains, David Cox and Earl Henshaw; Directors, Sam Rizzo, Shelby Smith, J. E. McCarthy and Don McGranahan. Overseer, Roy age was also present.

The Invocation was given by chaplain Earl Henshaw.

President Robert Weisser gave the welcoming address. He strongly urged that everyone have their picture taken for the memory book. He also requested that the LCI National Association be represented at the funeral of Admiral Morrill.

The minutes of the 1997 Convention were read by Secretary, Robert McLain. An amendment was made by Jim Talbert to amend the minutes which was seconded. The minutes were approved as amended

Treasurer Howard Clarkson presented awards to H. Robison and Bill Edger for their dedication to the LCI National Association.

Treasurer Howard Clarkson read the Treasurer's report which is made a part of this record. The report indicated that the total net worth of the Association on December 31, 1997 to be \$41,321.74. A motion was made and seconded to approve

the Treasurer's report. Motion carried

Roy Age, auditor gave a report on the condition of the treasurer's books and reports. He commended "Tiny " for the excellent job of book-keeping and stated that all financial affairs are in good order.

Jerry Lane LCI 1010 then questioned how the last hundred members were to be contacted when the membership became that low. The response was made that they would probably be contacted by "Elsie Item".

President Robert Weisser reported that the newsletter would be printed by himself and Walter Kopacz until the time that a permanent newsletter Editor can be found. At this time, an urgent appeal was made for someone to volunteer to become the Editor so that the President could be relieved of this responsibility. He also requested that Walter Kopacz be sent cards because of his health.

Director Sam Rizzo gave a report on the LCI models and where they have been placed so far. He also requested that all persons capable of making these models meet with him right after the business meeting so that the models can be placed quicker so long as the quality of the model is not lost. There is quite a lot of interest from Naval Museums for models and other bases that have Naval interests

Director Sam Rizzo asked that the membership give a Vote of Appreciation to Robert Kirsch for his years of service to the LCI National Association as Secretary and Editor of the Newsletter. Bill Ringle LCI 968 introduced a resolution to this end. The members approved unanimously

. Director Jim McCarthy, LCI 685 reported on the Amphib base at Coronado, CA and the museum being started there. He requested the possibility of a model being placed there and also anyone having usable Naval memorabilia to contact him. He will ascertain if the items are needed and useful. The museum is expected to open in the fall of 1998.

Article XII, Section 1 - A second reading was given by Jim Talbert. A motion was made and seconded to approve the change. Motion carried by acclamation.

Second reading of the amendment to Article V, Section 3 - explained by Howard Clarkson. Motion carried by acclamation.

Director, Jim Talbert made a plea for more aggressive recruiting. H. Robison LCI 1012 requested that the names of the State Directors be read so that the members would know whom to contact. He was informed that the names were printed in "Elsie Item " and the list would be updated in the next issue. John Dimm, LCI 399 asked for the duties of a State director. Jim Talbert responded by reading a paper on the duties which he had prepared

Jerry Lane LCI 1010, a writer for several California newspapers has stated that he has been publishing articles in several newspapers about LCI's. Copies are available to anyone who requests them from him. He also released copyrights to anyone who uses his articles to further the cause of the LCI National Association

Ned Hedger LCI 614 came to the mike and

read a report on the placement and quality of the model program

Donna Lee from Armed Forces Reunions Services gave a final report on the Convention City for 1999. The Galt House in Louisville, KY will be the Headquarters Hotel . The dates are May 12-16, 1999. Room rate is \$85.00/day or a Suite for \$89.00/day. Tax rate is 12.3%. Parking is free for over-night guests.

She also gave the final registration figures showing 390 members with a total registration of 741.

The information for the year 2000 was given as follows: Norfolk, VA, Washington, DC and Buffalo, NY were the places considered. Norfolk received 20 votes; Washington, DC received 64 votes and Buffalo, NY received 121 votes. The convention hotel in Buffalo will be the Adams Mark Downtown. Room rate is \$89.00, Convention dates are May 18-21, 2000, parking is \$5.25 /day.

The Nominating Committee nominated Robert Weisser for the Office of President. The motion was seconded by Ruxlow LCI 710. The members voted in the affirmative by acclamation.

The Nominating Committee nominated James Talbert for Vice President and the members approved by acclamation

At this time, President Robert Weisser accepted the position as President and made the following appointments: Howard

Clarkson, treasurer; Robert McLain, secretary; Sam Rizzo and Walter Kopacz as Directors. The members approved by acclamation

Under Good of the Order, the following comments were made.

Bill Robison LCI 669 welcomed all members to Colorado.

Al Chess LCI 405 reported viewing a movie about LCI's. This was disputed saying the movies was about a PT Boat

A representative from LCI 455 reported that the USS Missouri was being towed to Hawaii


Jack Crocker LCI 618 Stated that he was a musician and requested that all LCI's who play an instrument should bring their instrument to the Convention so the could play together

Bill DuBois LCI 968 Mentioned that the LCI reunion was not mentioned in any of the service magazines. This will be looked into

Several members mentioned the modification of the LCI to an LCS.

Meeting adjourned at 1130 hours

Submitted by


Robert McLain, Secretary

Solomons: The Cradle of Invasion

August 7th to August 9th 1998

Our LCI National Association has just received word from Karen Stone (program coordinator) for the Calvert Marine Museum P.O. Box 97 Solomons MD 20688 Ph 410-326-2042

We the LCI Association members are invited to attend this program commemorating the US Naval Amphibious Training Base at Solomons, MD during World War II.

The primary purpose of this event is to highlight this time period in the area's history and commemorate the veterans that trained here for eventual duty in both the Pacific and European Theatres. Areas will be set up near the Calvert Marine Museum at the US Navy Recreation Center and aboard the SS John Brown, a restored and fully operational Liberty Ship. The re-creation of an amphibious assault training landing will highlight the weekend's activities on both Sat. & Sun. A combined platoon of US Marines and Army infantry will debark from the SS John Brown, climbing down landing nets into waiting US Navy landing crafts. Approximately 75 specially trained historians, using vintage uniforms, vehicles and equipment will present a look at the activities of the Naval Training in the 1940's. Our association will set up a display showing the LCI and it's use during the WWII years. At this time we would like to know if any of you members would try to attend this great outing? Four years ago, a few of us attended a celebration at the Calvert Museum and presented our LCI Model. A fine time was had by all.

For more info call Karen 410-326-2042

IN MEMORIUM

DECEASED LCI CREW MEMBERS

MULREAN, Francis H.	67
KETO, Edward S.	71
POPE, Donald T.	82
DOUGLAS, William	84
TREINEN, Raymond	84
DORBY, Joseph	88
DALEY, Joseph	88
EINENKAL, William	214
MC CLAVE, Emerald	215
STREET, Walter N.	331
BOYD, Harold R.	343
BUCZYNSKI, Edward W.	343
ROCCA, Joseph	355
JERNIGAN, T. H.	355
BRICKEY, Quinten	362
YINGLING, Donald E.	372
ZUNIC, Joseph F.	396
KNUDSON, Ervin C.	445
BEUCKMAN, Henry J.	449
TRACEY, John P.	456
BEESON, Wildor J.	463
HUBSCH, Harold L.	506
KENNEDY, Gerald	508
MARR, Donald R.	552
WELCH, Gordon	561
CRAWFORD, John	568
RUDMANN, Frank J.	575
BROWN, Robert	596
RIDENHOUR, Garnett	638
BRADANA, Leo	648
MARKS, Robert E.	651
BACHMAN, Louis J.	651
BUNCH, Jack M.	651
CARNEY, Willard	652
GANG, John	652
ST CYR, Leon	677
WARD, Hebert S.	683
PORTMAN, Harry	710
READER, Donald	726
SCOTT, Chuck	769
MC CORMICK, Robert	814
GOLDEN, Joe	814
HOCK, Richard	814
STRONG, Avery	814
BRYAN, Charles	1020
PHILLIPS, Robert	1052

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Bainbridge, GA 31717

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Brandon, FL 33511

LCI Day at US Washington Navy Memorial

D -Day + 54 years

Dedication Day at Washington, DC. June 6, 1944 may have been D-Day in Europe, but this date in 1998 was the dedication of an LCI model at the Naval Heritage Museum in the Capital..

A Memorial Service was held and over 50 people sat in the audience and took part in the Dedication.

The program started by the Posting of the Colors by an Honor Guard of Sailors. The National Anthem was then played, followed by the Invocation given by our own Chaplain, David Cox.

The welcoming speech was given by our President , Robert Weisser, who recognized the members of the executive board that were present: Donald McGranahan, Director and Robert McLain, Secretary. He then spoke on the mission of the LCI's.

President Weisser then introduced Tracey Lord who was a crew member of the LCI 438. Tracey then introduced the three members of the 438 who were present including the skipper Dr. Bernie Powers. Dr. Powers then thanked the LCI National Association for the presentation ceremony being held today.

Commander Januzzi was then introduced and he recalled his ship's position on D-Day in Europe.

Another LCI Skipper, CDR Gerald (Jerry) Marder told how his ship helped to re-establish the Yangtse River Patrol and if anyone would like to see his old ship, it is in service as Circle line # 10 around New York City.

President R. Weisser and Tracey Lord then presented to Adm. Henry C. McKinney, President of the Navy Memorial Foundation, a model of the LCI 438 along with a Flag from the ship and the Commissioning Pennant. These will become a part of the permanent display inside the building. Adm. McKinney then spoke on his background in the submarine service and the difference in the type of rockets launched by LCI's and today's submarines.

Chaplain David Cox then read the names of the 74 members of the USS National LCI Association who were known to have died during the past year. The bell was tolled once for each member by Walter Wright, a member from New Jersey..

At this time, Adm. McKinney , President, R. Weisser, Director, Don McGranahan and Secretary, Robert McLain placed a wreath in front of the Statue of the Lone Sailor. The audience was asked to stand for the playing of Taps and the Benediction given by Chaplain D. Cox

The Ceremony then concluded and thanks were given to all who attended.

Robert McLain
Recorded by Robert McLain



"GATOR" Museum Opened

You can bomb from the air, you can bombard from the sea, but if you can't get troops on the ground, the war won't be won.

Getting troops onto the beach is the task of the amphibious, or "GATOR" Navy. Gators take their boats, often through hostile fire, to land Marines and other troops on the beach. Their contributions to U.S. military efforts date to World War II, and after 55 years the Gators have their own museum at the Naval Amphibious Base Coronado, California. In ceremonies Saturday, SEALS Commander Rear Admiral Thomas Richards and Expeditionary Warfare Training Group Commander Captain Thomas M. Hays cut the ribbon in front of the museum's door and welcomed the first visitors.

"I don't understand why it took 55 years to understand the contributions of the Gators," Richards said. "Without iron men in some of these iron ships we would not have had the successful operations in battles in the Pacific, and in Europe."

Displays included models of landing craft, photos of landing ships operating during WW II and the bell and battle flag from the USS Mayrant (DD402), commissioned in 1939.

Items on exhibit were borrowed from units around the base and from the USS LCI (Landing Craft Infantry) National Association. Also on display were many of the floats sponsored by NAB units for the Coronado Fourth of July parade. Bosn's Mate Chief Vincent Herzel said all the units on NAB had cooperated with the committee's efforts to create the museum.

LCI Associations California Director Jim Mc Carthy of Spring Valley recalled how he and fellow crewmembers picked up LCI 685 in Boston during WW II. They sailed down the Atlantic coast and through the Panama Canal, then they went "Island - hopping" in the Pacific, the casual nickname given to the fierce battles for multitude of Pacific Islands occupied by Japan. Mc Carthy ticked his boat's battles off: New Guinea, The Philippines, Okinawa.

The war ended, but Mc Carthy and the LCI685 crew had another heavy date with history - they were sent to mainland China, this time to pick up Nationalist troops and take them to exile on Taiwan as the Communist Army took control of the mainland.

The museum is housed in a World War II Quonset hut, one of only four left at NAB. The other three are slated to be torn down to make room for new buildings.

Last year, a member of the 108th Civil Engineer Squadron a Air National Guard unit at McGuire Air Force Base, N.J. called the base and asked if NAB had any projects the Guard members could complete during their two week of active duty.

The base civil engineer staff suggested a museum, and to save money the base's tactical air control squadrons gave up the Quonset hut they were using for storage. Guard members dismantled the hut and moved it the current location site. Self help efforts by base personnel finished the re-hab with paint, carpet and tile.

The Quonset hut will be a permanent reminder of the days when NAB was a new base. The Base was established in 1943

on land dredged from San Diego Bay and was Commissioned on June 15, 1944.

HELP" Needed

We are looking for the LCI's that were involved in picking up survivors. DD 559 the USS Longshaw was aground on OSE reef at Okinawa when the Japanese shore batteries destroyed us. I was picked up by an LCM and then transferred to an LCI that ran aground right after I got aboard. It managed to get loose pretty quick but it sure scared the hell out of me. Some of our people were on another LCI that had an explosion on board finishing off some of our people along with some of theirs. The USS Arikara, ATF 98 was also involved in the rescue operations. I am trying to find out for Donna Kaszewski, Albert Dryovage's daughter, if anyone knows who picked her fathers body up and where did they take it. I wrote a story about my time aboard the DD 559 that was put on the Internet unedited and I made a statement that there were bodies in the wreckage when a Battleship finished DD 559 off. Donna ran across the story and since her dad was listed as missing she thinks the casket that came back to Detroit in the 50's may have been empty. I think that Albert was dead, sitting upright by the starboard depth charges and was removed by people from one of the ships mentioned. I have sent requests to the Tin Can Sailor and NAFTS for the same information. If you can help it will be greatly appreciated. I think he and another friend were listed as missing by mistake. I was not listed at all and was in limbo for over a month. My dad found out about the DD 559 in the Kansas City Star and contacted congressmen and navy people to find out what happened to me. He found out when I called him from San Francisco.

Please Respond to: **William Eaton**
3133 Teranimar Drive
Anaheim, CA 92804
(714) 828-5901
E-Mail - weaton@pcmagic.net

Washington, DC Navy Yard

All who plan to visit Washington, DC this Summer should make it a point to visit the Navy Yard, it is the Navy's oldest shore establishment, it is over 200 years old. This historic complex has become the ceremonial "Quarterdeck of the Navy." The Navy Museum which opened in 1963 is located in the Navy Yard, it is housed in the former 600 foot long Breech Mechanism Shop of the old Naval Gun Factory. (Building #76). Exhibits offer a look at the traditions and contributions of the Navy throughout American History. They have a section on WW II Amphibious Forces. It is well worth a visit. There are entrance's to the Yard on 9th Street or 11th Street. You can get a Burger & Fries at a MC Donald's which is located inside the Yard. There is plenty of free Parking.

BELOW IS A NEW LIST BY SHIP NUMBER AND STATE
OF MEMBERS THAT HAVE A E-MAIL ADDRESS
PLEASE ADD TO THE LIST IN NEWS LETTER #24

SHIP#1	LAST NAME	FIRST NAME	STATE	E-MAIL
0041	STERN	KENNETH L.	CA	bobstern@Pacbell.net
0222	COOPER	CECIL C.	NY	lciread@aol.com
0223	CARDWELL	BARNEY B.	TX	zeac84a@prodigy.com
0351	HEGRENESS	ARTHUR J.	OH	lenusoh@aol.com
0420	BESSE	STEVE	OR	besses@ucs.orst.edu
0450	HAMPTON	VAUGHN E.	CO	vaughn_e@email.msn.com
0455	WOLF	DONALD F.	HI	ddwolf@gte.com
0461	VAN HORN	FLOYD E.	MI	fvn22526@aol.com
0530	FREMEAU	JOHN W.	FL	JWF75@AOL.COM
0560	DOANE	CARL M.	NC	cadoane@aol.com
0562	HAZEL	JOHN R.	NJ	jrhz@nac.net
0565	SCURLOCK	RODERICK H.	ID	rscurlock@aol.com
0618	TALBERT	JAMES E.	FL	lcivp@juno.com
0621	SELBY	LOUIS L.	CA	iselby@pe.net
0656	MARTH	HARLAND C.	IL	hcmarth@juno.com
0663	EGER	WILLIAM F.	CO	wmeger@compuserve.com
0736	SMITH	LEWIS W.	FL	jfl192@webtv.net
0821	RASFELD	JAMES D.	CA	juliarar@aol.com
0975	CHAPMAN	FRED	VA	nnnoppe@fls.infi.net
0990	MC NEIL	CHESTER M.	CA	chet@qnet.com
1055	PALMER	DON K.	CA	pal1117@aol.com

A - BOMB

People who disagree with dropping of the A-Bomb may be surprised to know that we were within days of dropping the third A-Bomb on Tokyo and after we would have dropped some more had the JAPS not given up.

The US Government was determined to stop the war, if possible; so that we would not have to invade the home islands of Japan. We had the capability of producing three A-Bombs a month. If Japan had not quit, these bombs would have been used also. Tokyo would have been the next target. People fail to consider the tremendous slaughter that had taken place already and after two A-Bombs; there was still strong desire in Japan to continue til the death of the nation but they thought that they could beat us if we invaded.

And ! I think that they could have! Every Japanese was to be a combatant. That was sixty million against maybe one and a half million; with little children

carrying grenades and rolling themselves under tank treads and all the other tricks which they could have employed. The American psyche could not live with that. There was about 150,000 men, woman and children killed on Okinawa; non combatants. More than 100,000 Japs were killed plus the many Americans. Some where about 265,000 people were killed in about three months. Previous to that, the fire bombing of Tokyo and nearby cities took 175,000 lives. That is about 450,000 people plus more. Then the two bombs were dropped, about 85,000 in one city and about 60,000 in the other were killed. Still the Japs as a people wanted to fight the invader. Only by the request of the Emperor did they stop. It was unthinkable to them that they should surrender. Thank God that they did stop!

The above article is a reprint from the USS CORBESIER (DE 438) DISPATCH

BIRTH OF LCI (ROCKET), LCI (GUN),

The following is in response to the Newsletter #23, Page 17, article paragraph, "Birth of the LCI(Gunboat)". The statement that only "Two LCI'S were outfitted with rockets & used for the first time at the Kwajalein Island Operation". I know of two Groups of five(5) LCI'S, LCI(L)365 was with a Group that made the first wave assault at Kwajalein Is., at the same time Enubuj(Carlson)Is. across the channel from Kwajalein, Group8 LCI(L)'S 366(which was on at the time) & five(5) other LCI(L)'S made the first wave assault of Enubuj Is. There were also other Marshall Is. operations where LCI(L)'S made first wave assaults! The above "Two LCI'S", etc. has appeared in previous Newsletters & LCI History Book, Volume I, another Newsletter statement, "First LCI(G)'S converted was Group 7", both above statements are not accurate statements. The LCI(L)'S were not designated Gunboats LCI(G)'S until prior to the Saipan/Guam Campaigns. LCI(G) Group8 LCI(G)365,366,437,439,440,442,474&475 were designated LCI(G) June 1, 1944(as per 366 "War Diary" Log "May 1st 1944 to May 31st 1944"). The Kwajalein campaign took place January 31, 1944; Saipan June 15, 1944; Guam, July 21, 1944.

I would like to present the following brief "History of the USS LCI(G)366" article to be published in the LCI Newsletter. The information was extracted from my "Personnel" & "Medical Records" and ships "War Diary".

The USS LCI(L)366 was Commissioned August 17, 1943 at the George Lawley & Sons Shipyard, Neponset, Ma. The ships crew three(3) Officers & twenty four(24) crewmen, another Officer came aboard two months later. The ships Armament five(5) 20mm Oerliken Cannon with Mark 14 Sights, & Small Arms; 30-06 Rifles, .45 caliber Thompson Sub-Machine Guns, & .45 caliber Pistols.

The 366 was on shakedown cruise up & down east coast 8-24 thru 10-10-43 it got underway for Panama Canal & west coast, arriving San Diego 11-4-43. 11-29 to 12-8-43 with crew of four(4) Officers & twenty seven(27) crewmen was at Fort Mason, San Francisco, US Army Major General Wilson with Staff & 160 Troops came aboard 366, practiced beaching, troops ashore/aboard, retracting, etc., etc., tried beaching Humboldt Bay with 10' breakers, lost three(3) GI cans, anchor with 30 fathoms cable, on way back to SD rough seas could not keep ship on course within 35°(155°-120°).

The 366 underway from SD to Pearl Harbor 12-14-43 arriving PH 12-22-43. From 12-28-43 thru 1-10-44 extensive Armament & crew changes. 12-28-43 five(5) 20mm guns removed at PH Graving Dock #4, two(2) new 20mm mounted Gun Deck aft of Con. 1-2 to 5-44 366 crews received 40mm & 20mm gunnery training at the Aiea & Wainai Gunnery Schools(Note: I was on Gun Crew of 40mm Battery 426, & Gunnery Instructor training Marine & Naval Officers & Enlisted men at Aiea & Wainai. Many of the LCI gun crews were trained by our Battery 426 crew. Later we all went aboard the LCI'S as 40mm Gun Captains, I went aboard 366 1-7-44 as Gun Captain No. 5 40mm). Three(3) Army BOFOR 40mm Mobile Anti-Aircraft Gun Carriages were mounted on bow & Gun Decks; five(5) .50 Caliber Machine Guns mounted on Well Deck; rocket projectors aboard. 1-8-44 PH GD#4 completed all repairs & replacements. New Armament now consists of following: three(3) 40mm guns;

two(2) 20mm guns; five(5) .50 cal. guns; six(6) 4.5" Rocket Projectors; two(2) Mouse Trap Racks with Ready Boxes & Mounts. #1 & #4 Holds constructed for ammunition magazines; #3 Hold fitted for additional crews now fifty six(56) crewmen; #2 Hold used for auxiliary storeroom; two(2) additional Life Rafts mounted; \$ Hull painted to conform to Amphib camouflage orders. LCI(L)365 Officers Hootor & Fortson, & Crewmen; Farenger, Mabbea, Gareson, Wilkson, Roberson, Smith, Alexander, Hall, Allen, & Hare came aboard to observe 366 gunnery practice.

USS LCI Flotilla 22

**Were You Aboard one of these
LCIs, if so this is part of your
story.**

LCI's 62 - 63 - 328 - 333 - 334 - 335 - 357 - 358 -
359 - 360 - 433 - 434 - 435 - 436 - 444 - 445 - 446 -
518 - 519 - 614 - 615 - 616 - 617 - 618 - 619 - 688 -
689 - 690 - 776 - 777 - 985 - 986 - 987 - 1032 - 1033



**Flotilla 22 was formed in
August 1944, from the
remnants of Flotilla 5,
which was disbanded.**

For the first month of operation we were assigned to transporting troops and supplies for reinforcement in and around central New Guinea. However on September 16th, we got our first taste of what it was all about, with the reinforcement and invasion of Morotai Island just west of New Guinea.

The LCI unit of Task Group 77.4, comprised

of LCIs 433 (Flag), 435, 360, 446, 519, 334, 445, 444, 359, 357, 443, 63, 328, 333, 436, 335, 447, 429, 364, 344 and 62.

At 0532 when the Task Group had reached a point just south of the southern tip of Morotai Island, orders were received by radio from the Task Group Commander in USS Nicholas (DD-449), directing the LCIs to leave the convoy and proceed independently.

At 0540 anti-aircraft fire was observed coming from shore installations on the DEHEGILA PENINSULA and smoke was seen rising from the area of firing.

As the LCIs passed between Mittita Island and Mitita Island and The Dehegila Peninsula, the USS PC 1133 assumed station as escort, and in reply to a radio message received as to where the LCIs were to beach, said to Command "Follow me to White Beach". Forming a column behind the Flag Ship, we reached the approach lane at 0642. Under a lot of pressure from enemy planes and our own, nearby fighting, we proceeded to WHITE BEACH, however we were instructed by the Beachmaster of RED BEACH to await an officer to show us the way, as WHITE BEACH was not marked. This Officer never did show up so we were told to "do the best you can".

We got about 50 yds from the Beach and ran

onto a reef. None of the LCIs could get any closer, so we were ordered to unload anyway. Here you have to use your imagination as to what happened.

While the troops were being unloaded, we received a radio message from the Beachmaster as to why we were not unloading at the "NEW WHITE BEACH". At this point, needless to say Comdr. McD. Smith, Flotilla Commander was fit to be tied, and remarked that the Beachmaster was not up to date as to what was going on.

The 519 and 444 were stranded on the reefs and had to remain behind. The 357 was ordered to stay behind with the two stranded ships and render any assistance it could, and return later with another convoy. With the permission of Commander Task Force 77.

The next few months were spent in the Hollandia New Guinea area. In late September

we had a change of Command and Commander M.M. Byrd assumed command of the Flotilla. We also received a number of new ships. The 985, 986, 987, 688, 614, 615, 616, 617, 618 and 619. The Flag was transferred to the 618. It was a new ship just out from the states and it had all the latest gear. The months of October, November and December were spent doing odd jobs of supplying troops and general supplies to the different areas.

On Christmas Day 1944 we left Hollandia and joined a convoy of several hundred ships, at Attapeu New Guinea. We all knew this was the big one. **We were going to the Philippines.**

**More next
Newsletter!!!!**

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These gentleman volunteered to be your directors and they are doing a fine job ! Let them know if you can be of any help. The idea to find every sailor that was on an LCI sounds fantastic !!!

If your interested in being a director from your state and as you can see , we still need more please write to Jim Talbert , Chairman of the state directors and Vice Pres. of the association.

LCI (L) 85 (PART TWO)

Washington Times Associate Editor Coit Hendley, as commanding officer of the LCI (L) 85, landed troops on Omaha Beach during D-Day. He earned the Silver Star and the French Croix de Guerre for his role there. Here he vividly recalls the battle that left him reported dead.

Submitted by Ray Gilmore, LCI #26 & #73

We backed away from the Chase and a salvage tug (AT 89) came along side to help us. We tried to pump the compartments but the water was coming in too fast. She slowly settled by the bow and began turning over on her side. We scrambled up on the tug.

The ship floated for a short while with just her stern showing. The tug sent over a small boat with demolition charges to finish her off. That was the end of the LCI (L) 85.

The crew huddled together in one place on the deck of the tug. I sat down away from them. I found myself crying and a great feeling of guilt came over me. I felt that I was to blame for the deaths and wounding of all those men. It was several years before those feelings faded.

Gene Oxley, the seaman who had taken the man rope down the ramp, was left on the beach when we backed off the second time. He dug into the sand for a while and then climbed aboard an LCT which had unloaded and was backing out.

As the LCT got clear of the beach, one of her gunners turned his 20 mm gun on a pillbox up the slope a short distance. This pillbox came right back at him and in three minutes the LCT was sinking.

Oxley jumped over the stern and was picked up by a small boat that delivered him to the LCI (L) 93, another ship in the Coast Guard Flotilla commanded by Lt. (jg) Budd B. Bornhoft.

Bornhoft told me that his ship had landed at 10a.m. and unloaded troops without being hit, possibly because he went into an area where several ships were burning and the heavy smoke provided cover.

He went out to the transport area and got another load of soldiers. This time he ran into trouble. When he was on the beach, 16 men from LCL 487 came aboard after the soldiers were off. The 487 was burning a short distance away.

Lt. Bornhoft said the men running up the ramps must have attracted shore batteries. The guns found the range and 10 direct hits later, one man was killed and eleven wounded. They abandoned the 93 and she burned on the beach.

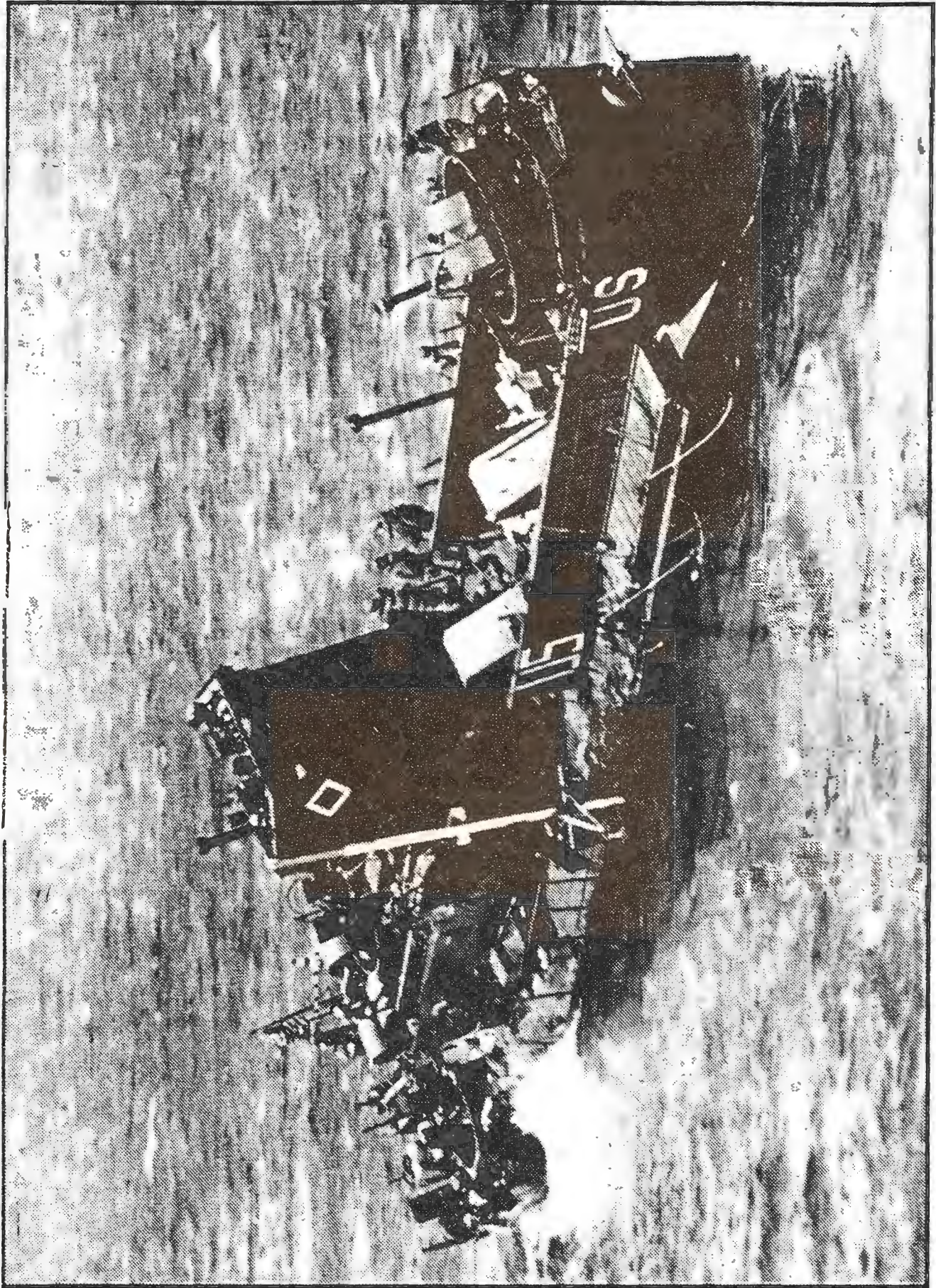
Oxley jumped off the stern, once again, and was picked up by a small boat from the Destroyer Doyle, which was close in firing at the beach defenses.

We all made it back to a survivors camp in Plymouth within a few days, including Oxley.

I caught a train and went to see Sylvia, my English girl friend who was in the British Navy. She and her mother were home when I knocked on the door. The two of them burst into tears when they saw me. It was then I realized that somehow I had been reported killed. She was assigned to a communication unit and could track my ship and the erroneous report was filed that when my ship went down, all hands were lost.

My father back in South Carolina was at a movie and saw a newsreel of my ship sinking and the announcer also said all hands were lost. My father was stunned and spent a week trying to get information from the Coast Guard headquarters.

I worked for the Washington Star before the war, and sent them an eye-witness report about D-Day immediately after the landings. When my story arrived in Washington, the managing editor Herb Corn called my father to tell him I was safe.



LCI(L) 85 listing from direct hit from German shore batteries on Normandy beach just before it sank. (Capt Gerald Photo/Carmichael)

LCI'S RETURN TO YARD OF BIRTH FOR REPAIR OF BATTLE WOUNDS

Submitted by Ted Federko, LCI # 686

Boston, Jan. 28, 1945 -- They laughed and called them "Boundin Bedpans" when the LCI's began rolling off the assembly line at Lawley's early in 1943. And as for their crews -- what could the brass hats do other than shrug their shoulders when they encountered officers who didn't know enough to salute an Admiral and enlisted men who thought in terms of feet instead of fathoms.

"Strawberry Boxes"

What could you expect anyway from vessels that looked like strawberry boxes with ends on hinges manned by officers fresh out of fraternities and men yanked out from behind soda fountains ! Send those things across the Atlantic in wartime ? They'd be lucky if they rode out the first summer squall, much less reach the Mediterranean and take part in an invasion of enemy - held beaches !

And then came Sicily, and Salerno, and Anzio, and Normandy, magic names that will go down in American history on the same pages with Bunker Hill and Gettysburg.

These odd - appearing craft poured troops and ammunition and supplies ashore on beaches that couldn't be taken, but were, in face of murderous enemy fire that couldn't be withstood, but was.

"Little Darlings"

And then the tune changed. no longer were they the Bounding Bedpans, but now they were the Little Darlings of the Navy.

That in so many words, is the history of the LCI, Landing Craft Infantry, of which George Lawley and Son, Inc., of Neponset, is the chief progenitor. They were built largely by brawn and the sweat of Quincy and South Shore ship-builders in a race against time and D-Day.

A little flotilla of these LCI's, bearing unhealed wounds of war in their steel sides, is back at Lawley's now. Veterans of Sicily, and Salerno and Normandy and Anzio, they are back from whence they were launched less than two years ago after having played important roles in historic invasions.

Yesterday afternoon a handful of their officers --- no one could call them green now, what with their Purple Hearts and their Silver Stars and their campaign ribbons and battle stars -- sat around the conference room in the Navy Public Relations office here and told newspapermen something about these little sea-going Cinderella's. Among these officers were those who had taken out some of the first built LCI's, who had taken them across the Atlantic, who had pushed their blunt snouts ashore on disputed beachheads in four invasions to pour out troops and supplies and ammunition, who had brought them back to Lawley's to have their steel sides patched up.

In for Repairs

This was the first group of LCI officers returning from overseas and they brought back the first flotilla of LCI's for battle repairs. The majority of the craft returned to Lawley's some going up to Portsmouth.

In the group of young officers were Lt. Comdr. Daniel B. Clark of Darien, CT.; Lt. Comdr. John W. Detwiler of Detroit, MI.; Lt. Comdr. Edward A. Cogley of Oak Park, IL.; Lt. Lewis M. Browning, Jr. of Belmont, NY.; Lt. Sidney M. Ruffin of Philadelphia, PA.; Lt. Eugene F. Junnuzi of Bever Falls, PA.; Lt. George A. Lyons of 666 Columbia Rd. Dorchester, MA.; and Chief Boatswain Edward J. Schmenan of Detroit, MI. all are Reserve officers.

Practically all of them went through the invasions of Sicily, Anzio and Salerno, Lyons and Januzzi were off the Normandy Beach at D-minus-five hours on June 6, 1944. Some of them took part in the invasion of Southern France. They sat across a long table at the Navy offices yesterday afternoon and, prodded by a public relations officer told some of the things the LCI's have done in the war. They emphasized first the deeds of their little ships; second, the deeds of their crews, and third, what parts they themselves played.

Let's listen to one of the seniors of the group, Lt. Comdr. Detwiler, who commanded LCI 220. One of the first turned out at Lawley's. He won the Silver Star at Sicily. He told at some length about the incident and then disclosed, at the instance of public relations, that this episode brought him the medal.

"But four others in my crew got Silver Stars also and eight got Purple Hearts," he added quickly. "Salerno was considered the worst invasion," he said, but for me there will never be another Sicily. It was my first and, of course, I was pretty jittery. I was commanding the LCI-220, one of the earlier ones built at Lawley's. With three officers and 21 men were carrying soldiers and ammunition and supplies.

It was pretty tough going in. What with all the searchlights playing on us from the shore and the enemy shelling us, and the shells dropping all around. I was pretty jittery, as I told you.

The shells were dropping pretty close but they hadn't hit us. Suddenly I felt spray on my face, and I held out my hand.

Hell, I said, that's the first time I've felt rain in four months. Just then the spray turned into a cascade of water and then I knew that a shell had struck nearby.

Lights Blind Crew

With searchlights blinding us, we couldn't see much, and so we piled the 220 up on a bar. I sounded and found nine feet of water aft. We let go a stern anchor to pull us off, and finally succeeded in backing off.

As we were getting up the anchor something happened that wouldn't happen again once in a million times. We got a direct hit on our anchor cable. It cut the wire, and of course, cost us our anchor.

We got under way again, circled around and hit the bar again, but this time we were going so fast we jumped clear across it and were in deep water again before we knew it.

Well, continued Lt. Comdr. Detwiler, our job was to land those soldiers and supplies on the beach, and so we got straightened out again and we hit the beach so hard that the engineer officer said, "My God, what are you trying to do, start a one man invasion?"

We went up the beach so far that we could walk all around the 220 with merely getting our feet wet up to our ankles. We landed our troops and supplies all right.

And there we were, high and dry, and there we remained for two whole days before we finally got off the beach. During those two days, the official Navy report claimed that we underwent 200 air raids.

// Take Off Wounded

Anyway, at the end of two days we were finally afloat and by this time there wasn't much happening around. There was a cruiser and a destroyer. The cruiser came alongside and the captain came down from the bridge and asked me if he could help me in any way. I said no, outside of taking off my wounded. And for the reason all through the night the cruiser and destroyer circled our LCI after they had taken off our wounded. I never did find out why. A young officer yelled and said, maybe they were afraid they'd get lost if they left us there, they used us as a spar buoy to mark our location.

It was a week later before the 220 got out of that bay. Although the 220 escaped destruction, the officer told us that no other craft that was anchored close to him who

did not fare so happily. He told of seeing a direct hit on one of the craft and a big bulldozer aboard that craft vanishing in thin air. An incident of a different character was related by Lt. Comdr. Detwiler.

We were on our way from Salerno to Naples with a load of Italian refugees aboard when my pharmacist's mate came to me and said, Sir, we are about to have a baby born aboard, I said No! and he said Yes.

Well, he and I got together with that big red book on medicine they give you in the Navy, we searched it from cover to cover and not one thing did it say about having a baby.

I turned the job over to the young pharmacist's mate, and he delivered the baby shipshape in Bristol fashion. He and one other youngster with not much experience. He was Anthony Savarese of Gloversville, NY. The doctor said, when we got to port, that the little baby and mother were doing great thanks to Savarese. The proud parents made me sign a statement saying that the baby a boy was born on an American Ship, however that would make an American Citizen of him.

The gang aboard took up a collection for the baby. Two of my non-commissioned officers made the biggest contributions, so the baby was christened with the name of each of them.

Although a Detroit, Lt. Comdr. Detwiler was an experienced Cape Cod and Long Island Sound yachtsman before he joined the Navy. Many of the officers and crew of the LCI fleet, he explained were former yachtsmen, and the yachting experience gave them a big edge, he said in handling the craft when they first went afloat in Navy uniforms.

Normandy Invasion

Lt. Jannuzi, one of the first officers present who participated in the historic Normandy invasion told about his experiences on that fateful June 6, 1944.

We had been prepared for trouble, he said, but for 17 hours sailing in broad daylight, it seemed like a pleasure cruise going across the English channel. The enemy planes never did get through, the shore shelling was ineffective. Our losses were largely due to underwater mines.

My ship the LCI 530. In our group was the USS Quincy the big Nevada the Tuscaloosa and 10 Destroyers and many big Transports.

We were off the Normandy beach at D-minus five hours. It was quiet off the beach at dawn. Then our paratroops started flying over. I think that fleet of planes must have reached all the way back to England. They kept coming and coming. Lt. Lyons and Lt. Jannuzi both of whom were in the Normandy invasion were both decorated for their deeds at Salerno.

Update about LSM

To all Hands

Now hear this, Now hear this, 18 May 1998, The state department approved the third party transfer procedure. The Ipopliarchos Grigoroulos, (L-161) former USS LSM 45, is officially cleared by the Greek and U.S. Governments for towing to Freedom Park, Omaha NB.

According to bureau of Ships, Ship's Data U.S. Naval Vessels, April; 15th, 1945, a total of 4,392 LSV, LSD, LST, LSM, LCI, LCS (L) and LCT's were built for World War II. LSM 45 will be the first and maybe only one of any of these major amphibious ships to be on display.

Our next tasks are to prepare her for toeing, negotiate with towing companies and purchasing insurance for the tow. The 45 will have to be rigged for towing. Such things as securing the propellers, rudders, anchors and bow doors, welding the hatches, rigging a towing bridle, and other items as required. Towing speed is usually 6 knots, which means 30 days to tow the ship to New Orleans. We are currently trying to get some TV coverage of this historic event. Once we have a schedule of all the tasks involved, it will be in the Alligator Alley. If timing for the Alligator Alley is bad, we will have another special mailing to all hands.

The ship is in relatively good shape. Rolf Illsley has been aboard her and taken videos. (See rear page of Alligator Alley) Among other item, he noted that there was very little water in the bilges, which is a good sign.

We don't have all the figures, but it looks like we will need at least \$300,000.00. The balance in the LSM4US special account as of April 30 is \$119,203.51 which was contributed by 519 members, 19% of the paid-up members. To date, nothing has been spent from this account.

Now is the time for all who pledged money, to honor the pledge. I know that many members were waiting until the project was more than a dream before making donations. The dream is now reality, and we need everyone's support. Donations are tax deductible. We are a non-profit under Internal Revenue Code 501(c)(19) Pa15068. Our intentions are to have donors' names on a plaque aboard the 445. Those who have donated \$1,000 or more will be in the Admiral's Club, \$500 to \$999, Captains Club, \$100 to \$499, Chief's Club, under \$100, Seaman's Club.

Jack and Judy Held (LSM 174) have recently from the Maritime Service and moved from Kwajalein to Omaha. They volunteered to be full-time project leaders for refurbishing of the 45 which is a big plus. To date, more than 200 have volunteered to work on the 45.

Smooth Sailing

Dick Schatz, President

The Chaplain's Corner

The word is Volunteer

Quite often someone stops to talk and greets me by asking, "What's the good word, Pastor?" I often reply, *I know God loves you and me both.* The answer is usually, "I know that's right. God help me if he didn't."

The good word I want to leave with you today is volunteer. For the past five years, my wife Helen, and I have served lower income families of our town by filing their income taxes **free**. It is a program sponsored by the combined efforts of **IRS and AARP**. Literally thousands of persons volunteer one, two, or more days a week to give this service to those less fortunate than themselves. It is a deeply appreciated effort, and it affords one the opportunity to meet new friends and get acquainted with them. You may not want to file taxes, however if you look around your community, it will not be hard to find a need you can fill. May I suggest we all get busy and find others we can help?

Chaplain, W. Earl Henshaw

LCI Day At Washington DC

Video

William (Bill) Brinkley

Bill is a veteran, served aboard the USS Nevada and is also a member of the LCI Association. At this time, **I want to Thank Bill for all the time and devotion that he has given to our association.** For the many hours he spent at the Archives looking and finding footage of LCI's and producing Three fine films for our association. Bill also covered all our reunions except one. Bill was gracious enough to cover the great event in **Washington DC on June 6th. LCI Day at the US Navy Memorial.** And a film will be available for anyone who wishes to see just what went on that day. We were lucky enough to draw the 6th of June and we had a good showing. The Washington film will be **\$10.00 plus \$3.00 S & H** and can be ordered by **calling Bill at 704-279-2191 Or Box 247 Granite Quarry NC 28072.** Other films available are:

"D-Day amphibious Landings at Normandy"

Shows practice landings at Slaptons Sands, Operation "Tiger", and Then King George VI of England inspecting the US Fleet. The loading of equipment and troops on LSTs, LCIs and LCTs and then unload and put ashore the troops under fire at the Normandy beaches. **Time 1 hour and 30 min. cost \$20.00 +\$3.00 S&H.**

"LCI (L) During WWII" Made from combat films at Guam, Peleliu, Iwo-Jima and Okinawa. Burial at sea for the men of LCI-441, who lost their lives at Iwo-Jima on Feb. 17, 1945. Most of the film footage was made on LCIs. **Cost \$20.00 + 3.00 S & H**

"Training Films for LCI (L). The Navy produced this film in 1944 for the men who could be serving on board the LCIs. It is in three parts: LCI (L) Description & Employment, Docking and coming alongside and LCI (L) towing. **This tape is 1 hour long Cost \$20.00 + \$3.00 S & H**

"Amphibious Landings in the Pacific 1944"

Good photos of LCIs during these invasions: Green is, Wadke is, Biak Is Saipan and Guam, Sansapor, Peleliu, Morotai and Leyte in the Philippines. Also included is films footage of the "United News", A news service used during WWII by the government to send to the Theaters combat films of the invasion. **Time 1 1/2 hours Cost \$20.00 + \$3.00 S & H.**

USS Nevada BB-36 ". Combat cameramen produced all the footage in this tape on board the Nevada. The invasion at Iwo-Jima and Okinawa, see the Jap suicide plane before it hits the Nevada off Hawaii in 1948. **Time 1 Hr. & 45 Min. Cost \$20.00 + \$3.00 S& H**

"LSM during WWII" ". This tape shows the first invasion by a LSM in the Philippines and continues through the war and then the LSM 60 participating in the Bikini Bomb Test in 1946. **Time 1 hour & 30 min. Cost \$20.00 + \$3.00 S & H Total &23.00**



Wall of Honor

A "Wall of Honor" is in the planning stage honoring those Navy Veterans who took their "Boot" training at USNTS Sampson, NY and subsequently lost their lives in the line of duty. In order to complete this "Wall of Honor" project, we are looking for anyone who has a computer and can volunteer to input data. This "Wall of Honor", when completed will be placed in the Sampson WWII Navy Veterans Museum located on the site of the old USNTS, Sampson, NY. If you can volunteer a few hours a week, call Jake Rilling at 609-983-0048 or E-mail: navy44@juno.com or SalDiMilla at 978-687-7039 or E-mail de57@juno.com

This has been copied verbatim from a handwritten log that then F3/c George Kern kept during a period while serving on the USS LCI (G) 450. His first entry was dated 1/19/44 and his narrative ends at the conclusion of the 450's Iwo Jima champagne. This log was entered into a 4.25"x6.75" lined notebook - George was original ships company and plank owner as his name is on the Muster log dated 9/26/43 & rated as a F3/c. George copied his notebook and sent it to me after we had discussed enclosing some of the more pertinent bits of information into future '450' newsletters. When George copied his log, he had to bend it open so it would copy, but in doing so, some of the left side of the left page isn't visible. When transcribing these excerpts, I might have to guess & place a (?) in front of the word or leave blank (?) for what word George could or might have written. George's log is probably a more accurate accounting than our memories might be that are 54 years old. Heh-heh. With that said, lets get with it. !

"1/19/44 - Dear Folks, - I'm writing this letter in a book form of daily happenings on this trip. We have been on one of the Hawaiian islands for the past four days getting supplies, fuel, ammunition and other things that are necessary. At 3:30 PM we got word to leave at 3:45 & left. Just before we sailed, we got some of our back mail. I got your box & Pat Roys & Clara's box and opened them as soon as we were underway. Just like having Christmas all over again & boy is it swell. Besides your box I got a nice box of candy from Clara and boy you should see the swell box I got from (?). Everything you could think of is in it. As far your box, well there could be no better. I am eating some of the candy & (? smoking) the tobacco & they are both swell. It was really worth it to wait all this time for these boxes. I told you we were under way so you are probably wondering where we are going. Well, the Japs have had possession of the Marshall islands long enough so it is our turn to take them for awhile so somebody has to go and get them & I guess we are as good as anybody so we are going with the help of a few others. Scared? no, not yet. I think it will be a lot of fun watching those little yellow men fall. It's a big job but we can handle it. Oh yes, I went to Confession, Mass and Communion the day before I left San Diego and I think that will help too. I will be able to tell you more about it later so until then, so long & love, George. -

~~1/20/44~~ Not much doing today. Got our destination of attack this morning. We are headed for the Marshall Islands and we are expecting it to be a battle.

1/21/44 - Did not get to finish last night because we were called to GQ. One of those dam Jap subs. Don't worry, he won't bother another convoy. Last night they gave us our orders of attack and it seems that we picked one of the hottest spots. As you can see on the map, islands are shaped in sort of a backward 7 shape with a dot in the middle towards the point. We and six other LCI's are to be where the dot is with the rest of the fleet around the outside. All, or most of the action will take place in the V part of the islands. We do not know just when the zero hour will be but most likely in about 10 days. The boys are beginning to get a little nervous now but their spirits are still high. Tonight they are all up in the mess hall and one of the fellows is playing his accordion. that and the Victrola are the only means of amusements we have. We are expecting to have visitors in the next few days (enemy aircraft) so I will have more to tell you then, so until then, say a prayer for all the boys in this battle & lets hope we all get back alive. Love, George

1/22/44 - There was little or no excitement today. Enemy aircraft was detected early this afternoon but it was several miles away and did not bother us. We got word that they bombed the islands three times today & are doing a pretty good job on it. This has been a very pleasant trip so far. The weather is very warm and we have not had any heavy seas. See you tomorrow. Love, George

1/25/44 - I have not written for the last two days because of nothing to write about. There is just about that much today too. Do you remember what happened just one year ago today. I went downtown and said 'I do', not to some blond but to Uncle Sam & left Detroit one year ago tomorrow. If anybody would have told me then that in one year I would be on my way to the Marshall islands, I would have told them they were crazy, but who knows what will be happening in a year in advance. Sometime within the next ten days we will know what life is all about. Some of us know we might not make the return trip but there is not much said about it. Everybody is trying to be happy and gay but the difference is very noticeable in the way they have it all written down on paper. It comes as

though all we have to do is go in and land but it is too big a base to give up that easily. I guess the only way to see how hard it is to take, is to wait for the time to come, so until then, keep the home fires burning & we'll be home before long. Love, George
1/28/44 - Dear Folks, we passed the international date line last night so there was no '27th' in this month. About 10:00 we had a GQ & got our first look at a Jap airplane. They did not come very close & have not come back yet and it is about 7: PM now. We are at GQ now & some of the boys are singing over the battle phones. they are still happy even though we start the invasion in about three days, if anything exciting happens tonight, I will tell you about it tomorrow night, so until then be good. Love, George -

1/30/44 - Best I had better tell you about our trouble. Last night about 9:00 we had a GQ and were told there were several subs laying to our (?) & following us. After an hour of waiting, they let us go back to bed. We have not heard any more about them so I guess they are gone. As you know today is Sunday so we went to church & the boys really prayed for the safe return of us all. You do not know it but our Air Force has been bombing HELL out of the Marshall Islands yesterday & today. We were listening to the messages coming from the pilots & they really sounded good. Somebody is catching hell and it is not the yanks. Oh yes, I almost forgot to tell you. I will not be able to write tomorrow or the next & maybe the next day. Not that there won't be anything to write about but you know how it is. We are going to stop in for a short visit to the Marshall Islands tomorrow morning about 7 o'clock. They say the people there don't like visitors but I don't think there is much they can do about it. Well Folks, until we get rid of a few (quite a few) of these little ????, I will say so long & hope to be able to finish this letter at some future date. Love, George

PS -You know, I still don't feel the least bit scared. Maybe it's because we have so much to look forward too. love, George

1/31/44 - Just a word before we go in. It is now just 4 AM and everybody is up. The rockets & guns are all manned, loaded & ready for action. Last night & this morning you could see the large shells & the bombs going off in the islands. They really light up the place just like day time. This is all the time I have so wish us luck & say a prayer for all the

boys that are going in with us. Love, George
2/4/44 - Dear Folks, "We have fought the enemy and he is ours" The battle of the Marshall Islands is all over except for the wiping up. I will try and give you an account of just what happened. As you know, on the morning of Jan 31 we went in. We laid off the beach of the first island about one half a mile & the air force laid their eggs all over the island. You could see the machine guns hitting and blowing things in the air. After they were finished we went in to about 100 yards off the beach & let go with our rockets and all our guns. There was two other LCI's that went in with us. We could see them fall on the beach as we opened fire & it is something that we will never forget. After about (?) of fire from our ships the air force came back and started strafing the beach with their .50 cal. machine guns and they got what japs were left. Then we opened up again & then after another few minutes, the small boats took the marines in & in less than half an hour they raised a large American flag over the island. All the time before the small boats went in, the Battleships & Destroyers laid off about two or three miles & put 16" shells all over the island. This was the first of the islands to fall into our hands. After the marines landed we backed out & started the same thing all over again on another island. These islands are only about 1200 yd. sq. but there are a lot of them. As you know each island is given a code name so I will use the code name because I do not know the real names of them. The name of this island was "Jacob" & there was a channel between this & the next island that we were to go through and attack on the other side. Due to damage done in the first attack our steering gear went bad and we run aground on a coral reef & were stuck right between our own and the fire from the still occupied islands. Shells were landing all around us & there was nothing we could do. Just by plain luck none of them hit us. This happened about 12 o'clock noon & about 1:30 three small boat loads of marines turned over in the surf. We happened to be close enough to pick them up. We threw them a line & finally brought 52 (one of them was dead) of them aboard. About (?) of them were not able to make the trip or else got caught under their boats & were killed. We stayed there in the middle of this mess for two & a half days but the last day the cross fire was just about ended. The second day was the day they took the two main islands. About 9

o'clock in the morning there was one of the biggest explosions I have ever seen or ever expect to see. (Just to show you how crazy the Japs are) On (?) Burls island there used to be a sub & air craft base and they had a large ammunition dump 75 feet below ground full of high explosives. As I said about 9 o'clock 8 planes passed over us with their load of eggs and just as they got over the dump the iaps blew it up & the explosion was so great that it blew all eight of the planes to pieces, These planes were flying about a mile in the air and we could see them just fall apart. We were about two miles away & the concussion was so bad it just about knocked us over. This will be hard to believe but we got a picture of it to prove it. Dirt and pieces of steel landed on our ship & those standing (everybody) outside were covered with burnt powder & dirt from it. (Editors note - During this same interval, there was one occasion when 5 dive bombers went in at a bombing angle and the lead plane dropped his load which struck what seemed like a gas dump because the explosion and fire rose up and engulfed him and the following planes destroying all 5 of them, being stuck on the reef, we certainly had a front row seat to observe a lot of action) There were very few prisoners taken but there were about 5000 killed on (?) Burles island alone. Our boys do not have the time to stop and dig a hole for that many Japs so their cremating (burning) them There is a large fire on the island now. I will finish this letter later as I'm going to bed for a few hours.

2/15/44 - I have not been sleeping all this time but just never got back to writing again I guess. I have told you what happened during the battle and now for afterwards. Everything went just (?quite) after the battle for about 10 days and then on Feb 10, about 2AM, the Japs made an aerial attack on the islands. There were only four planes and they did not do much damage. Oh yes, we have a swimming party every afternoon. We put a ladder over the side & swim off the ship. It is nice. I have been going fishing every night and am having the time of my life. I do not know what kind of fish I catch but it is fun anyway. I catch about 8 or 10 every night. The only kind of fish that I know what it was , was a small tuna and the rest of them are tropical fish. The boys on the destroyer in front of us caught a large shark yesterday. Yesterday morning at 8 o'clock we got underway for Pearl Harbor. Believe it or not we are being towed all the way. We have been out a

day & a half now & nothing has happened. So long. PS I have a few things to send home. Also (?) 'Neens' Christmas present but do not know how to get them there. How would you like some Jap money, knives, bayonets & other things.? Love, George

4/18/44 - Hi Folks, Well here we are again started on another adventure. We don't know just where we are going yet but it is somewhere below the equator. Most likely Guadalcanal. We will know for sure in a few days. We left Pearl Harbor this morning at 8 o'clock. I think all the boys had a pretty good time for themselves in Honolulu. Well by tomorrow we will know more bout this trip & will be able to tell you where we are headed so until then, Be good. George.7

This article was sent in by

Vaughn Hampton LCI 450

Reluctant Hero

Sad to say, but time has erased the names of these participants, but the story is true.

Kamikaze is the name given to the typhoon winds that miraculously swamped the ships of an invasion army, and spared ancient Japan from a Chinese conquest.

During the invasion of Sicily the allied forces were met with rare hurricane winds in the Mediterranean Sea, and while the winds had diminished by "H" hour, the pounding surf it had produced raise havoc with the landing craft ferrying the troops onto the beaches.. So much so, Many were like beached whales, and laid helplessly in easy range of the defending rifle fire. Because rumors had it that the enemy snipers preferred to target officers. Officers on these stranded vessels either removed or covered up their bars, and this particular Ensign on the #220 went one better by picking out this especially large deck hand, and as the big sailor moved about trying to assist in the ship's rescue. This deck officer managed to keep this sailor between him and the in-coming rifle fire. Finally, the white hat caught wind to what the brass was up to, and turned on him and said "Sir, there is a damn good chance that I'm going to get my butt shot off, But I'll be damned if I want to become a hero savings yours, Okay? "

Sent in by Ray Rapier Rdm 2/c
LCI(L) 221 & 19

Plaque For Battle Of Iwo Jima Veterans Planned at Fredericksburg

Plans are being made to place a large plaque at the Adimiral Nimitz Museum of the Pacific War in Fredericksburg with the veterans' names from Comanche County who were involved in the Battle of Iwo Jima in February 1945.

If a veteran's name was not included in the 1946 Comanche County Veterans Book of World War II, or a veteran did not indicate involvement in the Battle of Iwo Jima, this information is important and is needed. Please send this information to Alfred W. Evans, 527 Cicero, and San Antonio, TX 78218 or call Mrs. Thelma Martin in Comanche County at 254-842-5832.

This request includes veterans of all services, including Merchant Marines, USMC, USN, Coast Guard, and US Army.

Anyone born in Comanche County and entered the service from another county or state is asked to include his or her name and branch of service. Donations or memorials may be made to the Adimiral Nimitz Museum Foundation, c/o Comanche County Plaque, P.O. Box 777, and Fredericksburg, TX 78624.

Anyone visiting Fredericksburg may stop at the Admiral Nimitz Museum and see the large Comanche County plaque for Dec. 7/8 1941, on the Memorial Wall.

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State Director needs your Help

Frank Ruxlow, State Director for Missouri, is trying to organize an LCI group to participate in the presentation of an LCI **Model to the State of Missouri** for display in either the Capital Building or the attached Museum in Jefferson City, and to consider the possibility of having future get-togethers in various locations. These could include family and friends of both current and deceased members in Missouri and near-by surrounding areas. and be one or several days.... ***Come and participate in the planning!*** This would enable those who cannot attend the National Reunions to still have contact with other LCI sailors. Our next planning meeting for the trip to Jefferson City will be in the ST. Louis area approximately the third week of July. If you are interested in attending, please notify.

Frank Ruxlow 1195 Jere Lane Arnold, MO 63010; E-mail fruxlowjr@juno.com or pH (314-296-9348).



Liberty in New York

BIRTH OF LCI (ROCKET), LCI (GUN),

The following is in response to the Newsletter #23, Page 17, article paragraph, "Birth of the LCI(Gunboat)". The statement that only "Two LCI'S were outfitted with rockets & used for the first time at the Kwajalein Island Operation". I know of two Groups of five(5) LCI'S, LCI(L)365 was with a Group that made the first wave assault at Kwajalein Is., at the same time Enubuj(Carlson)Is. across the channel from Kwajalein, Group8 LCI(L)'S 366(which was on at the time) & five(5) other LCI(L)'S made the first wave assault of Enubuj Is. There were also other Marshall Is. operations where LCI(L)'S made first wave assaults! The above "Two LCI'S", etc. has appeared in previous Newsletters & LCI History Book, Volume I, another Newsletter statement, "First LCI(G)'S converted was Group 7", both above statements are not accurate statements. The LCI(L)'S were not designated Gunboats LCI(G)'S until prior to the Saipan/Guam Campaigns. LCI(G) Group8 LCI(G)365,366,437,439,440,442,474&475 were designated LCI(G) June 1, 1944(as per 366 "War Diary" Log "May 1st 1944 to May 31st 1944"). The Kwajalein campaign took place January 31, 1944; Saipan June 15, 1944; Guam, July 21, 1944.

I would like to present the following brief "History of the USS LCI(G)366" article to be published in the LCI Newsletter. The information was extracted from my "Personnel" & "Medical Records" and ships "War Diary".

The USS LCI(L)366 was Commissioned August 17, 1943 at the George Lawley & Sons Shipyard, Neponset, Ma. The ships crew three(3) Officers & twenty four(24) crewmen, another Officer came aboard two months later. The ships Armament five(5) 20mm Oerliken Cannon with Mark 14 Sights, & Small Arms; 30-06 Rifles, .45 caliber Thompson Sub-Machine Guns, & .45 caliber Pistols.

The 366 was on shakedown cruise up & down east coast 8-24 thru 10-10-43 it got underway for Panama Canal & west coast, arriving San Diego 11-4-43. 11-29 to 12-8-43 with crew of four(4) Officers & twenty seven(27) crewmen was at Fort Mason, San Francisco, US Army Major General Wilson with Staff & 160 Troops came aboard 366, practiced beaching, troops ashore/aboard, retracting, etc., etc., tried beaching Humboldt Bay with 10' breakers, lost three(3) GI cans, anchor with 30 fathoms cable, on way back to SD rough seas could not keep ship on course within 35°(155°-120°).

The 366 underway from SD to Pearl Harbor 12-14-43 arriving PH 12-22-43. From 12-28-43 thru 1-10-44 extensive Armament & crew changes. 12-28-43 five(5) 20mm guns removed at PH Graving Dock #4, two(2) new 20mm mounted Gun Deck aft of Con. 1-2 to 5-44 366 crews received 40mm & 20mm gunnery training at the Aiea & Wainai Gunnery Schools(Note: I was on Gun Crew of 40mm Battery 426, & Gunnery Instructor training Marine & Naval Officers & Enlisted men at Aiea & Wainai. Many of the LCI gun crews were trained by our Battery 426 crew. Later we all went aboard the LCI'S as 40mm Gun Captains, I went aboard 366 1-7-44 as Gun Captain No. 5 40mm). Three(3) Army BOFOR 40mm Mobile Anti-Aircraft Gun Carriages were mounted on bow & Gun Decks; five(5) .50 Caliber Machine Guns mounted on Well Deck; rocket projectors aboard. 1-8-44 PH GD#4 completed all repairs & replacements. New Armament now consists of following: three(3) 40mm guns;

two(2) 20mm guns; five(5) .50 cal. guns; six(6) 4.5" Rocket Projectors; two(2) Mouse Trap Racks with Ready Boxes & Mounts. #1 & #4 Holds constructed for ammunition magazines; #3 Hold fitted for additional crews now fifty six(56) crewmen; #2 Hold used for auxiliary storeroom; two(2) additional Life Rafts mounted; \$ Hull painted to conform to Amphib camouflage orders. LCI(L)365 Officers Hootor & Fortson, & Crewmen; Farenger, Mabeea, Gareson, Wilkson, Roberson, Smith, Alexander, Hall, Allen, & Hare came aboard to observe 366 gunnery practice.

1-19-44 underway to Marshall Is., arrived 1-31-44 off Enubuj(Carlson) Is., Kwajalein Atoll. "H" Hour 0910 Group 8 LCI(L)366, 437, 77, & three(3) other LCI(L)'S made First Wave Assault of Carlson Beach, 366 had 7th Army Radio Unit aboard to direct artillery fire from Enubuj to Kwajalein Is. LCI(L)437 said we had Machine Gun bullet holes amidship port side near waterline. LCI'S were hit by our Navy off shore guns, nearly sinking 365 at Kwajalein. 2-4-44 Major Bjork USA & Staff 2nd Battalion, 17th Infantry, "Murderous" 7th Division came aboard 366. The 366 & LST272 carrying 7th Div. Troops & Tanks captured six(6) islands in the Kwajalein Atoll Chain(Ashberry, August, Barney, St. Augustine, Cohen & Bascombe Islands).

4-5 to 9-44 366 back to PH Navy Yard removed five(5) .50 ca. guns & old Rocket Launchers; mounted two(2) 20mm guns on Well Deck below 40mm guns.

4-19-44 underway, arrived 5-6-44 at Tulagi Is., Solomon Is. 5-18-44 moored to Carter City Pier, Naval Ammunition Depot, Carter City, workmen removed port & starboard ramps & put ashore. Fourty two(42) new C.I.T. Type MK VII Rocket Launchers mounted along port & starboard ramp decks, each held twelve(12) rounds, for total 504 rounds at one loading. 366 Armament now; three(3) 40mm & four(4) 20mm guns & fourty two(42) 4.5" Rocket Launchers.

5-31-44 underway to Marshall Is., 6-1-44 USS LCI(L)366 reclassified as "Gunboat" USS LCI(G)366. Crew four(4) Officers, fifty six(56) crewmen. 6-6-44 enter Kwajalein Atoll Lagoon. 6-9-44 underway thru Gea Pass, 366 joined convoy; USS Black(DD666) Convoy Flagship; sixteen(16) LST'S carrying First Wave Invasion Force, "Carlsons Raiders" 1st Provisional Marine Brigade to land at Agat Beach, Guam Is., Marianas Is.; eight(8) LCI(G)'S 365, 366, 437, 439, 440, 442, 474 & 475; Sub-Chaser(SC1326); & Auxiliary Patrol Craft(APC46). 6-15-44(Saipan D-Day) to 6-27-44 our convoy was "Aircraft Screen" for Saipan Invasion receiving star on Campaign Ribbon.

6-15 convoy attacked by three(3) Jap torpedo planes, one was shot down landing off our starboard beam. 6-17(my 19th Birthday) four Jap planes attacked Tractor Group 3 Invasion Force for Agana Beach ten miles ahead, one plane seen in flames. 6-18 this was to be our "W-Day" for Guam but postponed indefinitely because of Saipan Operation. 6-19-44 forever known as the "Marianas Turkey Shoot", Admiral Mitschers Task Force 58, & our convoys downed 402 aircraft, 14 jap ships were sunk. 6-19 reversed course from Saipan arrive Eniwetok 7-5-44. 7-15-44 underway to Guam, 7-21-44 laying to off southern Guam, LST'S proceeding on. Group 8, LCI(G)'S 365, 366, 437, 439, 440, 442, 474 & 475 in position at "Line of Departure", 0808 fired 40mm & 20mm&rocket assault, no remains of Agat left. 7-21 to 7-24-44 on Patrol Duty between Neye Is. & Pelagi Rock. Early AM watched as unit of Marines in Amphib vehicles were destroyed, 366 prepared for strafing beach between Neye Is. & Pelagi Rock. This would be a "suicide" operation, 366 was in single file behind 439, 439 mast was blown off with Ensign still attached landing in water. The water all around us was covered by exploding Jap mortar rounds, a mortar round exploded near No.4 40mm gun knocking out both NO.4 & 5 40mm guns crews; Skipper & Exec.; four crewmen inside pilot house; five(5) killed; eleven(11) wounded; two(2) died later aboard USS William P. Biddle(APA8). The LCI(G)366 went on to the Leyte, Lingayen & Okinawa Campaigns. Adolph E. Brusig, LCI(G)366, Battery 426, LCT300, AATC/Dutch Harbor, USS Curb(ARS21).

Sincerely,

Adolph E. Brusig

Memories

LCI 41 started out as a regular square-conn 1 to 350 class LCI. We left the Philadelphia shipbuilding site, went to the Norfolk area and then across the Atlantic to North Africa. We did Sicily and Salerno as a troop carrier, and then I joined the ship in late Nov. 1943 at A.A.T.B. Bizerte. In early Dec. 1943, we were assigned the job of going into German held Cape Gaeta. We kept going in until the shore batteries kept firing at us. Once our off-shore destroyers could see the German gun flashes, they proceeded to knock them out. That was our first conversion... An LCI target ship. Then after Anzio, we stayed in the area as a communications ship with all sorts of radio gear and radiomen aboard. That was in the spring of 1944. On Aug. 15, 1944, we went into Southern France with the first wave of LCV's as a salvage and fire fighting ship. We had boatswains and riggers all over the place along with handy billy (remember those little pumps?) It was our job to keep the beach clear of wounded LCV's. After Southern France, we became a troop carrier again and then went back to the States to be overhauled in Portsmouth, New Hampshire at the sub-base. As we were proceeding into the Portsmouth docking area very early in the morning, the people on watch thought from our silhouette we were W.W.I. submarines. But no... Just a regular LCI. We moved down the East Coast through the canal and up to San Diego. Then we received orders to go to the Terminal Island dry dock in Long Beach, Ca. To be converted to a gun boat for the invasion of Japan. We were in a tremendous dry dock with a small carrier, a destroyer and a dozen or so other LCIs. We finally got all of our guns and ammo and more people to run the ship and we set sail from Terminal Island to San Diego, a full-fledged USS LCI (G) 41. Between Terminal Island and San Diego, the Japanese surrendered, but no one would change our sailing orders to go from San Diego to Pearl Harbor. We arrived in Pearl and I reported to the Port Director who said in the worst possible tone you can think of "What are you doing here?" All I could do is reply, "I don't know, sir"

But anyway, we anchored out in tare 4. Westlock. Then, we were neutered. The Navy, in all of it's greatest wisdom, took away all of our guns and ammo and sent us west. We never stopped... Guam, Okinawa, Wakayama Japan, and the Bay of Nagoya. Things changed again... We became a floating hotel, for the Japanese harbor pilots, glad to take the US ships into port. Nothing much more happened to us. The war was long gone. All the experienced people on the ship had vanished. We finally got USS LCI (G) 41 back to San Diego one way or another, only to probably suffer it's last conversion from Jim Mc Carthy's cutting torch. Our final gasp was scrap metal. **But LCI 41 lives again...by picture.** Every day, when I drive my wife to local stores and parking lot, I eagerly await people to ask me, "What is LCI 41?" *I'm still waiting*

Written by, Ken Stern C.O. of LCI 41



Horse Meat ?????

Again!!

The Write Lane

By Jerry Lane

Many of our military veterans are now retired from the work force and even more are thinking of "hanging it up" in the near future. When these fellows clean out that desk and walk out the door, they lose a lot of the collegial support and encouragement they took from their workplace friendships. Veterans' organizations are a great place to rekindle old friendships and enjoy meeting people who share similar experiences and can talk about the same things.

Each branch of the service has its own groups: battleship reunions, battalion gatherings, and unit conferences—what have you. We all know the two largest veteran groups: the VFW and the American Legion. Although the American Legion accepts members who served in the military and has been honorably discharged, the Veterans of Foreign Wars welcomes only those veterans who have fought on foreign battlefields. Although I have belonged to both organizations in the past, I now have life memberships in two others whose rosters of active members are decreasing daily. I am a proud member of the Veterans of Underage Military Service (VUMS). This is an exclusive organization—in spite of the fact that they have accepted me as a member. It is open too only those who served in any branch of the service while they were under the legal age to do so. They had to take me. I fit that description. I was only sixteen years old when I enlisted during World War II. Like thousands of other fellows, I couldn't wait until I was seventeen to do my part. There wasn't much of a background check in those days. No computers to spit out all that personal information that you believe to be private. And our country needed enthusiastic young volunteers. We in a "winner Takes all" conflict. There would be no consolation prizes for second best. Thousands of youngsters grew mustaches, wore glasses and affected a somber demeanor, trying to pass for seventeen. There are no new members coming into the organization. We go to our annual conventions, hash over old battles, repeat tall tales of mischief and camaraderie. With each retelling, the pranks have gotten funnier and the battles more dramatic, but we do have fun.

The other organization I belong to is the U.S.S. LCI National Organization. This, too, is a closed group—open to only those sailors who served on an LCI. An LCI is a flat bottom craft that was born of necessity during World War II. It was 158-1/2 feet long and 23 feet wide. Its bottom was as flat as humans and machinery could make it. It only drew three feet of water at the bow and five feet at the stern. It was powered by two quadunits (four engines each) of General Motors diesel engines, each engine rated 225 hp—the same engine that powers a Greyhound bus—eight of them for the main propulsion plant.

There was no reversing reduction gear—only a reversible shift blade. It took a lot of skill to dock an LCI. Too often, some speedball captain only a few years older than most of his crew misjudged his speed and (while waiting for the engine reversal that he had tardily called for) tore up a few hundred feet of dock, pulled up rope cleats and damaged several ships. Oh, the air was blue with maledictions and threats when this happened. The LCI was designed to carry about 250 men from a troop ship to the beach or from an island to a new assault area. We were told that it could go 16 knots (16 x 1.6 mph = 25.6 mph), but nobody believed it. I doubt that anything more than 12 knots were achieved. After the invasion of Tarawa, where the first three waves of landing troops were caught in the open by murderous crossfire, a new method of support for these men was sought. Prior to an assault landing, island defenses were bombarded by planes, battleships and heavy naval gunfire. All support fire had to stop three minutes before the landing to avoid hitting our own troops. During that three minutes, enemy fire from deep underground bunkers inflicted heavy damage to our landing troops. The flat bottom LCI was converted into gunboats (G), rocket boats (R) and mortar boats (M), all of which were to accompany the first three waves and commence firing when the large naval support ships stopped firing. It was very successful and, you can well imagine, a complete surprise to the enemy marksmen. Once the beach was secured, the LCI supported the troops with rockets, mortars and gunfire. LCI duty was dangerous. Medals fell like rainfall with each assault. There were presidential citations and medals of honor to award the survivors, but there were too many men and vessels lost. I've heard it said that the life expectancy of an LCI battle was ten minutes. That might be true. Some were sunk, some were burned, but all performed as long as they could float. Of the thousand that were built, there is only one left to testify to the horrors that it saw today. It was brought down from its home in Eureka for a recent gathering in San Diego. I was amazed at how small it was. It looked so big when I was 17 years old. Like VUMS, the LCI Association has a dwindling membership. But the memories are still fresh and the friendships are precious. We're like a bunch of old war buddies who bought that expensive brandy and made a pact among them that the last survivor would drink it. There are fewer of us at each meeting and I believe more than one of us wonders "Who" will be the last to remember it all.

This column was published in the News_Press, Leader Newspaper and L.A. Times in Feb. 1998

And proudly in our LCI National Association Newsletter June 1998
Thank you Jerry.

History of LCI (M) 596

Sent by Joe Ott

She was built by the New Jersey Shipbuilding Corporation at Barber, N.J. (just north of Perth Amboy) early in 1944. Her busy career ended in Charleston, SC.

But in between, that career could be said to have been a checkered one. For she crossed both the Atlantic and the Pacific, touched, four continents, performed domestic duties on the Mississippi and Illinois Rivers, was decommissioned, then later put back into active service.

LCI 596 started as a run-of-the-mill LCI, but after taking part in the Southern France invasion, and making it's way back to the U.S. and then through The Canal, she glamorized herself and sleeked-down to an LCI Mortar Ship. A facelift rid her of the high bow, the Landing ladders, smoothed and filled-out her sides and made her "the slickest rig you've ever seen". Underway She was as trim looking as a submarine. Her crew even added Flying Bridges, giving her, her own uniqueness.

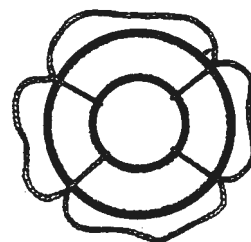
After her final "fitting" at pier 42 in Manhattan, She was commissioned on 20 April 1944, assigned to Flotilla 14, Gr 42, Div. 83, And soon headed to Norfolk on her shakedown, Norfolk to Bizerte, Tunisia convoy. It was made up of 10 lanes of 12 ships each (Transports, Cargo and Naval) with an LCI at the end of each lane to provide air defense.

From Bizerte it was on to Palermo, Sicily, and Pozzuoli, Italy (near Naples) transporting 189 Sengsiais troops of the Regiment De Tirailleurs and then 204 Brazian troops. On 15 Aug. 1944 LCI (L) 596 landed U.S. infantry near Marseille in establishing a second front in the underbelly of France. In that engagement She also laid smokescreening for the cruiser Augusta in addition to aiding LCVP minesweepers. Soon after, It was back to the States, headed for the War in the Pacific. Having been refitted rearmed and reclassified to LCI9M0 mortar ship in San Diego during May and June 1945, it was off to Pearl Harbor where She was berthed at the bombed-out hull of the USS Oklahoma. It was at nearby Kaolawee Island, in the middle of artillery maneuvers that the momentous

news of the A_bomb attacks and Japanese surrender on 14 Aug. 1945 came through. The world was finally at peace again, From then on, stripped of Her 4.2 mortar guns, LCI (m) 596 was assigned to a myriad of tasks, from running supplies in the Hawaiian Islands, transporting Marines to Guam, moving mail and supplies from Okinawa to various ports in Japan, general duty for several months in Tokyo Bay (Yokosuka), to aiding V.I.P.s get to their assignments. After 4 months of occupation duty, LCI (M) 596 was ordered back to Pearl and to the States, with a stop at Eniwetok Atoll. Back in San Diego, there were many farewells as crewmembers headed back to civilian life. But LCI (M) 596 was off again. This time, back through the Canal with her destination New Orleans, La. She was officially decommissioned on 18 Sept. 1946 and placed in "Caretaker Status" at New Orleans *****The end?

But wait: This sleek, gallant, never-say-die ship was not through. On 20 Sept. 1946 She was placed on "In service status", reclassified to LSIM-596 and sailed up the Mississippi and Illinois Rivers to Peoriay, IL. where she served until Feb. 1949. At last She was designated for "Inactivation", sailed to Charleston SC Naval Base and retired 1 feb. 1950. The rest is sad, for on 1 June 1950 She was deemed "Unfit for further service" and on 20 Mar. 1951 was sold to the highest bidder for \$12,009. Here we lose her trail but assume she was scrapped. Thus, this small, yet hardy craft, has had a busy career in Her short seven years, and had done, ably, all that was demanded of Her. She had plowed many seas, seen Africa, Europe, and Asia, had anchored in many a port and had gotten her home whole and safe. Small wonder that She still lives in the hearts and minds of all whom served on and with Her. We miss you 596.

Story written by Joe A. Ott Springfield, Or.







Self-Guiding Leaflet
The Japanese Garden of Peace
The Admiral Nimitz
State Historical Park
Fredericksburg, Texas



This garden is like a church — enter and think good thoughts!

BE CAREFUL! Hazards exist in the garden area. The pathway is rough and uneven. Use caution while walking.

This garden is a gift from the people of Japan to the people of America, a symbol of peace and friendship. Craftsmen came from Japan and built it, using money raised in Japan by popular subscription. These are things to look for:

THE BAMBOO SPRING: Many objects in the garden have special meanings. As you enter you will see water dripping from a bamboo pipe. The Japanese say that here you may purify yourself — wash your hands, “soiled in worldly activities,” rinse your mouth, which may have spoken ill of others, and cleanse your mind, which may have had evil thoughts. This symbolic purification will lead you to a deeper appreciation of the garden and what its meaning symbolizes.

THE JAPANESE HOUSE: This small house is an exact replica of the study of Admiral Togo, of whom Admiral Nimitz called himself a disciple. It was built in Japan, brought here and erected by the same craftsmen. It is a fine example of their art in working with wood. Japanese historians say that the three greatest admirals in the world were Britain’s Lord Nelson, Japan’s Togo and America’s Nimitz.

THE POOL AND THE STREAM: The pool was copied from one beside the Togo study in Japan. It is in the shape of the characters meaning “one heart” or “loyalty”. The stream of life symbolizes the raindrop which finds its way to the sea.

PAUSE AND REST: Take a moment to “visit with the stones” as the Japanese express it. Benches beside the trail are for your comfort and we invite you to rest as you read the following philosophy of the Garden of Peace written by its designer, Mr. Taketora Saita, of Tokyo.

THE PURPOSE OF THE GARDEN: “By the beauty of this garden, the Japanese and Americans who worked together to build it hope to transform the spiritual attachment between Admiral Chester Nimitz and Heihachiro Togo, their friendship and respect for one another into a friendly relationship between the people of Japan and the United States. The wishes of the two working committees have turned into success as you see the beautiful garden, a living memorial to this friendship.”

TWO STYLES BLENDED: “The garden’s two units have distinctive characteristics. The first is traditional Japanese, with a waterfall, pond and trees arranged three-dimensionally in a small space. It displays the delicate beauty of the Japanese garden. The concept is based on the *Ishin-no-Ike* (Pond of One-heart) in the garden of the official residence used by Admiral Togo at Maizuru City, Japan. The second unit is a stone garden, reminding one of the Pacific Ocean. It gives rhythm, tempo and harmony by aligning stones against bright greens in the background. Along the walls are benches where we invite you to sit and quietly visit the stones, (in contrast to the first unit) which emphasizes tranquility by careful placement of the large rocks on a sea of white pebbles.”



TREES AND PLANTS: "The trees and plants of the garden, while Japanese in style, are American-grown. There are dwarf maples, a few live oaks, flowering apricots, corkscrew willows, magnolias, and some fine crape myrtles donated by citizens of Fredericksburg. The lower story is mainly azaleas, camellias and iris, some planted by local school children. The plants along the west wall are *photinia*. Because the garden is small, cherry trees are not used as they soon grow out of scale. The focal point of the garden are three Japanese pines, *bonsai* shaped."

STONES: "We were fortunate to find in the fields and farms around Fredericksburg stones and rocks for the stone garden, the quality and beauty of which would have been difficult to find in Japan. A countless number of these are scattered throughout the land and as they have been exposed to the weather since the primitive ages they are covered with sun moss (lichen). It is difficult to describe the satisfaction I felt as I carefully selected and placed each stone in the garden — I felt as if I were picking up diamonds!"

THE WATER: "By letting water flow from the upper courses of the small stream which separates the walk from the stone garden, we create a mountain torrent flowing to the *Ishin-no-Ike* pond. If as a designer I successfully convey the philosophy of life to be found in a drop of rain water which grows into a stream, then a river, then a larger river and finally an ocean, nothing could please me more."

THE TOGO STUDY: "The Togo study was copied from one used by the late Admiral Togo when he lived in Maizuru, Japan. You will see that it has *shoji* screens for walls and woven *tatami* mats on the floor. The square design and gable roof emphasize the simplicity, beauty and dignity of a typical Japanese house of the Taisho Era (1912-1925).

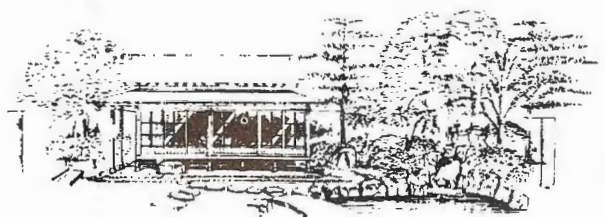
Neither the garden nor the study play up the Japanism which is often overdone in America. Careful attention has been given to making you feel an Oriental mood by presenting genuine objects refined by the unique Japanese traditions. It is my hope that as the Admiral Nimitz Park is visited by people from all parts of the world, it will be praised as a small oasis of cool, green beauty in Texas. The prayers of many people, those who gave money as well as those who had a part in building the garden, are directed to this objective.

THE JAPAN COORDINATING COMMITTEE has worked hard despite pressures of their respective businesses to collect the necessary funds from thousands of Japanese, and it is due to their efforts that the garden has become a reality. The members of the committee included Mr. Naka Funada, a senior member of the House of Representatives, Admiral Zenshiro Hoshina, former member of the House of Representatives, Ambassador Nobuhiko Ushiba, former ambassador to the U.S., Admiral Nobuo Fukuchi, Director of the Memorial Ship *Mikasa*, Mr. Teruo Hachiya, Admiral Saburo Orita, Admiral Mitsugu Ihara, Admiral Kazutoshi Kuhara, Admiral Norito Ikeda, Admiral Goro Matsueda, and Mr. Ichiro Masuoka. The contracting firm in Japan was Meiji Seisakusho, Ltd. of which Mr. Masakichi Mita is President and Mr. Taketora Saita is Vice-President.

THANKS TO FREDERICKSBURG: The people of Fredericksburg extended a warm, helping hand so our work was made easier. When we walked the streets the people raised their hands and spoke to us, so we knew that they appreciated what we were doing. Now as we return to our homes in Japan, we leave four thoughts: peace, repayment of Admiral Nimitz's kindnesses, gratitude, and cooperation, in memory of the work we have done together to make Fredericksburg a more beautiful place."

In his last message to the Japanese people, Admiral Nimitz said:

"The damage received by both sides was great, but with the passage of years, the wounds of war have healed, and today our two countries join their hands in cooperation. This fact is of great pleasure to me, and it is my fervent hope that we may continue thus forever."



REUNION NOTICES

National Association of USS LCS (L) 1-130
Sheraton Tara Hotel, Framington, MA
AUGUST 12-15, 1998

Contact: "JEFF" Jeffers
P O Box 9087
Waukegan, IL 60079
Ph: (847) 623-7450

USS CORBESIER DE 438
RAMADA INN, Mobile, Alabama
October 15-18, 1998
Contact: R.L. Jones
3211 7th Street
Louisville, KY 40216
Ph: (502) 634-0694

LCI (L) 814
Plantation Inn, Chicopee, MA
August 23-26, 1998
Contact: Paul Klym
309 Ottawa Ave N.
Golden Valley, MN 55416
(612) 374-1800

USS Wm. Seiverling DE 441
Governor's Inn
Sacramento, CA
October 1-4, 1998
Contact: Jim May
8310 Rothesay Pl.
Stockton, CA 95209
Ph: (209) 478-6451

National Chief Petty Officers Assoc.
Quality Hotel & Convention Center
Metairie, LA
October 14-18, 1998
Contact: W. A. "Bill" Williams
106 Waring-Welfare Rd
Boerne, TX 78006
Ph: (830) 537-4899

USS NORRIS, DD 859
Pensacola, FL.
October 2-4, 1998
Contact: Edward Mehl
1404 Langford Rd
Baltimore, MD 21207
Ph: (410) 744-5189

USS BARY, DD 933
Norfolk, VA.
October 30- Nov. 1, 1998
Contact: Larry Loss
268 W Dryden #116
Glendale, CA 91202
Ph: (818) 549-9439

USS GWIN, DM 33
Ft. Mitchell, NY.
October 8-13, 1998
Contact: Larry Loss
268 W Dryden #116
Glendale, CA 91202
Ph: (818) 549-9437

USS Wm. C. LAWE, DD 763
Cincinnati, OH.
October 16-19, 1998
Contact: Owen O. Turner
14 Gordon Terr.
Newton, MA 02158
Ph: (617) 969-8328

LSM-LSMR ASSOCIATION
NEW ORLEANS, LA.
SEPT. 2 thru 6, 1998
Contact: Richard Schatz
66 Summer St.
Greenfield, MA. 01301
(413) 774-2307

MICHIGAN STATE LCI REUNION
COMFORT INN - ALMA, MI.
SEPTEMBER, 15th & 16th, 1998
Contact: Floyd Van Horn
703 Sibley St.
Bay City, MI 48706
(517) 684-0151

TEXAS STATE LCI REUNION
HILTON HOTEL - AUSTON, TX.
September 11th --- 13th, 1998
Contact: Thurman Witt
113 Firebird Cv.
Lakeway, TX 78734
(512) 261-3949

REUNION 1999

The Reunion will be held at THE GALT HOUSE in Louisville, Kentucky the Dates are May 12th - 16th 1999. More information will be forthcoming in the next News Letter.

DID YOU PAY YOUR DUES ????

Your 1998 Dues became due on June 1, 1998. Look at your mailing label on this News Letter. On the top line if there is a "NO" after 1998 dues, your dues are now due. Dues are \$10.00 per year, June 1st thru May 31st. Or \$100.00 for life Membership. Make your payment check or money order out to "LCI National Association" and Send your dues payment to our Treasurer - Howard Clarkson, 73 GRANGE ROAD - TROY, NY 12180 - Ph. 518-279-3846

SNOW BIRDS

Your JUNE and SEPTEMBER News Letter will be mailed to your SUMMER address, and your DECEMBER and MARCH Letter will mailed to your WINTER address.

ADDRESS CHANGES

PLEASE !!! Send any changes to your address or area codes to: Walter Kopacz, 155 Main Street - Port Monmouth, NJ 07758.

INTERNET

Our Association is in the process of having a WEB SITE designed for us, it will consist of a home page with a picture of an LCI, a form where interested veterans can make inquiries, and a page with links to other veterans sites. More on this in the next News Letter.

USS LCI NATIONAL ASSOCIATION, INC.

Incorporated in The State of
Pennsylvania As a Non-Profit
Voluntary Organization



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