

# ELSIE Item NEWSLETTER #29

USS LCI National Association Inc.

JUNE 1999

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We are now on the INTERNET. Check out our web site:

<http://www.usslci.com>



## From the desk of the President

Our 9<sup>th</sup> reunion at Louisville is now history, it was indeed a very enjoyable and successful reunion. Our attendance was greater then expected with 760 people attending, there were 428 members and as usual over 30 walk-in's.

Our first gathering was for the Memorial Service that was held at Belvedere which joined our hotel, this made access very easy and it also overlooked the Ohio River. After the service our memorial wreath, that was composed of 92 carnations which was the number of LCI Veterans (lost since our 98 reunion at Colorado Springs) was accepted by the Harbor Fire Boat and transported to the center of the river, when Taps were blown and the wreath was lowered into the water; This is our way (THE NAVY WAY) shipmates are given their final respect. It was a very moving service and many of our widows were present.

Our Tours were well attended and Armed Force Reunion Inc., the company owned by Ted and Molly Dey have as usual out done there selves by an outstanding oversee of the schedule: Molly and Ted Job Well Done!

The Business Meeting held Sat the 15<sup>th</sup>, the same day of the banquet was a very vocal, well attended and prosperous meeting. Besides other important businesses was decided by a majority of a vote, to have our reunion after (Buffalo NY-year 2000) at the Western part of the country in Reno NV. This will have a price tag of \$74.00!

Our Ninth Banquet at Louisville was well attended and after picture for the Memory Books was taken, it started promptly at 10:30., the Color Guard opened the evening festivities. The salute to the Flag was led by our Treasure Howard B Clarkson and the Benediction by Revern Earl Hensaw our Assoc.

plain. The Benediction was supposed to be given by in David Cox but due to bad news from home he was to abandon the reunion because his wife was admitted to hospital for a very serious operation. Her condition at this time is DOING VERY WELL! After the Benediction dinner was served, and the dinner music started. The dinner wasn't like the usual banquet meal, it was really the very best we had so far. After dinner, the presentation of the Purple Heart medals that were given to two of our Veterans that served aboard the USS LCI 343 for wounds received during the operation of the coast of Finschafer, New Guinea. These Medals were only 50 some odd years late being presented. These Medals were presented to Rueben A. Olsen, Norman Greulich and John Gaught. Mr. John Gaught was unable to attend the reunion, so only two medals were presented by Captain John C Cummer of our Assoc

After this program a surprise presentation of two plaques to our Louisville members that helped to enlist the necessary people needed for our reunion. Mr. John Gatton and Mr. Wilbur Condiff our State Directors for the State of Kentucky. When this presentation was over the two directors had a surprise for us on the executive board, by presenting all the directors a commission from the governor Paul E. Patton as a Kentucky Colonel. This is indeed a very exclusive organization, especially during the week of the Kentucky Derby. The Commission by the Governor was a surprise and greatly received by the Board Members.

Our Guest Speaker was Professor Louis R Harlen, and he is University Distinguished Professor Emeritus of History at the University of Maryland-College Park. A former President of the organization of America Historians-American Historical Assoc. and Southern Historical Assoc., he holds a Pulitzer Prize, two Bancroft Prizes and Beveridge Prize. Mr. Harlen is a biographer of Booker T. Washington and coeditor of the fourteen volume, Booker T Washington papers. Prof. Harlen had at our reunion his book titled "All at Sea" his book was well received, and his personal Autograph was given. His speech was well received as he related to the book as a freshly minted ensign, how the Navy made sailors out of land lubbers and sent them into battle with sensitivity, humor and a keen sense of the effect of the war his generation, his speech was humorous, as many of us could relate to his story since we were there to. A very good talk, well received, and greatly appreciated by the Assoc. Thank you Professor Harlen.

The rest of the reunion was spent listening and dancing to the best band we had yet. A fine time was had by all, sorry for you if you missed this one.

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**The stories being sent are great !!!** We all enjoy reading about the good old days.

***If you have a computer ??? and you are thinking of sending in a story ? and you like playing with your computer, try these Page settings.***

click FILE ,go to page settings, margins are .50

click FORMAT go columns = 2 columns

Font style is Times New Roman

Font size is 12

Good luck , being sent in for the newsletter this way would be a great help but we still want them if they are not.



Following are the minutes of the Annual meeting of the USS LCI National Association held at the Galt House in Louisville, KY, May 15, 1999.

The annual meeting of the U.S. S. LCI National Association was called to order by Director Shelby Smith at 0900 hours May 15, 1999 at the Galt House in Louisville KY. Officers present were: Robert Weisser, President; Jim Talbert, First Vice President; Howard Clarkson Treasurer; Robert McLain, Secretary; and the following directors, Sam Rizzo, Shelby Smith, Don McGranahan and Jim McCarthy and Chaplain Earl Henshaw and overseer Roy Age. Absent was Director Walter Kopacz and Chaplain David Cox

The platform was introduced followed by a pledge of allegiance to the flag. The invocation was given by Chaplain Earl Henshaw. Words of welcome were given by President Robert Weisser. He requested all E-Mailers to send a greeting to Walter Kopacz one of our Directors.

The minutes of the meeting held in 1998 were read and approved as read.

Howard Clarkson called on Roy Age to report on the condition of the treasurers books. Roy reported that the books were in excellent order. He also spoke of the legacy perpetuated by the officers of the LCI National Association. Treasurer Clarkson reported our income is derived from membership fees, reunions and small stores. As of December 31, 1998 the balance on hand was \$49,000. The Treasurer's report was approved as read.

Howard Clarkson introduced President Robert Weisser to present plaques to Carl Chappel and Captain John Cummer. Captain Cummer is the person who makes models for the association. A total of approximately 17 models have been placed so far. A plaque was presented to Jim Talbert for advancing the goals and ideals of the USS LCI National Association. Ritchie Bischoff was given a plaque for designing the web page and putting the Association on the Internet

Jim Talbert presented certificates (President's award) to Frank Ruxlow, Ned Hedger, Kenneth Ferrari and Robert Kirsch.

Director Jim McCarthy invited all to the California reunion. He also mentioned the LCI exhibition on the base at Coronada, California.

Jim Talbert reported on the state directors program. He thanked Don Wolfe for his invitation to the 455 reunion in Hawaii. He mentioned that all State directors would meet immediately after this meeting.

Director Sam Rizzo talked about ship models. He sent out eight or nine sets of blueprints. We have placed 10 models so far and one to Frank Ruxlow as a revolving model to be used in exhibits around the Country. Shelby Smith mentioned the Masses to be said in the Philippines each year on October 20th, the anniversary of the liberation of the Islands and sponsored by Sam Rizzo

Howard Clarkson reported on the recommendation of the executive board to Amend the Constitution and Bylaws. This recommendation would change the cost of a life membership to 75 dollars instead of 100 dollars. A motion was made to accept the recommendation but no vote can be taken until the reunion next year at Buffalo NY.

Molly Dey was introduced to report that there were 413 members present and 758 people in attendance. She reported on the Adam's Mark Hotel in Buffalo, NY. She also talked about the Caribbean Cruise available through horizon cruises. This Cruise is on the Holland America lines on December 12, 1999 for a seven day Cruise. At this time she reported on hotels available for the reunion in 2001. In Seattle, Washington, the Seattle Double Tree had 850 Rooms at a cost of 105.00 dollars per night and the only dates available were over the Memorial Day weekend. The Marriott in Oakland would cost 89.00 dollars if held over the Memorial Day weekend and if not cost would be 99.00 dollars per night. In Reno, NV the Silver Legacy Hotel would cost 74 dollars per night and the convention could be held May 7- 12, 2001. In balloting Seattle received 43 votes, Oakland 22 votes and the Silver Legacy received all the rest of the votes, too many to count.

The nominating committee consisting Carroll Ritchie LCI 26, Frank Ruxlow LCI 710 and John Cummer LCI 502 reported the nomination of Robert Weisser for President. This was approved by acclamation. Recommended Jim Talbert as first Vice President also approved by acclamation. Robert McLain was re-appointed



Secretary and Howard Clarkson was re-appointed Treasurer by President Robert Weisser. These two appointments were approved by the members. Don McGranahan and Jim McCarthy were re-appointed as State Directors of Florida and California respectively.

The following people came to the mike to express certain items important to them:

Al Clasing LCI 726 reported on actions in Maryland concerning remembrance of veterans killed an action. He recommended a committee be appointed to study the feasibility of erecting such a monument.

Rubin Olson LCI 343 came to mike to report on the status of members of his crew.

State Director Van Horn LCI 451 thanked the National Organization for the two models placed in Michigan this year.

Harold Ronson LCI 1012 reported that Senator Dole is leading a drive to collect funds to build a World War II Memorial.

Wayne LCI 2337 reported on the progress of reconditioning LSM 45 and its placement at Omaha, NB.

H. Dimm asked why we have never made wind-breakers available through Small Stores. H. Clarkson said he did not want to become a clothing store and too many different sizes would have to be stocked.

The meeting adjourned at 1050 Hours.

Respectfully Submitted  
Robert McLain, Secretary.

## HORIZON CRUISES

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The following are the minutes of the Executive Board meeting held May 12, 1999.

The executive board held its annual meeting at 1900 hours at the Galt house in the Louisville, KY. Members present were Robert Weisser, President; Jim Talbert, First Vice President; Howard Clarkson, Treasurer; Robert McLain, Secretary; Earl Henshaw and David Cox, Chaplains; Directors Sam Rizzo, Shelby Smith, Don McGranahan, and James McCarthy. Absent was Director Walter Kopacz.

A presentation was made by Molly Dey representing the Armed Forces Reunion services about sites for the convention in 2001. A long discussion was held on many states and places trying to keep the room rates under 100 dollars. Several other places were brought up by members and more information was requested. Mrs. Dey was to bring back more information on the other places and a second meeting was mentioned. Reno NV and Vancouver BC were to be investigated. Jim McCarthy will look into the places proposed on the West Coast. Mrs. Dey reported that the first report of attendees was 400 members and a total of 720 people.

Shelby Smith requested that the Hawaii trip be mentioned at the annual meeting. A model was presented to the U. S. S. Missouri Museum by the LCI association.

A common computer program was discussed. Most members are using MSAccess. The motion was made by Jim Talbert and seconded by Jim McCarthy to purchase a laptop computer for Walter Kopacz. A discussion was held on the probability that Walter had already purchased such a computer for his own use. Robert Weisser was to inform Walter that the LCI Association would pay for the computer. Motion carried

Robert Weisser requested assistance in typing articles for the LCI newsletter. Jim Talbert, Shelby Smith and the Secretary offered to help type newsletter articles. Jim McCarthy suggested using a word processor however most people are presently using personal

computers.

It was mentioned that a model was presented to Walter Kopacz for his service to the Organization.

Ned Edger presented a bell to the association to be used during the Memorial Program.

Jim Talbert reported on separate State groups. He reiterated that state groups cannot use the national logo without being a chartered group on their own. A discussion was held on the different state groups holding affairs using the national association logo. Howard Clarkson reported that his annual report to the IRS states that our charter has no authorized state organizations.

Chaplain Earl Henshaw stated he will send letters to all of our deceased members when he is informed who they are and where they came from. Shelby Smith reported money is available from the VA for a grave marker. Sam Rizzo reported that a Memorial Mass will be said each year on October 20th in Sao Paulo, Phillipines to commemorate the date of the Leyte invasion. This Memorial Mass will be said for all LCI'ers.

A discussion was held on the equipment kept by Robert Kirsch namely, a printer, scanner and a ship model. No action was taken. A motion by Shelby Smith and seconded by Sam Rizzo was made to present a certificate of appreciation to Mr. Kirsch. Motion carried.

Graduated life memberships were discussed but no action was decided. Howard Clarkson reported that he has sent out 360 letters to people who were behind in paying their dues. Approximately 120 paid their dues and approximately 10 became life members.

A motion was made by Robert McLain and seconded by a Shelby Smith that any member who pays for a life membership between now and the year 2000 reunion in Buffalo NY will be given a refund of \$25.00. Motion carried. A second motion was made by Robert McLain to amend the Constitution and By-laws Article V Section 2 be amended to \$75.00 vs. \$100.00. Howard Clarkson seconded the motion and the motion was approved.



A report on makers of LCI ship models was given by Sam Rizzo. Several copies of the blueprints were sent out but no one responded. In the past year models were placed at the University of Villanova, the U.S. S. Missouri, Walter Kopacz, Washington State two models, Washington, D.C., and the U.S. S Massachusetts. A total of nine models were placed in 1998 -- 1999.

The agenda for Saturday's general meeting was discussed. All participants were informed on their part of the program.

The places for the 2001 reunion came up for re-discussion. No action was taken since not all information was available.

On a motion to adjourn at 2215 hours by Sam Rizzo and seconded by a Shelby Smith. Motion carried.

Submitted by Robert McLain,  
secretary

These are the minutes of the Memorial Service held at the Galt House in Louisville, Ky. on May 13, 1999.

The program opened with the playing of the bag pipes followed by the Posting of the Colors. A portion of scripture and a prayer was read by Chaplain Earl Henshaw.

Verses 1 & 4 of the Hymn "Amazing Grace" were sung by the entire group numbering about 400. This hymn was also accompanied by the bag pipes.

A Memorial Homily was delivered by our Ass't chaplain David Cox.

A wreath containing 97 Red and White Carnations was presented along with the names of the shipmates who died since the last Convention. A Wreath Ceremony consisting of tossing the wreath into the Ohio River and then retrieving it followed. The wreath was then placed in the hospitality room and all widows and friends were invited to remove the flowers, if they so desired. Taps were played while the wreath ceremony was being held.

The Colors guard was then retired and the ceremony ended. This was a very impressive ceremony in honor of our departed shipmates.

## 1999 DUES ARE NOW DUE

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### DID YOU PAY YOUR DUES ???

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Your 1999 Dues became due on June 1, 1999. Look at your mailing label on the front of this News Letter. On the top line, if there is a "NO" after 1999 dues, your dues are 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 payable to "LCI National Association." and send it to our Treasurer:

Howard Clarkson  
73 Grange Road  
Troy, NY 12180  
Ph: (518) 279-3846

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### ADDRESS and other CHANGES

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PLEASE !!!! Send any changes to your address, area code, zip or E-mail address to:

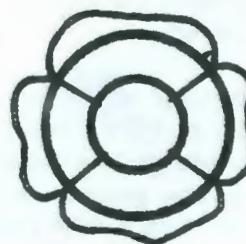
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ANY VETERAN THAT IS LEGALLY BLIND WITH AN HONORABLE DISCHARGE IS ELIGIBLE FOR A VIST REVIEW AT THE NEAREST VA MEDICAL CENTER. VISION LOSS DOES NOT HAVE TO BE SERVICE CONNECTED. MANY LOW VISION AIDS, REHABILITATION TRAINING AND SUPPORT ARE AVAILABLE.

WRITTEN BY WILBUR N. CUNDIFF LCI(L) 446, A BENEFICIARY OF A VIST REVIEW THAT TURNED TWILIGHT INTO SUNSHINE.

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## Need Help, Contact Any One Below

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## IN MEMORIUM

### Deceased LCI Crew Members

BLUESTINE, Marvin J. -----	12
ZIMMERMAN, H. D. -----	33
CHAPMAN, Clarence L. -----	68
SEENEY, Dura W. -----	74
MOULTON, John M. -----	84
PREVOST, Louis M. -----	188
BLACK, Anthony R. -----	220
SAMPLES, Joseph R. -----	224
GREEN, Michael G. -----	334
SCHRADER, Robert F. -----	343
GRUVER, Harry L. -----	346
MORGAN, Frank H. -----	362
LEO, Donald F. -----	363
POSTLETHWAITE, Darrell M. ---	366
JARVIS, Robert L. -----	372
MERRIMAN, William L. -----	405
LOBOUGH, John -----	405
MARES, Jack D. -----	406
COLELLA, Paul P. -----	407
WARSHAW, Stanley W. -----	430
SARI, William A. -----	436
CUTHRIELL, Clinton D. -----	438
BEAUMONT, Roy -----	445
LEE, Walter B. -----	445
YONISH, George -----	451
MEISER, George F. -----	454
SNELLENBERGER, Robert J. ----	455
ENNIS, Lloyd A. -----	515
HOMMER, Alexander F. -----	515
WILKINS, Thomas O. -----	532
PORTER, Lorne D. -----	557
MUNN, Calvin D. -----	580
JUDKINS, George W. -----	600
CONDON, Lester P. -----	600
KECKLER, L. -----	626
CARSON, Todd -----	626
SPIAK, Emil -----	638
CLARK, Harold -----	651
DIRKS, Leonard G. -----	691
TOTH, George E. -----	713
STANBARY, Earnest -----	786
CRAWFORD, Walter F. -----	801
NORMAN, Raymond -----	812
ARSENAULT, Ralph -----	872
BIGGS, Stephen -----	968
WATSON, Fred B. -----	999
CONROY, Joseph J. -----	1076
PAIGE, Edward -----	1092



**THE SICILY LANDINGS AND  
EVENTS OF JULY 11, 1943  
[LCI(L) 48]**

Looking back in the **Elsie Newsletter #28** (March 1999) and at the article "U.S.S. LCI(L) 551 in the Normandy Invasion" by R. L. Langenheim Jr. (LCDR Ret.), I wish to call your attention to this excerpt from page 12: "We had been heavily indoctrinated regarding a major catastrophe during the Sicilian Landings when LST's opened fire on a formation of twin engine planes carrying paratroopers and succeeded in downing several." The LCI(L) 48---all four 20-mm cannon gunners---also opened fire on these twin engine planes. On the day this catastrophe took place, I manned the No. 3 20-mm gun all that day as the Axis planes flew over us and bombed and hit ships continuously the entire day. At this time (July 11, 1943) we had always been told that any plane which flew over us at night was to be considered an enemy plane, as none of our Air Force would be flying over us at night. After being at battle station all day, and just as it was getting dark, the twin-engine box car paratrooper plans came flying about a thousand feet above us. The German planes had just finished bombing us when these C-47's came flying over us. No one had told any gunner that the paratrooper planes were to fly to the Beach Head. I am offering the following excerpt from pages 14-15 in Andrew J. Birtle's history of the Sicily Invasion, from the 50<sup>th</sup> Anniversary U.S. Army Campaigns of World War II: "July 11, the second day of the invasion, was the Seventh Army's most perilous day in Sicily. Early that morning, General Guzzoni renewed his attack against the shallow center of the American line---Piano Lupo, Gela, and the beaches beyond. Guzzoni committed the better part of two divisions in the attack, the *Hermann Goering Division* and the *Italian Livorno Division*. He backed them up with heavy air attacks by Italian and German planes based in Italy. Congestion on the beaches hampered [General Omar] Bradley's efforts to send tanks forward, so that the defending infantrymen had nothing but artillery and naval gunfire to support them. Cooks, clerks, and Navy

shore personnel were pressed into service to help the 1<sup>st</sup> and 45<sup>th</sup> Division infantrymen, Rangers, and paratroopers repel the Axis attacks. The fighting was fierce. A few German tanks broke into Gela, while two *panzer* battalions closed to within two thousand yards of the vulnerable beaches before being repulsed by ground and naval gunfire. Several miles southeast of Gela, Colonel Gavin and an impromptu assembly of paratroopers and 45<sup>th</sup> division soldiers effectively thwarted another German column consisting of 700 infantry, a battalion of self-propelled artillery, and a company of Tiger tanks at Biazzo Ridge. By day's end, the Seventh Army had suffered over 2,300 casualties, the Army's greatest one-day loss during the campaign. But as darkness descended, the Americans still held, and in some areas, had actually expanded their narrow foothold on the island.

"After a day of heavy fighting, Patton decided to reinforce his battle-weary center with over 2,000 additional paratroopers from his reserves in North Africa. He ordered that the 1<sup>st</sup> and 2<sup>nd</sup> Battalions, 504<sup>th</sup> Paratroop Regiment, the 376<sup>th</sup> Parachute Field Artillery Battalion and a company from the 307<sup>th</sup> Airborne Engineer Battalion be dropped near Gela on the night of 11 July. German aircraft had been active over the American sector all day, and consequently senior Army and Navy officers went to great lengths to inform everyone of the impending nighttime paratroop drop lest overanxious gunners fire on the friendly aircraft. Nevertheless, when the transport planes arrived over the beaches in the wake of a German air raid, nervous antiaircraft guns shot down 23 and damaged 47 of the 144 American transport planes. The paratroop force suffered approximately 10 percent casualties and was badly disorganized. Later investigations would reveal that not everyone had been informed of the drop despite the Seventh Army's best efforts."

Give my best regards to Bob V. Weisser, President, and also to "Walt" F. Kopacz. I hope to locate more of the LCI(L) 48 crew.

**Ex MOMM 2/C Harry Daves**



## THE LIBERATION OF SOUTHERN FRANCE D DAY - AUGUST 15, 1944



At dawn, the U.S. Eighth Fleet engages the batteries of the German Nineteenth Army from Cavalier-sur-mer to Agay. Waves of infantry landing craft sweep beneath the broadsides. Their decks are packed with battle-hardened American and French infantry, the victors in North Africa, Sicily and Italy. At their side, Villanova's first USNR ensigns (the V-12) stand-to their stations.



Three LCI's in the First Squadron (The 588, 589 and 590) take heavy losses on Red Beach. Ensign Frank V. Moscariello, USNR of Fedigan Hall is the first Villanova Navy V-12 casualty of the War.

- 1999 -

The surviving veterans of Villanova's V-12 LCI class of '43



Honor forever to the brave Villanovans who fell in the service of our country in the Second World War. They faced a skilled enemy in savage combat in the most extreme terrains and weather conditions on earth. The fate of this nation and humanity was in their hands.

We know the names of most of those killed-in-action.

## REQUIESCANT IN PACE



Norton Alexander  
George M. Balmore  
Michael M. Basca  
Harry J. Bell  
John A. Bittig  
Joseph A. Bonafiglia  
Arthur E. Bove  
John J. Boyle  
Frank E. Buckley  
Joseph J. Carbine  
J. Edward Casey  
Salvatore L. Catanese  
Joseph B. Christoph  
Michael F. Clavin  
William E. Conroy, Jr.  
Frederick Cook  
Charles J. Cooke  
John T. Corkill  
James J. Daly  
Alphonse E. D'Elia  
Dennis J. Dowling  
Herman Drizen

Albert M. Ehart, Jr.  
Joseph Federowicz  
Joseph C. Folla  
Warren J. Fox  
James F. Gallagher, Jr.  
William F. Garrity  
Leon Gaussuin, Jr.  
John F. Geraghty  
Frederick J. Gerngross  
Anthony C. Gugino  
James W. Haggerty  
Gerald T. Held  
Joseph A. Hirsch  
William Howlett  
William D. Kelley  
Joseph Koslowski  
Walter H. Lang, Jr.  
Norbert R. Longo  
Benedict J. Maloney  
Harry A. Mazzei  
Edward M. McCune  
Gerald R. McDermott, Jr.

William B. McDonald, Jr.  
John J. McGranery  
Robert Mentzinger  
Vitalis C. Miciunas  
John F. Miller  
Stephen F. Miller  
James P. Mulroy  
Robert L. Nealon  
William W. Neel  
Thomas M. O'Brien  
Michael J. O'Connor  
Carl R. Oerth  
John J. Parson  
James J. Ryan, Jr.  
John D. Schuyler  
Francis B. Seals  
Thomas S. Siani  
Harry Singley, Jr.  
Stephen Sylvester  
James E. Tolan  
Charles C. Vail  
Arthur J. Zeigler

It was impossible to gather the names of all the wounded.

«Prior to the war, Villanova was a small college with an enrollment of 900. By 1943, there were only 13 students left on campus. Had the war been lost, as it nearly was, the free world would have been swept away. Villanova, as we know it, would not exist.»

OUR FREEDOM IS A PRECIOUS LEGACY - AND A NOBLE RESPONSIBILITY.

1999

The surviving veterans of World War II





# Sampson WWII

## WE NEED YOUR HELP!

Turner Publishing Company and the Sampson WW II Navy Veterans, Inc. are proud to announce that we are compiling a library quality book devoted to *our* history. All Sampson WW II Navy Veterans (or families of deceased veterans) can participate in this new commemorative volume.

Don't miss this chance to include your biography and photos in this hardbound book for your family and future generations to enjoy. **THIS IS A RARE OPPORTUNITY**, so don't pass it up! **SEND IN YOUR PERSONAL BIOGRAPHY AND PHOTOS TODAY.** Type or print your personal **biography** in 150 words or less (using the outline on the next page). Send it to the publisher with **two photos**, one taken while serving in the military and a more current photo. If you have previously participated in one of Turner Publishing's books, you can simply check the box on the order form indicating that you want your biography used from that book.

In addition to your biography, you may submit any **photographs** and **personal stories** of any length for the editor's review. Write about your most memorable experiences relating to your service and as a Sampson WW II Navy veteran (in summarized form—no log books or diaries as these are difficult to include.) When sending photographs, please write your name, address and a caption on the back explaining who and what is in the photograph and when it was taken.

The *Sampson WWII Navy Veterans, Inc. History Book* will include a general history of your time in the Navy with many rare photos, maps, etc. in addition to personal stories and biographies. This volume will be treasured by Sampson WW II Navy veterans, their relatives and military historians for generations to come.

We urge you to send your materials today and reserve copies for your loved ones as well. All photos will be returned to you after publication and you don't have to order a book to be included. The **deadline** for submitting your biography is **July 31, 1999**, so act today!



### SAMPSON WWII NAVY VETERANS CONTENTS WILL INCLUDE:

- General history of the Sampson, NY Naval Training Center and the WW II Navy experience
- Many rare photos
- Personal experience stories
- Biographies of Sampson WW II Navy veterans
- Roster of Sampson WW II Navy Veterans, Inc. members
- Maps, charts and more

Sincerely yours,

Stephen Bull  
President, Sampson WW II Navy Veterans, Inc.

### PLEASE PRINT

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# Navy Veterans

## DON'T BE LEFT OUT!



### SAMPLE BIOGRAPHY

**STEPHEN W. BULL**, enlisted Navy 1942, G Unit, Company 514. Attended Corp School, Portsmouth, Va. and spent the next year and one half attached to Armed Guard and Creeva Naval Hospital Londonderry, Northern Island. Returned to States to attend Independent Duty School, Virginia Beach, and on to amphibious training and pick up crew. Spent next year on LST 800 and 848 in Pacific Island hopping campaign, ending in Tokyo Bay.

Between wars he graduated from Union University, Albany College of Pharmacy. Remained active in Navy 01 outfit teaching medical dept. Corpsmen and doing physical exams on recruitment duty in Albany, NY. Entered civilian life in 1951 as ex MSO 03 (Pharmacist).

Retired in 1976 after building and operating a pharmacy in Seneca Falls, NY. Presently owner of a real estate holding corporation. Past president of Seneca County Chamber of Commerce.

Married Elaine Popp of Tillson, NY on July 20, 1946 and have one son Stephen, one daughter Kathie Bull Afflack and two grandchildren, J. Ethen Bull and Thomas Barry Afflack.

Full time hobbies, building a Navy Memorial Museum and acquiring artifacts for, obtaining the first State Veterans Cemetery in New York State at



Sampson State Park, Setting up with New York State the Friends of Sampson Corporation to run the Memorial Museum into the next century, putting a 48 page newsletter to press every 3 months, and planning each years Sampson Naval reunion each September.

He is President of the Sampson WW-2 Navy Veterans, Chairman Sampson Naval Memorial Museum committee, Board member Friends of Sampson Corporation, life member American Legion and VFW. Also member of Korean Vets and Naval Institute.

*Shown at right are the USS LCI history books published by Turner Publishing Company. Sampson WWII Navy Veterans history book will be of the same excellent quality, having a Smyth-sewn binding for durability and printed on acid-free paper for longevity and superior photo reproduction.*



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CIVILIAN ACTIVITY/OCCUPATIONS					
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FAMILY DATA: MARRIED/SPOUSE'S NAME			CHILDREN/NAMES		
NO. OF GRANDCHILDREN		NAMES			
WHAT YOU ENJOY DOING TODAY					



# **My Amphibious Career in the U.S. Navy Aboard the USS LCI (L) 194 Landing Craft**

by

**Reginald A. Van Tassel**

Joining the Navy in Oct. 1942, I reported to Newport, R.I. for my Boot Camp Training. This was all new to me, but being a Country Boy, I was in good shape. I was in Boot Camp for three weeks instead of the normal six week training requirement at that time. The Petty Officer assigned to our company asked for volunteers for the Amphibious Force. As an Apprentice Seaman, and having never seen the ocean, I was looking for adventure and a way I could help the U.S. to win the war.

At the time, I did not know what the Amphibious Force stood for, but soon learned what it was all about. Our LCI crew was formed and sent to New York City Pier 92. We were at Pier 92 for three days and then aboard a train to Orange, Texas. The train was very slow moving. Our first stop was Louisville, Kentucky where we took on a supply of water and food. This was a two day layover and a few of the sailors went AWOL or never returned to the train when we left for Orange, Texas.

As I remember, the highest ranking sailor was a Quartermaster First Class in charge. There was no officer on board.

Arriving in Texas, we were directed to the Naval Base and secured our gear. The word was passed down that our LCI's had been turned over to the Coast Guard and to stand by for further orders. Two weeks later, the orders came through to proceed to Port Newark, Newark, New Jersey to pick up our LCI. At this time most of the crew had no idea what type of ship we were going to board or the duties we were to perform.

We arrived in Penn Station and then to Pier 92 in New York City. After a couple of days lay over, we were sent to Port Newark, Newark, New Jersey and we boarded our LCI (L) 194. The ship was still being worked on by lady welders. This was the first time most of the crew had experienced lady welders and wondered if our ship would weather the storm. It did and we are very thankful to the welders.

The LCI (L) 194 was commissioned in Port Newark, Newark, N.J. Our ships crew consisted of three ensigns (John David, B. Broderson and J.H. Alexander) and twenty-four sailors. Orders came through to get underway and proceed to Solomon Island, Virginia via the Inland Water Ways. I was assigned to man the helm and held this duty on all dockings and landings until I returned to the states.

We received order to sail to the Chesapeake Bay for a two week shake down and landing maneuvers. During our shake down, diesel oil got in our fresh water. This meant no cooking. Our first Christmas in the Navy was very discouraging (Sea Rations). Then back to Solomon Islands to prepare for our Navy duties on the ocean. We left Solomon's with many other LCI's, LSTS Sub Chasers, Destroyers and Mine Sweepers. I have no information on the number of ships that were with us. There were all types of ships in the convoy we were assigned to flotilla Two.

The weather from Solomon's to Bermuda was very bad. After three days we landed in Hamilton Harbor, Bermuda. We moored in the harbor for about 13 days. I never knew why only that some ships in the convoy had trouble.

We pulled up anchor and headed east to North Africa. The Atlantic was very quiet until we were three days off Gibraltar. The swells were so high it was almost impossible to stay in line. All we had to follow at night was the little red stern light on the LCI forward of us. The ships on our starboard and port sides were very hard to see most of the time. At night it was impossible and the only thing we tried to do was stay on course.

We finally sighted the Rock of Gibraltar and passed through the strait. The Mediterranean was very choppy for our flat bottomed ship but this time we were Old Salts and we were able to handle our LCI in all kinds of water. Our course across the Atlantic was zigzag and we continued this type of course into the Mediterranean.

Beni Safi, Algeria, a small fishing village, was our first landing. We practiced landing on the beaches with the Army for a couple of weeks and then to Oran, Algeria, Tunis and Lake Bizerte. We moored in Lake Bizerte for some time waiting further orders. Every night we had air raids that I will never forget, this being our actual experience of war. The Army antiaircraft on the beach were the only ones allowed to fire. We were like sitting ducks. As the Army lights picked up the German bombers we could see the bombs dropping from the planes not knowing where they would land. The only ship hit to my knowledge was a hospital ship. There were many air raids every night while we prepared for the Sicilian Operation. Early in the morning, we up anchor and left Lake Bizerta and joined the convoy in a bay just east of Bizerta. Once organized, maybe two days later with over 2,000 ships, we up anchor and shoved off for Sicily. I am not sure where we landed our Army troops, the Third Division, that we had aboard. All I remember we landed on a sand bar and had to back off several times before we could disembark the troops. All this time we were being shelled from shore and bombs were being dropped from planes. Once the beach was secured, we were given orders to remove all landing craft that were beached. This assignment was very hard but we did our very best and proceeded according to orders. I do not remember how many Landing craft we pulled off the beach in our area. We then returned to Bizerte.

After a short time we left for Palermo, Sicily. We tied up in the Palermo Docks for a few days, took on supplies, water and fuel and prepared for Salerno, Italy.



On our way to hit the beach in Salerno, we received word that Italy surrendered. With a big sigh of relief, we were sure this invasion would be a pushover. We were in the seventh amphibious wave and got a surprise. Just off the beach the Germans had dug in with many troops and a large supply of armament. Our soldiers went ashore under heavy fire. Many were wounded and killed on the beach. Our ship could not make a proper landing due to sand bars and many soldiers went off our ramps into water over their heads. I and a few of our crew jumped in and helped get some ashore. Some went under and we could not save them. It was a very unexpected landing.

Leaving the beach head after everything was secured as far as the amphibious landing was concerned, we raised anchor and returned to Palermo. As our troops moved north, we followed, arriving in Naples, Italy and then to Pozzuoli, Italy just north of Naples. Here our flotilla established a Navy Base. The supplies were plentiful and we loaded our ship. The Red Cross was there with many goodies.

Our next major invasion was Anzio. We thought this would be a pushover. As we neared Anzio, we heard our B-25 Mitchell in large groups fly over us and drop their bombs inland. We learned later they were after the railroad gun the Germans had in a tunnel and bring out only to fire a few rounds and return back into the mountain. In addition to the railroad gun, the Germans 88's were all around Anzio.

Our flotilla landed our troops on the beach just down the coast from the city without too many problems. We had no trouble getting our ramps down on the beach and disembarking our troops. The only scary things were the 88's whistling overhead. As we learned later, the soldiers had plenty of problems on shore. The other problems were the mines that seemed to be everywhere. We had some near misses but were able to steer clear. After the beach was secured, we returned to Pozzuoli.

Our next duty was supplying our soldiers with supplies and ammo. We loaded up our ship in Pozzuoli and returned to Anzio. At this time, we were able to tie-up at the pier to unload. After unloading, we took aboard Italian people and returned to Pozzuoli. We made this trip many times. One time when we were unloading at the pier, our LCI got hit in the port bow. Fortunately it was above the water line. I was at the helm preparing to shove off. A piece of scrapnel came through the bulkhead and hit me in the leg. The Pharmacist Mate removed the scrapnel, bandaged my wound and we took off.

On one of our trips out of Anzio, about 2,000 yards out, a British LST was hit by two torpedoes. Our skipper Lt. (JG) Broderson gave orders "Full speed ahead" to see if we could help. We pulled in close to the LST but we could not tie-up. As the LST started to sink, stern first, the army trucks and everything else secured to the top deck broke loose and started to slide down taking the soldiers and sailors with them. We cut our engines and many of our sailors went overboard to try to save the soldiers and sailors. We were successful in saving many of them but most went down with the ship. My big surprise was that the skipper of the LST with one eye out of its socket was saved by me

and helped aboard our ship. Our Pharmacist Mate put his eye back in place. Our skipper received a letter of thanks to our LCI.

On another trip out of Anzio, after taking aboard a group of Italian people, a baby was born. Our Pharmacist Mate and I helped with this ordeal. We got word later that everything was fine.

Our next order was to proceed to the Isle of Capri for a weeks rest and relaxation. Of course we had problems that were not expected. Across Naples Bay was Mt. Vesuvius. The morning after tying at the dock in Capri, Mt. Vesuvius erupted and the hot ash from the volcano had scorched our deck. This gave our deck crew the job of scraping and painting.

After our R & R, we got underway to Bizerte, N.A. where we took on Army troops from Morocco. We then took to the sea once again and anchored off Port of Veechio, Corsica. After a short stay we up anchor and proceeded to our invasion of the Island of Elba just off the west side of Italy about even with Rome. We entered a small cove and landed the Moroccan troops. We were told the Germans had 88's in the hills around the cove but we experienced no gunfire and later learned that Elba was secured in two days by the Moroccans.

We then went back to Pozzuoli to prepare for the invasion of Southern France. After taking on supplies and troops, we got underway. As I remember we went to the west of Corsica and Sardinia landing our troops near Calalier, France. the landing was much easier than we had before. We took on a group of Polish soldiers that surrendered and returned to Pozzouli and then to Naples where I left my proud ship LCI (L) 194 and returned to the Good Old U.S.A.

I would like to thank all the crew and officers of OUR ship for being my shipmates and also for bringing OUR ship safely home. From ELSIE Item News letter #25, I learned that she is located at U.S. Naval Berthing Area in Newark Bay, N.J. not far from where she was commissioned.

After returning, I was assigned to the Bayonne Navy Yard in charge of the small craft and then as skipper of a Navy tug YTM 464. I was discharged in Oct. 1945.

In Bayonne, I met a very nice girl by the name of Doris Scofield. We were married in 1948 and just celebrated our 50th Anniversary. My wife and I have a wonderful life and enjoy every day.

by Reginald A. Van Tassel  
Boatswain Mate First Class  
better known as "Van"

P.S. This writing is from memory. The ship's log would have been a great help. Any corrections or comments would be appreciated.



# THE BOATS WE RODE

THE FOLLOWING  
PICTURES  
ARE  
FROM THIS  
BOOK.

*Doug*

A QUARTER CENTURY OF NEW YORK'S EXCURSION BOATS AND FERRIES



π

EXCURSION BOAT ABOVE  
IS THE CITY OF KEANSBURG  
MY DAD WAS ONE OF THE  
LAST CAPT. ON HER

By Franklin B. Roberts and John Gillespie

JAN 3, 1994  
DOUG FOULKS  
172 PORT MONMOUTH RD  
KEANSBURG, N.J.  
07734

WHEN A KID I SPENT ALL  
SUMMER ON HER AS A BUS BOY.  
BEING THE CAPT'S SON I SLEPT IN  
A STATE ROOM, NOT DOWN IN THE  
BILGERS.

*Doug*

## PANORAMA LINE

(J. Driscoll)

### MANHATTAN II

Gross tonnage: 226, Length: 151.5', Width: 22.8', Depth: 7.7'

LCI  
NEVER  
SAW  
SERVICE

Completed in late 1944 at Barber, New Jersey, this United States Navy Landing Craft was sold to Pittsburgh, Pennsylvania, and rebuilt for excursions, retaining the name DOLPHIN. Later acquired by B. B. Wills for service at Houston, Texas, she became the SAN JACINTO. One of her prominent features was the original LCI type pilot house, located high amidships.

Brought to New York in 1959, she was renamed MANHATTAN II. Service, however, was restricted to Battery Park — Coney Island sailings, Newark Bay — Coney Island trips and occasional charters. This was due to the high pilot house which made it impractical for around Manhattan Island service as the Harlem River bridges would have had to open

each time she came through. During that Winter a new lower pilot house was added and, starting in 1960, she took the older MANHATTAN'S place when the latter was retired.

Nicknamed the "Blue Goose" because of its attractive color scheme, this all steel boat could carry 525 passengers. Fastest of all LCI conversions, MANHATTAN II obtained a 15 mile-per-hour speed from eight General Motors number 671 diesels, totalling 1320 horsepower and driving twin propellers. The Circle Line Statue Ferry took her over in 1970, reselling the vessel as a sea cadet training ship for the Hudson River Maritime Academy in Weehawken, New Jersey.

*Conrad Milster*





LCI  
179

## CIRCLE LINE SIGHTSEEING YACHTS

### CIRCLE LINE VIII

Gross tonnage: 275, Length: 151.5', Width: 23.3', Depth: 11.3'

*Franklin B. Roberts*



The United States Navy's VICKI, later numbered LCI(L) 179, built by Federal Shipbuilding and Drydock Company at Kearny, New Jersey in 1942, was the second "LCI" converted for use by Circle Line Sightseeing yachts. With accommodations for 500 passengers, this doubledeck, all steel, twin screw vessel is equipped with two sets of "quad" General Motors diesels producing 1320 horsepower.

Entering service as CIRCLE LINE with an experimental green and yellow color scheme in Spring 1953, she has been sailing around Manhattan Island ever since. Her name has been changed several times,

from CIRCLE LINE and CIRCLE LINE SIGHTSEER VIII to the present CIRCLE LINE VIII, and she now appears in the "regular" Circle Line colors of green, white, red and yellow.

The "VIII" is often requested by charter groups for use on moonlight cruises. A typical trip might depart from Pier 83, North River at 9:00 p.m. and proceed slowly up the Hudson River to the George Washington Bridge, then downriver into the Upper Bay almost as far as the Verrazano Bridge before returning by midnight.



## CIRCLE LINE SIGHTSEEING YACHTS

(Sightseer, Inc.)

### CIRCLE LINE VII

Gross tonnage: 255, Length: 151.5', Width: 23.3', Depth: 11.3'

LCI  
191

Built for the United States Navy in 1942 by Federal Shipbuilding and Drydock Company at Kearny, New Jersey, Landing Craft Infantry (Large) number 191 is reported to have seen action in three theaters of war.

Purchased at auction by Sightseer, Inc., she was rebuilt as the first of the Circle Line's "LCI" conversions, into a 463-passenger cruiser and called NEW YORKER. Considered an economic success, the company has operated this vessel in around Manhattan Island service since 1952 with little change

in appearance, except for several different color schemes and names. NEW YORKER became CIRCLE LINE SIGHTSEER VII, and finally CIRCLE LINE VII.

The standard LCI power plant, consisting of eight General Motors number 671 diesels producing 1320 total horsepower, works twin variable pitch propellers, giving her a 14 mile-per-hour cruising speed, sufficient for the three hour trips that are presently operated.

*Peter Eisele Collection*



## CIRCLE LINE SIGHTSEEING YACHTS

### CIRCLE LINE IV

Gross tonnage: 365, Length: 153.7', Width: 23.3', Depth: 11.3'

LCI  
390

*Mrs. Gladys Roberts*



Constructed at Boston, Massachusetts in 1943, LCI(L) 390 entered the Day Line's sightseeing operation in 1954 after extensive rebuilding. At first called KNICKERBOCKER, she was renamed DAY LINE I in 1961. The following year, Circle Line Sightseeing Yachts, Inc., purchased the Day Line's entire fleet, renaming DAY LINE I to CIRCLE LINE IV. After minor rebuilding, she resumed the around Manhattan Island run, leaving from Pier 83, North River.

For a brief period in 1963, she returned to her

birthplace, being leased to Boston Harbor Tours for sightseeing excursions. This apparently was not very successful as she was back at the Circle Line's pier in 1964, being used extensively for trips to the New York World's Fair Marina in Flushing Bay, in addition to trips around Manhattan Island.

Still in service, this 500 passenger cruiser with a crew of 7, carries the standard LCI 1320 horsepower, General Motors diesels, driving twin variable pitch propellers.



LCI 390

# **DAY LINE SIGHTSEEING KNICKERBOCKER**

Gross tonnage: 365, Length: 153.7', Width: 23.3', Depth: 11.3'

Built as Landing Craft Infantry (Large), number 390 in 1943 at Boston, Massachusetts, this was the second vessel acquired by Day Line Sightseeing. Christened KNICKERBOCKER, it entered service in 1954, carrying 500 passengers and featuring a lecturer-hostess to describe facts and lore during the three hour sail around Manhattan Island.

This modern twin screw sightseeing yacht retained its original eight General Motors series 671 diesels which managed a cruising speed of 14 miles per hour. Fiberglass was used in place of the traditional second deck overhead canvas covering.

When KNICKERBOCKER VII was added in 1957, the Knickerbocker had its cabin windows changed to match the newer boat, which also provided more visibility. In 1961, the KNICKERBOCKER'S name was changed to DAY LINE I.

At the end of the 1962 season, the Circle Line purchased the Day Line Sightseeing fleet, placing DAY LINE I in reserve layup. Some minor rebuilding was done and this vessel entered service once more, receiving its fourth name of CIRCLE LINE IV.

*Chester P. Gugala Collection*





## NORMANDY SIGHTSEEING BOATS

(Normandy Sightseeing Cruisers, Inc.)

### NORMANDY

Gross tonnage: 287, Length: 152.7', Width: 23.4', Depth: 7.7'

LCI  
646

*Gibbs Marine Photos*



"Landing Craft Infantry (Large)," number 646, was rushed to completion for the United States Navy in 1944 by the New Jersey Shipbuilding Company at Barber, New Jersey, and sent overseas, arriving in time to take part in the Normandy Invasion of France, June 6, 1944.

Retired from military service at War's end, it was totally rebuilt into a double-decked all steel sightseeing craft and called NORMANDY. This was the first of the LCI conversions to be made for New York operations. The original engines, consisting of eight General Motors two cycle diesels totalling 1800 horsepower and connected to twin variable pitch propellers, were left intact. Her 14 mile-per-hour

speed was more than sufficient for the 35 mile cruise around Manhattan Island. She ran at least two daily lectured cruises carrying up to 425 passengers in comfort, proving so popular with everyone that a second sister boat was added, called NORMANDY II.

The lower Manhattan Pier A, North River, departure point was transferred to the Battery Park seawall upon its completion. Moving uptown when sold to Day Line Sightseeing in 1953, the NORMANDY was renamed GOTHAM, KNICKERBOCKER II and finally DAY LINE II. In 1963, the Circle Line bought and renamed it CIRCLE LINE VI.

**DAY LINE SIGHTSEEING  
KNICKERBOCKER II**

Gross tonnage: 287, Length: 152.7', Width: 23.4', Depth: 7.7'

NORMANDY, former United States Navy LCI(L) 646, the first of these former landing craft rebuilt for New York excursion use, was acquired from Normandy Sightseeing Cruisers, Inc. in 1953. Renamed GOTHAM, she inaugurated a new Day Line service, departing from Pier 81, North River with a schedule calling for two 3-hour trips daily sailing around Manhattan Island. These tours featured "Miss Day Line", a hostess who provided an informative lecture on the cruises which proved so popular that another boat, the KNICKERBOCKER was added in 1954, and a third, KNICKERBOCKER VII, entered service in 1957. GOTHAM was

then renamed KNICKERBOCKER II to keep pace with a new fleet name image, later becoming DAY LINE II when the entire fleet was renamed.

This all steel twin screw yacht could carry 425 passengers and a crew of seven. Her original LCI General Motors diesels continued to power the vessel. While in Day Line Sightseeing service, this boat had no less than four different color schemes. In 1962, the Circle Line Sightseeing Yachts, Inc., purchased the entire Day Line fleet and made a final name change, from DAY LINE II to CIRCLE LINE VI.

*Franklin B. Roberts*





**CIRCLE LINE SIGHTSEEING YACHTS**  
**CIRCLE LINE VI**

Gross tonnage: 287, Length: 152.7', Width: 23.4', Depth: 7.7'

LCI  
646

*Franklin B. Roberts*



This is really our old friend NORMANDY, first of the "LCI" conversions. Built as LCI(L) 646 for the United States Navy in 1944, she became NORMANDY, GOTHAM, KNICKERBOCKER II and DAY LINE II before the Circle Line acquired her in 1963, rebuilding and repainting the vessel in their colors and renaming her CIRCLE LINE VI.

Continuing in the round-Manhattan Island service, she now left from Pier 83, North River. Along with the CIRCLE LINE IV, she transported many groups to the New York World's Fair Marina in

1964. When retired in 1967, one of the alternating current generators was removed from her engine room and transferred to the paddle steamer ALEXANDER HAMILTON. The CIRCLE LINE VI was then sold as a floating recreation center for senior citizens at New Brunswick, New Jersey.

She has since been towed back to New York Harbor and tied up in a Jersey City salvage yard located in the Morris Canal Basin, alongside the former Hoboken ferry MAPLEWOOD. Recently resold, her career may be far from over.



**NORMANDY SIGHTSEEING BOATS**  
(Harbor Sightseeing Company, Inc.)

**NORMANDY II**

Gross tonnage: 302, Length: 151.5', Width: 23.3', Depth: 11.3'

LC 1

758

*Richard LeVangie Collection*



The Commercial Iron Works at Portland, Oregon completed the United States Navy LCI(L) 758 in May 1944. A revised type, with a complement of 25 men, it was capable of carrying 200 troops who debarked through bow doors rather than catwalks and ramps found on the original LCIs. Protection was afforded by five- 20mm anti-aircraft guns.

After the end of hostilities, she was rebuilt into a running mate for the highly successful NORMANDY. Christened NORMANDY II, she had several improvements over the earlier vessel which also increased her "peacetime" complement to 500 happy

passengers. Entering service in 1951, she sailed around Manhattan Island from Battery Park, taking three hours for each of her two daily trips. She was propelled by eight General Motors 671 series diesels, which provided power for twin screws.

NORMANDY II took her sister's name when that vessel was purchased by Day Line Sightseeing in 1953. Now called NORMANDY and continuing in service until 1955, she was purchased by the Circle Line and renamed CIRCLE LINE SIGHTSEER X, later shortened to CIRCLE LINE X.

LCI  
766

## CIRCLE LINE SIGHTSEEING YACHTS

### CIRCLE LINE IX (2)

Gross tonnage: 280, Length: 152', Width: 23.1', Depth: 11.1'

*Franklin B. Roberts*



Originally built at Portland, Oregon for the United States Navy as LCI(L) 766, the Day Line purchased and rebuilt it into a sightseeing cruiser in 1957 and considered it their best boat. Capable of holding 500 passengers, KNICKERBOCKER VII, as it was called, later DAY LINE VII, could be easily recognized due to its uniquely shaped pilot house. Her twin variable pitch propellers were driven by eight General Motors series 671 diesels totalling 1320 horsepower with four units coupled through a reduction gear to each shaft, giving the vessel a ser-

vice speed of 14 miles per hour.

Bought and restyled for "America's Favorite Boat Ride" by the Circle Line in 1962, the CIRCLE LINE IX, as it was then christened (the second to carry that name in the fleet), returned once more to the round-Manhattan Island lecture service. She continued running until 1970 when, sold to an Ossining, New York, marina, it became a floating recreation center and clubhouse. As such, it is considered an "exempt" vessel and is no longer carried on the register of shipping.

**DAY LINE SIGHTSEEING  
KNICKERBOCKER VII**

Gross tonnage: 280, Length: 152', Width: 23.1', Depth: 11.1'

Originally built at Portland, Oregon for the United States Navy in 1944, Landing Craft Infantry number 766 was rebuilt in 1957 for the Day Line's sightseeing operation with a 500 passenger capacity. Similar in arrangement to KNICKERBOCKER and KNICKERBOCKER II, this third sightseeing boat was named KNICKERBOCKER VII because it was the seventh passenger vessel to be owned by Day Line Sightseeing since they acquired the Hudson River Day Line in 1949.

Sailing around Manhattan Island from Pier 81,

the KNICKERBOCKER VII was considered the Day Line's best sightseeing cruiser. It featured larger than normal picture windows for better passenger visibility and an ultra-modern pilot house. Her twin screws, powered by eight General Motors number 671 diesels with a total of 1320 horsepower, gave the vessel ample speed.

Renamed DAY LINE VII in 1961, it was sold during 1962 to Circle Line Sightseeing Yachts, Inc. and renamed CIRCLE LINE IX, the second vessel of their fleet to bear that number.

*Franklin B. Roberts*





# SOLOMONS: THE CRADLE OF INVASION '99

## Schedule of Events

August 6-8, 1999

In 1942, the United States Navy established its first amphibious training base at Solomons, Maryland, to meet the urgent demands of World War II. The base trained thousands of marines, soldiers, sailors, and coast guardsmen who saw action throughout Europe and the Pacific. The base closed in 1945 but its presence in Solomons changed the town forever.

Solomons: The Cradle of Invasion '99 commemorates this little known but highly important training facility, and all of the men and women who served there.

### Friday, August 6:

Trip on board *John W. Brown* from Baltimore, MD to Solomons, MD

10:00am-7:00pm: Museum will be open to the public

7:00pm: Informal reception for WWII Veterans, members of the Young Marines and the US Marine Corps Historical Detachment at the Calvert Marine Museum

### Saturday, August 7:

9:00am: Landing Pass Ticket Holders board shuttle bus at Calvert Marine Museum  
(Shuttle will take passengers to the *John W. Brown* for boarding)

9:30am: Shuttle buses begin running from Museum to Ceremony and Landing site

10:00am: Opening ceremony & Amphibious Landing (Access only via shuttle bus)

Tentative: Keynote Address by RADM C. Weaver, Commandant, Naval District Washington

National Anthem to be performed by Sgt. Major Lance Schweigert, US Army, Ret.

10:00am-5:00pm: Marine Museum and exhibit booths open to the public

Noon: Luncheon at the Yacht Club with 1940's fashion show (Reservations required)

1:00-5:00pm: Living history camp and *John W. Brown* open to the public

3:00pm: USO Show at Marine Museum (Free with museum admission)

6:30pm - Midnight: 1940's Dinner/Dance (in a tent, on the grounds of the Amphibious Base Site) (Reservations required)

### Sunday, August 8:

9:00am: Landing Pass Ticket Holders board shuttle bus at Calvert Marine Museum  
(Shuttle will take passengers to the *John W. Brown* for boarding)

9:30am: Shuttle buses begin running from Museum to Ceremony and Landing site

10:00am: Colors ceremony & Amphibious Landing (Access only via shuttle bus)

Will include performance by Young Marines Drill Team

National Anthem to be performed by Sgt. Major Lance Schweigert, US Army, Ret.

10:00am-5:00pm: Marine Museum and exhibit booths open to the public

1:00-5:00pm: Living history camp and *John W. Brown* open to the public

3:00pm: Free concert on the lawn of the Marine Museum

Tentatively scheduled: US Marine Corps Drum & Bugle Corps from 8th and I

### All weekend:

At the Marine Museum:

WWII photos by Edward Steichen, on loan from the Navy Museum

Training films, slide shows, memorabilia vendors, history displays, food court

Working models of WWII era military vessels

The Amphibious Base Site will be open for self guided tours - maps available at the museum

Free shuttle buses will run from 9:30am - 5:00pm from the Marine Museum to the Living History Camp and the *John W. Brown*. (The last bus will leave the Museum at 4pm, with return run at 5pm)

### Logistical Notes:

Parking is in the field across the street from the Marine Museum.

Handicap Parking is at the Marine Museum, Living History Camp site & *John W. Brown* site

Military personnel (with Dept. of Defense stickers) will also be allowed to park at Solomons Complex, but parking there is limited so the shuttle bus is recommended for all.



# Project Liberty Ship

## Cruise Tickets

PROJECT LIBERTY SHIP

PO Box 25846 Highlandtown Station

Baltimore MD 21224-0846 USA

PHONE: (410) 558-0164

FAX (410) 558-1737

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

APT# \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_

ZIPCODE: \_\_\_\_\_

COUNTRY: \_\_\_\_\_

PHONE : (Daytime) (     ) \_\_\_\_\_

(Evening): (     ) \_\_\_\_\_

Cruise Description	Date	Cost per Guest	Number of Tickets	---Total---
Chesapeake Bay Spring Cruise	May 22, 1999	\$115	Sold out	
Chesapeake Midsummer Bay Cruise	July 17, 1999	\$115		
Chesapeake Bay Fall Cruise	Sept. 4, 1999	\$115		
<b>Notice:</b> <i>Solomon's Cruise is One Way Only The Return to Baltimore will be by Bus. Project Liberty ship is not responsible for providing transportation back to Baltimore unless tickets for the bus ride are purchased prior to the cruise.</i>				
Solomon's Island One Way Cruise	Aug. 6, 1999	\$115		
Bus Return to Baltimore	Aug. 6, 1999	\$25		
Total Tickets and Payment:				

FOR OFFICE USE ONLY

Method of Payment:			
Check or Money Order	Credit Card	VISA	MASTERCARD
	Circle one --->		
Make Checks Payable to: PROJECT LIBERTY SHIP	Credit Card Number		
	Expiration Date	/	
	Name on Card		

\*\*\* FOR \*\*\*

**REFUNDS:**  
TICKETS  
MUST BE  
RETURNED  
ATLEAST 14  
DAYS PRIOR  
TO THE  
CRUISE

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

BELOW IS A NEW LIST BY SHIP NUMBER AND STATE  
OF MEMBERS THAT HAVE A E-MAIL ADDRESS

SHIP#1	LAST NAME	FIRST NAME	STATE	E-MAIL
0018	BRETSCHER	ROBERT A.	IL	bobbret@aol.com
0078	KERMON	DR. LOUIS T.	NC	lkermon@aol.com
0196	GRIFFIN	JOHN P.	CT	mgkbee@aol.com
0209	PENIX	ALAN	TN	bnpagp@aol.com
0212	DOUCETTE	WALTER	MA	wdoucett@capecod.net
0223	BAXTER	JOHN	MN	jerbee@uslink.net
0226	MILES	LANDON O.	LA	selimlo@prodigy.com
0327	MEYER	LOUIS E.	KY	casper-meyer@aol.com
0328	EBY	VINCENT V.	OH	veby@gte.net
0360	TRAPNELL	CHARLES F.	CA	chtrapnell@aol.com
0407	HOLLYDAY	W. MURRY	NC	dayholly@aol.com
0409	NILES	ROGER P.	WI	roggielo@aol.com
0438	LORD	TRACY E.	FL	traconn@aol.com
0445	STOVER	W. ROBERT	CA	bstover@westaff.com
0446	CUNDIFF	WILBUR N.	KY	wncundiff@juno.com
0471	CRANDALL	DR. CHARLES E.	NJ	maplecraan.aol.com
0485	FERGUSON	DONALD M.	MT	mardon@mcn.net
0490	STER	PETER	IN	harocar@hsonline.net
0580	POWELL	WILLIAM S.	CA	willy635@aol.com
0605	LANGSTON	FRED	WA	whiteroc99@aol.com
0606	LEVINE	HENRY	NJ	dihen@juno.com
0648	ROLBAND	NORMAN	NC	nrolband@aol.com
0651	OLBINA	MILAN C.	FL	marmel@icubed.net
0669	HACH	HERBERT H.	OH	js38@uakron.edu
0701	PATTERSON	GERALD I.	OH	angie@iwaynet.net
0747	WILLIAMS % MARESCA	PAUL	IN	ngene2000@aol.com
0801	BRADEN	JACK J.	KS	jcbraiden@midusa.net
0801	KARPIK	PAUL J.	OH	pkarpik@freenet.columbus.oh.us
0866	GRIGGS	DR. WALTER C.	NH	walter.c.griggs@dartmouth.edu
0948	MALMQUIST	VERNON E.	WA	vic312@email.msn.com
0956	BELLIVEAU	JOSEPH A.	MA	sbellvo@aol.com
0958	STANLEY	JOHN L.	WA	stanleyjl@aol.com
0960	ANDREWS	FRED C.	OR	fandrews@darkwing.uoregon.edu
1080	MEEKS	JOHN	AZ	fireinn@theriver.com
1089	O'TOOLE	WILLIAM	RI	wopo@worldnet.att.net
BB36	BRINKLEY	WILLIAM	NC	nevadabb36@salisbury.net

Anyone who wishes a complete list of every member that has  
a E-Mail address, please send a #10, STAMPED, SELF  
ADDRESSED envelope to Walter Kopacz.





## Boot Camp to D-Day in 1 Year

On June 7, 1943, I went to Sampson, New York to Boot Camp then to Pier 92 in New York. I filled out papers on our previous occupation. I was 17 and had worked for my uncle changing light bulbs and very minor electrical jobs. I picked up LCIL 491 in New Jersey, Bayonne - I think. Was made the ships electrician because of my past experience, none. I was made Fireman 3<sup>rd</sup> class then EM 3/c in England.

After Little Creek, Virginia and other small bases, we left Norfolk on Christmas Eve, December 24, 1943 to a convoy of approximately 70 ships. A small carrier and 6 destroyers joined us. It was very rough. We had some submarine sightings the first week. The Queen Mary passed us going to England and then passed us going back to the States, while we were still on our way to England. We had flying fish on our deck every morning and had to sweep them off. The ship stopped at the Azores for food and fuel on January 5<sup>th</sup>, 1944.

We now have 1 cracked block, running on 7 engines. We reached England on January 14, 1944 and docked in Falmouth. LCI 87 was there, stayed at piers in Falmouth, Weymouth, Dartmouth and a few

others. Wherever we were, we had air raids almost every morning at 6:30 and nightly at 6:30. Shells hit us twice and sent 5 men to the hospital, none seriously.

My battle station was in the Pilot house on the Engine Room Telegraph and steering, also in the Engine Room. We left Weymouth harbor on June 5<sup>th</sup> at 5 p.m. and headed for the channel. We arrived with all the other ships at 0200 June 6<sup>th</sup>. By the way, I have all this in a diary I kept. I also had a Brownie 127 camera which I took pictures with. I had a developing kit with me, which I used to develop films in the magazine. I had put some photos in an envelope to send home and when the Exec. censored my letter, he told me to make him a set and he would send mine home. I did make him a set and he did send mine home.

We headed to Omaha Beach at 7:30 a.m. on D-Day and were stopped and sent back out to wait further orders because of mounting casualties. We landed our troops, the 1<sup>st</sup> Division at 10:30 a.m. We unloaded troop transports, towed in barges full of ammo diesel fuel and went back to England for troops from June 6<sup>th</sup> till July 16<sup>th</sup>. We finally left Omaha Beach for England and repairs. Many times



shells landed next to us and the barges we towed, it was very scary.

We had lost both anchors and all our stanchions, the one engine because of collisions and the wicked storm of June 16<sup>th</sup> - 20<sup>th</sup>. I have a picture I took of the LCI 497 sunk. I think it hit a mine. Couldn't take too many pictures. The picture of the 491 enclosed, we were on the beach with a steel rod in the screws.

We headed for Scotland on November 17, 1944, but had engine trouble, so we tied up in Grimsby, England and decommissioned the 491. It was the HMS LCIL 491 when we left it. I then headed home.

I am in a book "D-Day 6<sup>th</sup> of June" written by Jerry Astor.

**Bill Hughes**

**EM 3/c**

**USS LCI(L) 491**

## THE LCI FOOD LOCKER

DO YOU REMEMBER ANY OF THE MEALS THAT YOU ATE WHILE ABOARD YOUR LCI? I SUPPOSE IT ALL DEPENDS ON THE ABILITY OF YOUR SHIPS COOK, WHEN HE DID HIS BEST TO FOLLOW THE MENU THAT THE COMMISSIONARY OFFICER POSTED FOR THE WEEK.

WE ALL SURVIVED THE MEAL PLANS, I DON'T RECALL ANYONE ON MY SHIP SUFFERING FROM MAL-NUTRITION.

TO GIVE YOU AN INSIGHT INTO THE FOOD LOCKER THAT COOKIE HAD AT HIS DISPOSAL, I ACQUIRED A COPY OF THE SHIPS' DECK LOG FOR THE USS LCI 454, AS RECORDED 17 SEPT 1944, WHILE WE LAY TO OFF PELELIU.

1600-1800

.. LAYING TO OFF WEST SIDE OF PELELIU ISLAND AFTER LEAVING PA#54(USS WAYNE) AT 1630. DISTANCE ABOUT 1 MILE TO SHORE. THE FOLLOWING SUPPLIES WERE TAKEN ABOARD FROM PA-54 FOR THE GENERAL MESS. INSPECTED FOR QUANTITY BY ENSIGN H. GOODRICH AND FOR QUALITY BY PHM1/c R. WRIGHT

8 cases boneless beef, 3 cases boneless pork  
100 lb. fish, 4 cases canned ham, 2 veal sides  
3 cases fresh chicken, 3 cases fresh turkey  
6 cases fresh eggs, 1 case butter, 100 lbs sausage  
100 lbs. franks, 100 lbs. baloney, 300 lbs. bacon  
100 lbs beans, 7 cases tomatoes, 150 lbs potatoes  
14 cases peas, 6 cases oranges, 8 cases apples  
50 lbs oatmeal, 200 lbs. onions  
no further remarks.

sgd. J. H. GOODRICH

YOU BE THE JUDGE. DID WE FEAST WELL OR NOT? SUCH WAS LIFE ON AN LCI.

# USS LCI NATIONAL ASSOCIATION, INC. 7-DAY EASTERN CARIBBEAN CRUISE ms VEENDAM - DECEMBER 12, 1999



## REUNIONS

\*\*\*\*\*

### NATIONAL ASSOC. of LCS 1-130

ADAM'S MARK HOTEL  
Philadelphia, PA  
AUGUST 4-8, 1999

Contact: "JEFF" JEFFERS  
P.O. Box 9087  
Waukegan, IL. 60079  
874-360-0567

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### USS GRISWOLD DE 7

September 22-25, 1999  
Springfield, MO.

Contact: BRUNO MANCINELLI  
24 Walnut St.  
Monanghla, PA. 15063  
724-258-5379

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### USS NORRIS DD/DDE 859

September 23-26, 1999  
Quincy, MA.

Contact: EDWARD MEHL  
1404 Langford Rd.  
Baltimore, MD. 21207  
410-744-5189

---

### FLORIDA STATE LCI REUNION

November 10 & 11, 1999

Contact: DON MC GRANAHAH  
670 Centre Ct. SW Apt 102  
Vero Beach, FL 32962  
561-778-2816

### MICHIGAN STATE LCI REUNION

September 14 - 16 1999  
Bay City, MI

Contact: FLOYD VAN HORN  
703 Sibley Street  
Bay City, MI 48706  
517-684-0151

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### NEXT NEWS LETTER SEPTEMBER 1999

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### USS CORBESIER DE 438

Bedford, Indiana  
Sept. 30-Oct. 1,2. 1999

Contact: R. L. JONES  
2800 Manatee, Apt 16  
Bradenton, FL 34208  
941-747-3581

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### USS LCI 510

Charlottesville, VA  
September 23 - 25, 1999

Contact: Martin Miller  
17547 Garland Court  
Castro Valley, CA 94546

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USS LCI NATIONAL ASSOCIATION  
INFORMATION FORM

Name: \_\_\_\_\_ Rank/Rate: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Wife's Name: \_\_\_\_\_ Phone# (\_\_\_\_) \_\_\_\_\_

Ship# \_\_\_\_\_ Ship# \_\_\_\_\_ Ship# \_\_\_\_\_

DATE of BIRTH \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

Occupation/Former Occupation: \_\_\_\_\_

Dues are \$ 10.00 per year June 1 thru May 31- \$100.00 Life Membership.

Make check payable to - USS LCI NATIONAL ASSOCIATION  
Send to: Howard Clarkson, Treasurer  
73 Grange Road  
Troy, NY 12180

USS LCI NATIONAL ASSOCIATION, INC.



Robert V. Weisser, Pres.  
134 Lancaster Ave.  
Columbia, PA 17512

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