



"THE ELSIE ITEM"

OFFICIAL NEWSLETTER OF THE
USS LANDING CRAFT, INFANTRY,
NATIONAL ASSOCIATION, INC.

JULY, 2003

ESTABLISHED MAY 1418, 1991, NORFOLK, VA

ISSUE #45



THE COLOR GUARD AT THE LCI MEMORIAL SERVICE

(See Page 2)

"THE ELSIE ITEM"

Number 45

July, 2003

Official Newsletter of the USS LCI National Association, a non-profit veteran's organization. Membership in the USS LCI National Association is open to any U. S. Navy or U. S. Coast Guard veteran who served aboard a Landing Craft, Infantry. Associate Membership, without voting privileges, is offered to others.

Published quarterly by the USS LCI National Association. John P. Cummer, Editor. Any material for possible publication should be sent to the Editor at 20 W. Lucerne Circle, Orlando, FL 32801.

About the Cover Picture:

This fine color guard from the Washington Ceremonial Unit made an especially fine contribution to our memorial service at the Navy Memorial. In visiting the memorial afterwards, we were pleased to see the pictures and exhibits commemorating LCIs. We tend to think, not without cause, that for many people, in and out of the Navy, LCIs are a long forgotten ship of the far-distant past. We're grateful to be proven wrong in this instance. Our thanks to the Navy Memorial for including us along with battleships, cruisers, destroyers and the like!

In this Issue

We're not sure that the page-by-page listing of each and every article is really that helpful, so we've decided to let you find some of the little goodies all by yourself - and we hope be pleasantly surprised when you come upon them. We'll use this space then, to call your attention to some of the pieces which we think are particularly interesting.

We're glad to welcome back Bill Ringle, who provided us with those helpful hints on how to get around Washington, D.C. in the last issue. He put on his old reporter's hat at the reunion and came up with a couple of good stories which we're carrying in this issue. How about a lady living on an LCI? Or about a shipmate who purloins a buddy's gal's photo and heads out home to check her out!

Our feature this issue "Request Permission to Return to the Firing Line" (page 11) re-visits the saga of the LCI Gunboats at Iwo Jima. Two compelling first-hand accounts came in and we share them with you in this issue.

Then we think you'll enjoy the photos of our Washington reunion, so we've included a four-page spread on that.

Hope you enjoy this issue!

Welcome Aboard!

Again it's a pleasure to welcome aboard a new "draft" of shipmates, freshly arrived and ready for service and fellowship in the LCI National Organization.

OK, guys, stow your gear in your lockers, get your paint scrapers and follow me!

New Members:

LCI Name/Rate/Residence

AKA 15 David A. McCaffrey, BMIC,
Framingham, MA
? William G. Albee, Madison, OH
24 Ronald H. Smith, MoMMIC,
Benton Harbor, MI
369 Clifford Richard, Clearwater, FL
406 Edward DeChant, Jasper, AR
664 William C.(Mickey) Sherr, LTJG,
Phoenix, AR
687 Hassel Justice, GM3C, Pikesville, KY
748 Frederick H. Driscoll, CM3C, Natick, MA
791 Alvin R. Duncan, BM1c, Belvidere, NJ
883 Theodore Kroulik, SIC, Stephen, MN
952 Emilio Ricciardo, Nelsonville, OH

New Foreign Members:

LCI Name/Rate/Residence

281 Elgar G. Wright, Chief Stoker 1/c,
Thunder Bay, Ontario, Canada

New Affiliate Members

LCI Name/LCI Relative/Residence

366 Thomas P. Seivert, Son of John Duane
"Jack" Seivert, Group 42 Staff. Also served on
567 and 627. Columbia, Maryland.G37
412 William O. Barnes III, Son of William O. Barnes,
Jr, Hilton Head, SC
449 Dennis Blocker, Grandson of Clifford Lemke, San
Antonio, TX
540 John France, Son of Frank France, Wintersville,
OH.
550 Francie DeCarlo, Daughter of Dean J. Leiter,
Dublin, OH

From the Desk of Jim Talbert:



We have just completed another very successful reunion in Washington, D.C., and our nation's capitol was as outstanding as usual. The attendance wasn't very large - just under 400 - however we all had a great time. All the trips went well and we did not hear many complaints. We had an excellent speaker in Admiral Mark Edwards for the banquet and lots of good food. John has

more about Admiral Edward's later in this issue.

There was lots of discussion among members about next year's reunion in Portland, Oregon, and of our being able to go aboard the LCI 713 after all these years. We are really excited about it and hope you are, too.

Donna Lee of Armed Forces Reunions gave us the options for our 2005 reunion and they were Branson, Missouri, Kansas City, Missouri, and New Orleans, Louisiana. New Orleans was the winner. This will give all of us a chance to visit the D-Day Museum. We who have seen it are very proud of it. It is the finest museum I have seen yet that depicts our experiences in the Amphibious Forces.

We also voted to increase our annual dues to \$15 because of the continued increases in expenses in producing the *Elsie Item* and the increase in the cost of postage. We all felt that we could not cut back on the quality of the *Elsie Item* in any way as it is too important to us. The Life Membership fee will remain the same at \$75.

At the Executive Committee meeting we had quite a discussion on the problems of delivery of the newsletter. One of our problems is that there are some of you who are "Snow Birds" who have two different addresses and would like us to change your mailing address each time you move. This has become impossible to do because of the difficulty in keeping the printer informed of the changes. We decided that the best we could do would be to ask you to pay for two memberships and we will put you on the mailing list for both of your addresses. You will get a copy at each address and we're sure you can find someone with whom to share the extra copy if necessary.

Also, those of you who do not get your newsletter because of delivery problems by the Post Office or for other reasons, should contact our Secretary, Bob McLain. He will have a supply of extra copies and will be glad to send you one. I will still send copies to our new members and to those who move and change addresses permanently.

Finally, it will be very helpful if you will send information on deceased members and e-mail address changes to me. It's my job to stay on top of those.

Best wishes to you all! See you in Portland!

Jim Talbert

Remember!!

Your Dues are Due as
of
June 1st

\$15 per year
\$75 Life Membership

Send your dues to:
Howard B. Clarkson,
73 Grange Road
Troy, NY 12180-
6662

A Word From the Editor:



For most of my adult life, one of my passions has been the reading of Civil War history. Last October a generous birthday gift from dear friends enabled me to purchase the monumental three-volume set of Shelby Foote's *The Civil War: A Narrative*. So almost every evening since last October my days have ended immersed in Foote's fascinating narrative.

Just last night, putting aside the task of editing this issue of the newsletter for a while, I finished the last pages of Foote's compelling, definitive and highly-readable work and have since been in something of a state of suspended emotion as the impact of his closing words engulfed me.

And there were passages in those closing pages that touched my other passion - my relations with my fellow LCIers from World War II. Foote writes of the veterans of that long-ago holocaust that, whether or not Americans today realize it, shaped what America has become. He tells of aging veterans gathering in the latter years of their lives and remembering together what they had experienced.

Does that sound familiar?

The words spoken then - with little change - were the kind of words which could be spoken of or by all of us who had a part in World War II's fighting. Especially, it seems to me, to those of us who, though we did not think ourselves favored at the time, were indeed privileged to serve with a small "band of brothers" aboard small ships sent into harm's way.

"None of us were fond of war," an Indiana infantryman would recall . . . "but there had grown up between the boys an attachment for each other they never had nor ever will have for any other body of men."

Does that sound familiar? Isn't ours a very special sort of attachment that cannot really be shared with others who were not there with us?

Yes, it is, for now, over a century later, we feel that same bond of attachment with our shipmates as that Civil War veteran felt for his comrades.

Our heads, now crowned with the white that testifies to the more than half-century since we were sailing and fight-

ing in our little craft, will nod vigorously in agreement with words quoted by Foote as having been spoken by Oliver Wendell Holmes, himself a veteran, at one of the reunions of old veterans:

"The generation that carried on the war has been set aside by its experience. Through our great good fortune, in our youth our hearts were touched with fire. It was given to us to learn at the outset that life is a profound and passionate thing. While we are permitted to scorn nothing but indifference, and do not pretend to undervalue the worldly rewards of ambition, we have seen with our own eyes, beyond and above the gold fields, the snowy heights of honor, and it is for us to bear the report to those who come after us."

And as I read those words I thought, "That's our charge! That's what we need to do!"

Perhaps Holmes's eloquent words are a bit more poetic than ours would be, but our hearts, in our youth were "touched with fire."

It was given to us, too, to learn in our youth that life is profound and passionate and not to be measured only in terms of worldly success.

We were permitted to see the stormy seas of honor, the bloody beaches of bravery and our charge is to tell those coming behind us what it was like; what was done then so that they can move their vision higher than the "gold fields" and see once again that bravery, courage and honor count for something!

Let's do it!

John Cummer

LETTERS TO THE EDITOR

*Well, the mailman has had a busy time since our last issue!
Thanks to all of you who took the time to drop a line.*

*First off, let's get some corrections out of the way:
This one came by email from Bob Long:*

Hi John,

I'm a new member, Bob Long, LCI 456, a shipmate of Robert Weisser, LCI 456. Just read my first issue of the Elsie (#44) Very interesting.

On page 34, new email addresses, they have me as Robert J. Young instead of Robert J. Long. The email address is correct.

Great newsletter, keep up the good word

Thank you,

Bob Long

You're welcome Bob Yo....oops, I mean Long!

And here's another which arrived via email:

April 2, 2003

I'm a new member as of January 2003. . . .In Elsie Item #44, the errors were:

Page 4 showed my ship number as LCI 1019 instead of LCI 567.

Page 34 showed my email address as dblair2851@aol.com instead of Dblair2852@aol.com

Could you as necessary re-list me in the next issue. I would appreciate it greatly. Thank you.

Also on page 4, there was a new member - Luallen, Duane, 567. Is it possible to get his email address if he supplied one. I think he might be the officer in charge of the Gunnery Division on my 567. I'd like to contact him to find out.

Cordially,

Don Blair

Sorry about that Don. Looks like our brains just went through the mixmaster before we wrote you up!

And finally, in the "corrections" department:

February 23, 2003

Hi John,

Sorry to bother you. In the last letter you had a picture taken in Eureka on the 1091 cruise. It was of myself, Stuart Smith and Joe Flynn. [Ed Note - Issue #43, page 13] My ship number is incorrect. It should be the 373G. Stuart's is correct but should also be with (G)

Thanks if you can correct it.

For calm winds and a following sea.

Jimmie Prime
USS LCI (G) 373

There! We got it right that time . . . I think

And now "Admiral Yo Yo and The Ensign: The Sequel"

If you enjoyed Bob Seabury's account in the last issue of how he won respect as an Ensign aboard LCI(G) 22, you'll enjoy reading this letter which he sent along with that article:

Dear Editor,

. . . I am also enclosing a photograph of a reunion of four of the officers of the 22 held in Nashville, Tennessee, last summer:



Left to Right: John Clawson, Vero Beach, FL; Charles Feamerston (sp?), Tyler, TX; Robert Seabury, Wichita Falls, TX. Seated: LCI 22 Skipper R. P. Sweet

I built the model of the gunboat 22 and presented it to my Skipper who is holding it in this photo. We are holding the last flag (48 stars) of the 22 before decommissioning, as well as a helmet and blanket off the 22. Skipper Sweet now resides in Connecticut

Great photo. Bob

And for you guys who think Bob was blowing smoke about "Zig Zag Pass" through which he had to navigate, the last issue of Seapower, the magazine of the Navy League, has a book review entitled "Avenge Bataan: The Battle of Zig Zag Pass", written by David Mann who, as an Army platoon leader, took part in the battle of Zig Zag Pass which the book calls:

"... a key action on the island of Luzon that proved vital in the liberation of Bataan and Corregidor and was viewed by many as revenge for the brutal treatment of American and Filipino POWs during the Bataan Death March."

So, there's a serious story behind Ensign Seabury's funny one!

And I had a bit of news from Basil Woolf, who shared his story of the Battle of Walcheren Island with us in the last issue. Basil writes:

"... I have been contacted by a producer in Hollywood who wants eventually to make a movie of the Walcheren operation. He is only interested in making a true life story of it and not a Hollywood story, which I like! So little is known about it, even in England, and so many sailors lost their lives there. Anyway, I signed contracts with him. He will have his writer make a script around my story, and then try to get a film company interested in it to make the movie. My son will be the producer of the movie, should it get taken up, so I live in hope!

Regards,

Basil Woolf

And if that movie ever gets made your LCI shipmates will be at the premier in full dress!

Basil's story elicited other responses. The daughter of an LCI'er writes:

Dear Mr. Cummer,

I am the daughter of Carl Kerzy (deceased September 27, 2001) who served on an LCI and I am a life member of the USS LCI National Association, so of course I receive "The Elsie Item" which I just finished reading .

The article from Basil Woolf is an exceptional story. It gave me goosebumps. Towards the end he states that England does not release any information on this battle as it was a suicide mission. Doesn't the country realize that is a mistake? The world should know of the sacrifice these men made.

What would have happened to the world if the Allies had not won? Can England comprehend the punishment that would have been meted out by Hitler? America could have retreated to its own country and perhaps have had a chance of surviving if England had fallen, but England would have suffered much and I think eventually Germany and Japan would have fought.

... I am sure there were survivors from this battle and many others who could tell about the real price that was paid to stop a monster like Hitler. Perhaps those stories should be being told now so that people could try to understand why someone like Saddam should be stopped now. [Thank God he was! Ed.]

There was no email address for Mr Woolf but I hope the response to his story will be expressed to him for me and many others. Perhaps the English government should be petitioned to release the whole story of their soldiers.

Thank you for all the stories - you should compile them and sell them as books. A good teacher could incorporate a personal story with a history chapter and hook a student for interest in history as well as reading for life.

Sincerely,

Theresa Young

Thanks, Theresa. I'm sure Basil and Anne will be encouraged by what you say. And, yes, I am beginning to work on a small book which will be entitled "The Best of Elsie Item" Stay tuned! And that email address for Basil is basan@verizon.net]

And naturally I can't leave out one as complimentary as this!

Dear John.

I just finished reading about the Invasion of Walcheren Island. I would like to commend you for the wonderful job editing it. It kept me on the edge of my seat from the beginning to the end. PLEASE KEEP UP THE GOOD WORK that you are doing . . .

Alex Bosmeny, LCI 87

Thanks, Alex, but it was Basil who wrote it. I'll pass the compliment on to him.

One of the most interesting letters of the many responding to Basil Woolf's story of Walcheren Island came from our esteemed colleague "over the water", Reg Dean, President of the West Midland Region, UK LST and Landing Craft Association. Reg also shares with us the sad news of the passing of another Royal Navy Landing Craft sailor who held membership in our Association also. Our sympathies and prayers are extended to the family of Gordie Winter.

10 Furze Way, Orchard Hills
Walsall, England WS5 #DG

Dear John,

I was intending to write you about an item in issue 44 of "Elsie", but now I first must sadly report the news that our mutual shipmate "Geordie" Winter, 41 Reigate Close, Hull, North Humberside HU8 9DO, England "Crossed the Bar" a couple of days ago.

Geordie was another limey like me who was proud, ,,yes, and indeed ...honored to be a member of the US LCI Association. He was a big man with a kind and big heart. He was generous to a fault and yet, still, a "man's man". He leaves a lovely wife Joyce, a daughter Joy and four strapping sons. He will be sorely missed by everyone who was fortunate enough to know him. May he rest in peace.

... I was reading the April, 2003, issue of Elsie Item when I came to your preamble to the item by P/O M/m Basil Woolf of HM LCH 269 on the "invasion of Walcheren Island."

On the second and third lines of your comments you write, and I quote. "As we talked I learned for the first time of an important, dangerous operation during WWII about which very little has been said or written"

This comment took me back to 1996. Although the invasion of Walcheren took place 32 years earlier, I had, too, like you, no knowledge whatsoever of the event.

It was in 1996 that our Association President, Lt Com Jim Brend, MBE, RN, Retd, passed on to me a handwritten Roll of Honour folder recording the names, service numbers and crafts of all our comrades including the dates they were killed in action aboard British Landing Craft during WWII. The booklet was made up of no less than 58 foolscap pages meticulously handwritten and each page showing between 25 and 36 names.

With heavy heart I was reading this when I came across three or four pages with the date Killed in Action 1st November 1944. I had already identified Salerno, Anzio and Normandy landings, etc., but I was stumped with November 1st. It took me seconds to realize at that time that I was on my way to landings in Burma.

At the next meeting, as Chairman, and at the appropriate time, I asked if anyone could tell me of any action which took place 1st November 1944. There was a dull silence, except for four shipmates who chorused, "WALCHEREN Island" . . . THEY WERE THERE!

After a period of time, indeed months, we all heard what a terrible time they had suffered there. What amazes me to this day is why so little has been written about it. Although, having said that, there is a paper back book entitled LCF 316 by John Hynes and on page 98 you will read an account of how our very own shipmate, Harry Coley, Sick Bay Attendant, cut out the tongue of a badly wounded Marine who had half his jaw shot away. No recognition ...no medals ... but the sincere respect of his shipmates. We are proud to say Harry acts as our padre at all our meetings and remembrances.

A short p.s. Some months later a man came to see me about measuring me for my electric wheelchair. I was in my study with my pictures of landing craft on the walls. After concluding the business, he inquired of my connection with landing craft. It transpired he was Dutch and he had married an English girl. But, even more so . . . at the time of WALCHEREN he was living with his grandma there and witnessed the battle from her cottage! For years she would not have repaired a bullet hole that pierced her kitchen window. She was so proud of her "war wound"

Cheerio! God bless you all and I pray "our lads" come safely back from the Gulf.

Reg Dean
President of West Midland Region UK Lst and Landing
Craft Association.

Lewis Lees, former Engineering Officer and later Captain of USS LCI(L) 612 wrote a nice letter to Jim McCarthy and copied me with it, so I am presuming he wouldn't mind if I shared it with you.

After complimenting Jim on the 2003 LCI Calendar, he writes concerning the picture and text on the Ormoc Bay landing, December 7, 1944:

... How we cursed MacArthur for the complete absence of air cover when we had all those Japs in the sky. Finally relief, when over the voice radio came a warning,

"Mind your fire, Major Bong is in the air!"

Sure enough, around the hill from Tacloban came those four or five P-38s. What a show! What pure heroism and courage!

That was a day when our 20mms were effective because the Japs were flying just over our masts to get at the LSTs and larger ships.

Glad to see that "some 55 Jap planes" were shot down over our ships that day. That supports the number of 52 which I've told my skeptical kids and grandchildren.

There would have been more if a typhoon had not made a friendly appearance as we headed back to Leyte Gulf. I remember that it became so dark late that afternoon that we closed to where those of us in the conning tower could hear the propellor turbulence of the ship ahead and the bow lookout could see that wake and keep us posted by phone.

There was only one mishap in that flight in zero visibility when a tug hit one of the LCIs amidships, but miraculously only put a crease in her from waterline to gun deck.

That was also the day we carried Army Combat Correspondent Henry McLemore of *Miami Herald* fame with us. He planned to go ashore with the GIs but when there was no resistance to the landing he decided to stay aboard and return to Leyte with us. We had barely retracted from the beach and were forming up for the return trip when the [USS] Ward blew. McLemore's eyes lit up; then

he filed the enclosed item. A California relative of a crew member saw the article in the *San Jose Mercury News* and sent a clipping to us. [Sorry we can't reproduce that clipping].

One other comment. I remember that the pre-invasion reconnaissance of the beach was backwards! Those of us in the center were advised to hit the beach easy, while those on the flanks were told to hit it hard. I'm sure that's why the LCI on the left flank stuck. After towing attempts by other LCIs could not free her, her crew went ashore with the troops, just like the plan. A sea-going tug freed her at high tide, probably the tug which the LCI hit later.

[Lewis goes on to write about his experience with the infamous typhoon of September-October, 1945]

We cleared Buckner Bay just before sunset on the eve of the September blow headed for Shanghai. The East China Sea was as smooth as glass, the whole picture was unreal; we had no warning that a typhoon was bearing down on us.

By daybreak we had rigged a safety line to get the few feet from pilothouse hatch to the foot of the conning tower ladder. Cookie had reduced the menu to horsecock, cheese and crackers!

The sea was mountainous with large horned mines floating free. These had been anchored mines laid by the US. We had been assured by top shore brass that we would sail right over them with our relatively shallow draft. So much for theory!

We fought that sucker for two or three days, seeing the mines during the grey days and wondering about them in the longer dark nights.

Finally, we arrived off the mouth of the Yangtze and were greeted by a blinker-light message from *HMS Belfast*. Can you believe this?

"I trust your gallant little ships weathered the storm!"?

We almost told him where he could go, but he was to be our boss and lead us up the Whangpo to Shanghai. There was an article, with picture, in the *Shanghai Herald* about the LCIs which made that crossing I hope I can find my copy one of these days.

We did get the last laugh, however, when the *Belfast* drew so much water that she had to wait for high tide to enter the Whangpo while we sailed on ahead. We tied up at a Chinese godown on the Pudong side. It was a building where the Japs had imprisoned foreigners when they overran Shanghai. Boy, were they, the internees, glad to see us! Actually, the Japs seemed pleased too. We left them armed for their own protection and they stood sentry duty on the warves for a couple of weeks.

I'm getting into another story . . .

Lewis W. Lees, LT, USNR

Former Engineering Officer and later, Captain, USS LCI(1) 612.

Ed Dowling, who served as Skipper of LCI(D) 29 enjoyed Admiral Sabin's account of seasickness which we carried several issues ago. It kicked in his memory juices and he wrote:

Because we were one of the first LCIs we had an ice cream holding cabinet as our only freezer and whenever we got fresh food we had to consume it in one day before the sun got to it, so we knew only too well the food situation Admiral Sabin spoke of.

In one of our last landings in Borneo we hit a reef and it drove our port rudder up through the rear end puncturing the bulkhead between the diesel tank and the fresh water tank. We tried to get it repaired in a LSD in Leyte but were informed that we would have to go "as is" but we always felt that it was because they did not want to have to unload the 5 tons of dynamite we were carrying. For the entire trip back to the States we had diesel in our fresh water lines - water lines - water fountain - cooking - washing, etc. To this day whenever I smell diesel I remember the taste. The "old salts" that Admiral Sabin spoke of as smelling the diesel had it easy! . . .

Ed Dowling

CO LCI(1) 29

25 Reed Lane,

Westbury, NY 11590

So, what's an LCI "D", Ed?

Basil Woolf, of Walcheren Island fame, had yet another sea story to tell:

I commissioned my first LCI in Norfolk, Virginia, in December, 1942, I believe. I was one of the first group of Royal Navy sailors to commission an LCI in the United States. We left Norfolk January, 1943 - 12 LCIs in all without escort, or even a doctor! We made our first stop at Gibraltar. The other Motor Mechanic Petty Officer, during our trip, went up into the bow area to seal a leak around the towing aperture. He took a Pacific Pump to pump out the flooded area under the bow (we called the Bosn's locker). He was noticed laying on the deck. Presuming he was overcome by the fumes of the pump, we dragged him into the mess deck, got our medical directory from the chart room which said that hot sweet tea was a probable cure for carbon monoxide poisoning. Well, he was in the right place for hot, sweet tea! We fed him until it ran out of his ears and luckily he recovered from the carbon monoxide, but I don't think he ever recovered from the tea our cook supplied!

Regards,

Basil

Here's one with an offer to get the absolute, gospel truth if you were in Group 7, Flotilla 3. Since it comes from a Quartermaster, you've got to believe it!

April 18, 2003,

Hello Comrade Cummer,

I have gone years without writing to the Editor, but now find it necessary to write two months after my first letter. I could not allow you to demote me by one rate class; you incorrectly listed my discharge rating as QM2/C. I'm proud to say I left the Navy as a QM1/C. That being clarified, I have decided to share with some of you how I came about obtaining the history of the LCI(G) 80.

About twenty five years ago, I obtained microfilm of the ship's log, including the crew muster registry, showing the date each and every member of the crew and officer reported aboard for duty, the date for each advancement in rating, also date departing the ship. The logs are all exact duplicates of original logs, all prepared by me and for the first year I was aboard the 80, all were hand written. Then Captain Nally discovered I could type and instructed me to type all ship's logs for him to sign daily. This ship's muster list and ship's logs have settled many, many disputes

over the years we have held our reunions, from dates served aboard to ratings upon arrival and departure.

I often review the logs to refresh my memory. To actually look at my hand written logs, then the typed ones, brings back a flood of memories. To actually look at the recorded history personally written by me is quite revealing as to my inadequacies and, more amazingly, that I could have advanced to Quartermaster, First Class! I recently came across one of my log entries when we were on patrol between Saipan and Tinian following the landings on Saipan, to keep the enemy troops from crossing the narrow channel between the islands and attacking our forces in the rear. We sank thirteen enemy barges and I had written in the log book that we sank a total of fourteen (14). The number I had written in the logs had been corrected by a pencil mark slash to thirteen. I have often been told that I am prone to exaggeration. Captain Nally never admitted to making the correction.

According to my log entries, we were in Group 7, Flotilla 3, comprised of flagship LCI(G) 77, 78, 79, 80, 81, 82 and LCI(G) 345, 346, and 348. So, according to my errorless log entries, I'm prepared to defend any entries and settle any arguments. Our Captain, Thomas Nally, received a Bronze Star Medal and our ship, LCI(G) 80, received the Presidential Unit Citation for our support rocket and gun fire in successfully landing of assault troops on Saipan. Since the award is signed by James Forrestal, Secretary of the Navy, I'm claiming equal ownership of Captain Nally's Bronze Medal, because I was his helmsman and without me he could most assuredly never have hit the beach with rockets and gun fire. Along with all the log books, etc., I also have copies of these original documents.

So, until the urgent desire to again, communicate, I am

John (Crunk) Crunkleton, B.S. Artist

And finally, a note that just arrived, forwarded by "Tiny" Clarkson, from our good friend and former Florida State Director, Don McGranahan:

Dear "Tiny" and Janet,

What a pleasant surprise to receive the card you sent signed by those attending the National Reunion in Washington, D. C.

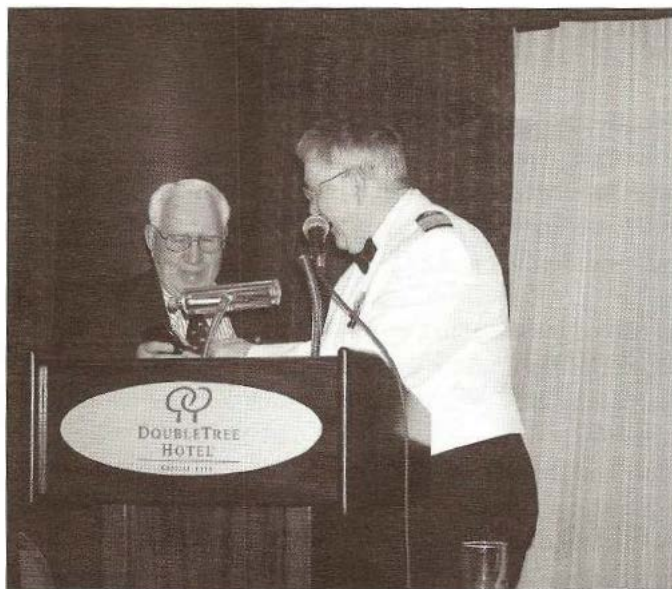
Miriam and I made many friends while attending the National and Florida reunions and we certainly want to thank each and everyone who added their signature to the card.

We are sure you had a great time in Washington and we regret we were not there to share the fun, but our thoughts were with you.

Sincerely,

Don and Miriam McGranahan (USS LCI(L) 412)
1700 Waterford Drive, Apt. 154
Vero Beach, Florida 32966-8045

John Ring wins Model at Washington Reunion



John Ring, LCI 603 Accepts Award of Clapple-Built LCI Model

One LCier who went home from the Washington reunion especially happy was John Ring, LCI 603, of Southbury, CT. He was the fortunate winner of the model donated for raffle by master modeler Carl Chapple of Streator, Illinois.

John was one of many LCiers who bought raffle tickets for the model. Chapple's generous donation of a model for raffle for the second year in a row brought \$820 into the LCI Association coffers. The drawing for the model took place at the banquet with Janet Clarkson drawing the winning number.

“Request Permission to Return to the Firing Line”: First Hand Accounts of the LCIs at Iwo Jima

The story has been told on these pages before. Perhaps one of the bloodiest days ever for LCIs was February 17, 1945, when the LCIs of Group 8, Flotilla Three, were sent in before D-Day to protect the UDT swimmers doing beach reconnaissance. But many have not yet heard of the bravery of these sailors and two first hand accounts by LCIers have recently been written which add a great deal to the understanding of that fearsome day. The Editor decided that these accounts had to be shared with other LCIers.

Nick Grosso, who served aboard LCI(G) 450, gives us an intensely personal view of the battle from the viewpoint of an enlisted man. Bob Harker, Engineering Officer aboard the 474, which was lost to Japanese artillery battering, shares his more matter of fact reporting along with some significant information about casualties and battle awards received that bloody day.

The LCI(G) 450 at Iwo Jima by Nick Grosso

Saipan, 11-13 February 1945. Doing a lot of beaching during the days. 0900 to 1130 then again 1430 to 1600. At GQ, firing some of our rockets Working with the UDT groups - something is up!

14 February 1945. Weighed anchor and left Saipan.

16 February 1945. Captain Brady called an All Hands muster at 1900 hours. He tells us we are going to invade Iwo Jima tomorrow. Shows us a map of the island and where we are to attack. Reveille was set for 0400 tomorrow.



LCI(G)S 438, 44 AND 450 pass the USS NEVADA on their way to the firing line.

17 February 1945. We had a good breakfast and then we all turned to our guns and duties. GQ at 0800. We were all ready. They galley is secured; I go to my position, second loader on the number two 20mm, starboard well deck.

We begin our attack - seven LCIs lined up abreast moving toward the beach. We watch the Corsair planes diving and their bombs being released while over us. The Battlewagons, Cruisers and the Destroyers are all firing at the island. All we could do is watch and listen. Slowly we move in closer; the orders come to load and standby. We inch closer - I can see Mt. Suribachi.

The big ships stop firing and the planes leave; now we're on our own. The order comes "Commence Firing!"

I think our crew was Lacy as First Loader and Donaldson was the triggerman. We began firing. I began passing the 20mm

magazines to Lacy and on we go; there is no time for thinking, only the job you're supposed to do. Now the order is given, "Cease firing, standby for rocket firing!"

Our 20mm is only about a foot away from the launchers. The well deck bulkhead is all that separates our crew from 200 rockets. The rockets head inland as they are fired and we crouch down to avoid the rocket blast in case of? A mishap? "Resume firing!", the order is given. We have Schmidt, a gunner's mate, standing in between the guns giving us our orders. Our ship is being hit again and again and the bow is on fire. No problem - keep firing as the damage control crew comes through with hoses and an officer with a pump called a "handy billy". They begin to pump water on the bow fire but then the water suddenly stops. An armor piercing shell hits, cutting through all the fire hoses.

We're still firing and the ship is still getting hit. The forward fire is burning. The guns on the well deck are right above the ammo room which still has plenty of ammo down there. No hoses, no water - what's the Captain going to do? The men on the bow gun can't fire anymore; the deck is starting to sag from the heat of the fire and the Jap shells are still hitting us. There is only one thing the Captain can do; he has to think about the safety of the crew. The Jap shells coming in don't count. So he orders the forward part of the ship to cease firing and to move aft, which we did.



An LCI Sailor Pays the Ultimate Price

Most of the gun crews ran up the ladder to the main deck, but me, I decided to go through the hatchway which was located below the ladder and go aft through the mess hall. What a mistake! As I got through and shut the hatch, a horrible sight greeted me. There were some of my shipmates lying on the deck bleeding and being taken care of by Doc Baumber and his crew. Unbelievable! At our gun positions there was no problem - I just had to pass the 20mm magazines to Lacy. In here it was chaos!

I could see the men bleeding from their mouth, eyes and ears. Some were still. Some were screaming. I recognized Coggins and Cognac; they worked for me in the galley. They probably were shell-shocked with the concussion from the blast when the Jap shells hit. You could hardly walk through; there was so little room. The port side of the ship was blown away; debris was everywhere.

The Captain's room, the officer's room, the officer's head and the radio room had large shell holes that I could look through and see the other LCIs. Our mess tables were hit and about that time somebody ordered me to get out of there. I went to the fantail and then up to the main deck where I found that the number two 40mm had been hit, men lying on the deck wounded and I don't know who was working on them.

Just then there was a big explosion and we all hit the deck. The men working on the injured from the number two 40mm covered the wounded men with their bodies. I remember that because I thought I saw Frank Ferrucci covering one of the men, but when I spoke to Ferrucci years later he told me that he wasn't at Iwo Jima. He had been assigned off the ship. I guess I was also seeing things.

The other 40mm guns were still firing when suddenly they stopped. We started moving out of the beach area. Looking back, I could see that all of our group had been hit and were on fire. One ship was floundering and on fire. We finally got out of there, all hands helping to put out the fires and cleaning up hundreds of shell casings that were scattered all over the deck. These were being tossed over the side. I went forward to help; I saw my magazine ready box all blown apart. There was still some ammo in the ready box when it got hit. If the Captain hadn't ordered us aft, Lacy, Donaldson and I would probably have

been gone. The Captain mentions this in the log while up in the conn. He noted that he saw this magazine ready box blowup when it got hit. He saved our lives by issuing an order that we go aft. He later said that he was concerned that the forward fire would get to the ammo room and make a much larger explosion. The two 20mm on the well deck were just above the ammo storage room.

As we cleaned up, we picked up! Found lots of Jap duds that we tossed overboard - can't keep them as souvenirs. As we went forward, the fire was now put out. We went forward into the bow area. It was all burned; there was a big hole on the port side - maybe a 5 or 6 foot opening that a person could walk right through. It went down to the waterline and water was coming in as the ship rolled. Not much, but we needed something to block the water from coming in.

Meanwhile we had pulled alongside APD-11 to transfer our wounded men. Those wounded were R. Coggins, S2C; G. Tripp GM2C; Ed Schmidt, GM2C; R. Cognac, S1C; Ensign R. Kingsley, who returned to our ship after treatment; and J. Musselman, S2c, who later died from his wounds. Some of the crew had little shrapnel nicks. When some removed their life preservers and shirt, their skivvies showed little blood spots if they were nicked. These men weren't moved to the APD-11.

We were lucky. The 449 was hit very badly. Our entire group of 11 LCIs got hit and we lost the 474. There were about 550 men aboard our ships. One list I saw showed 209 men killed or wounded. We lost all of our port side rocket launchers and some of the starboard side where the 20mm ready box exploded when it was hit by a shell.

The Navy said all but two of the LCIs were seaworthy. With that hole we had in the bow at sea level we were supposed to be seaworthy? After all this was over and we had put out the fires and dispatched our wounded, we were told to anchor in a certain area using our stern anchor as we'd lost the bow anchor when it was shot off. Now it was all over. All the tension and readiness were finally over and we could relax.

And then the famous words came over the PA system. "Secure the galley personnel" So I went to the galley and found it was OK - no holes and just minor damage, so we cleaned it up and got started. I had lost some of my crew in this action, but the Captain said, "Do what you can do!" Coffee first, and then we had some chow.

I don't think I was scared during that whole battle, as we had been through a couple before. But as we relaxed, still cleaning and repairing, our biggest concern was the hole in the bow. A pump had to be set up as we were taking in seawater and so we had a round-the-clock watch to keep check on it. The hole at sea level was about four feet wide and when the ship moved, water came in. While all these things were going on was the time of my greatest fear. Standing on the deck, talking and relaxing, we saw splashes in the sea. What was that? The Japs were firing their guns and shells were landing near us. The Captain was notified and after he saw what was happening, he gave the order to weigh anchor. The anchor was slow coming up and the shells were still landing around us. Some Cruisers had already been hit. This was on the evening of the 17th, the day we'd gone through our battle. This is when I got scared! I was really shaking. We were sitting ducks as we couldn't move until the anchor was up. I had to take cover, I thought. What am I staying out on deck for? Where can I go?

Believe it or not, I went below to the engine room, thinking I was safer there. I was really scared. Whoever it was I met down there, I don't recall who it was, greeted me with "Hey, Cookie, what are you doing down here?" I said we were being shelled by the Japs. (Now he was scared!) And I thought I was in a safer place by coming down here? Then I felt the ship start moving and I went back up topside.

I was really frightened. I hate to admit it, but it's true. When you are preparing for a battle is one thing; you are busy with your duties. But when you are standing there just looking around and see shell splashes around your anchored ship, that's a different story. We couldn't respond to this type of shooting because we had no big guns. I don't think I slept that night as I was too nervous.

18 February 1945. The next day everything was fairly routine. We had to report our condition to the command and they said we were seaworthy and to stand by in our area. Here is one reason that there is no mention of our ships by the so-called writers. They were all arriving in the area and watching the big ships continue the shelling of Iwo Jima and the planes making their bombing runs. What we did happen before they got there. That's why all of the Iwo Jima stories begin on February 19, 1945.

19 February 1945. The invasion of Iwo Jima begins. At about 1239, the ship starts heading toward Iwo's beach. We only have three guns that can fire. Where are we going in our condition? We pull up to LCI 988 and LCS 51 and give them whatever ammo we have left. We then returned back to our area. Whew! Didn't have to go in again! Although, we would have gone in regardless.

So, now I know we were part of the new Navy - the Amphibs. Although the word "amphibious" appeared a lot, we never picked it up. We called ourselves "Gunboats". Our group was all Navy; no Marines had been added to our group. Now, Amphib Forces are mostly Marines!

-Nick Grosso.

And now we rewind the cameras and see the same scenes again, but this time through the eyes of young Ensign Robert Harker, Engineering Officer of LCI(G) 474, and winner of one of the Silver Stars given out for that battle. Writing with the LCI(G) Group 8 Action Report at his disposal, Bob, in terse "official" phraseology, gives us more of the view "from the top"

Group Eight at Iwo Jima **by** **Bob Harker.**

On this date, February 17th, 58 years ago, LCI GROUP 8, FLOTILLA THREE participated in the Gunfire Support Group Operation covering the Underwater Demolition Team (Seals) conducting reconnaissance operations of the southeast beaches on D-2. LCI GROUP EIGHT was made up of the following LCI(G)'s:

346, 348, 438, 441, 449, 450, 457 (Group Flag), 466, 469, 471, 473, and 474. LCI(FF) 627 carried the Flotilla Commander, CDR M. J. Malanaphy, and his staff.

Early in February, 1945, the ships of Group 8 assembled at Ulithi Atoll to commence training for this operation. Later in February training was completed at Saipan and Tinian. In the early evening of February 13, 1945, the Gunboat Support Units One and Two departed Saipan enroute to Iwo Jima. Passage to Iwo Jima was uneventful.

17 February 1945

0630 - Arrived vicinity of Iwo Jima.

0800 - Reserve and unassigned LCI(G)s 346, 348, 466, 469 and 471 detached with 466 as the guide. LCI(G) 457 (GF) took guide and six LCI(G)s assigned formed column astern.

1007 - LCI(G)s 457 (GF), 441, 449, 438, 474, 450, and 473 approached base of Mt. Suribachi on course 325T, in column, distance five hundred yards, speed nine knots.

1017 - Reduced speed to six knots.

1019 - About 3500 yards from beach executed "corpen nine"

1030 - Each LCI(G) on station on right flank of assigned beach, thirty-five hundred yards to seaward. Executed "'nine turn" and "act independently".

1035 - LCI(G)s passed through destroyer line.

1048 - LCI(G) 449 and 474 receive near misses; both opened fire with all 20mm and 40mm guns.

1055 - LCP(R)s with Underwater Demolition Teams aboard approached astern of LCI (G)s. Enemy shore batteries returned heavy counter battery fire. LCI(G)s 449, 474, 450, and 473 were hit.

1100 - Roger Easy Hour. LCP(R)s at LCI(G) line. LCI(G)s underway at six knots to one thousand yard line to fire rockets.

1101-1105 - Shore batteries continued intense fire with 197 mm, six-inch guns, mortars, 37mm, 20mm and smaller caliber automatic weapons. All seven LCI(G)s were hit. LCI(G) 449 had all 40mm guns disabled and two fires caused by three large caliber shell hits. By 1103, LCI(G) 474 had received ten hits, which knocked out all their guns, flooded four compartments and started three fires. LCI(G) 469 ordered to relieve LCI(G) 449. LCI(G)s 441, 450, and 473 each fired rocket salvo on the beach. Underwater damage, flooding, fires and damage to rocket launchers and firing circuits prevented the other four gunboat from firing full rocket salvos.

1104 - LCI(G) 471 ordered to relieve LCI(G) 438, which had serious underwater damage and flooding.

1106 - LCI(G) 441 retired from one thousand yard line (after firing full rocket salvo) to extinguish fire in ready ammunition locker.

1110 - Fire extinguishes, LCI(G) 441 returned to one thousand yard line. LCI(G)s 438 and 457, both having suffered serious underwater damage, were flooding rapidly and maneuvering with difficulty at slow speed. Both were ordered to retire to the capital ship line.

1115 - LCI(G) 473 transferred eleven wounded to TWIGGS. Meanwhile, LCI(G) 450 was fighting a stubborn fire in the forecastle, which threatened the forward magazines. Accordingly, the magazines were flooded. LCI(G) 450 was ordered to proceed seaward.

1121 - LCI(G) 466 took three direct hits on the gun deck and pilothouse, disabling both 40mm guns, demolishing the interior of the pilot house and causing heavy casualties. LCI(G) 438 transferred two casualties to BRYANT.

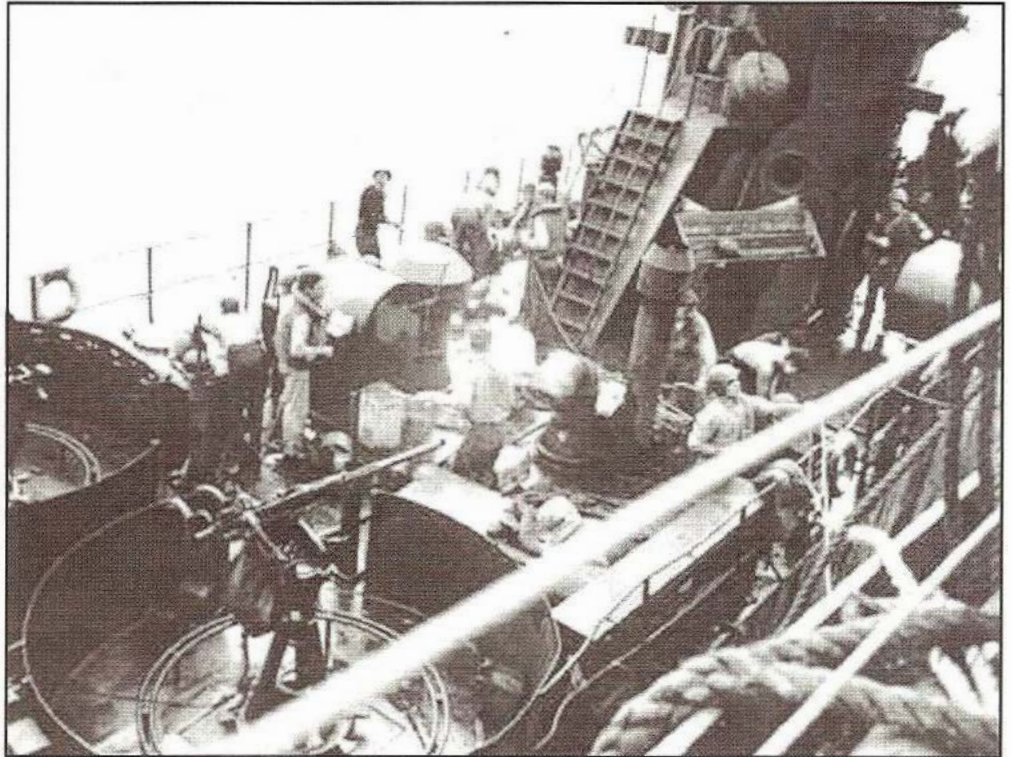
1125 - LCI(G) 471 extinguished fire and returned to the firing line. LCI(G) 457 began transfer of casualties by boat to GILMER.

1130 - LCI(G) 466 ordered to retire. LCI(G) 450 transferred her seriously wounded to GILMER.

1132 - Having received two additional hits which killed nine men, wounded six, disabled the bow 40mm gun and started another fire, LCI(G) 471 was ordered to retire.

1135 - LCI(G) 469, having been hit repeatedly, was ordered to proceed to the capital ship line. LCI(FF) 627 went alongside LCI(G) 472 and towed her to seaward.

1140 - Permission granted LCI(G) 469 to return to the firing line, damage having been brought under control. LCI(G) 474 abandoned, all personnel transferred to CAPPS.



LCI(G) 441 transfers her casualties to USS NEVADA

152 - LCI(G) 441 ordered to retire, but was hit again, steering engine order telegraph and interior communications being disabled.

1156 - LCI(G) 441 under control and headed out from beach.

1200 - LCI(G) 466 alongside TENNESSEE to transfer wounded and dead

1204 - LCI(G) 469, the remaining gunboat on the firing line, ordered to go to the assistance of LCI(G) 441.

1208 - LCI(G) 471 went alongside TENNESSEE and transferred wounded.

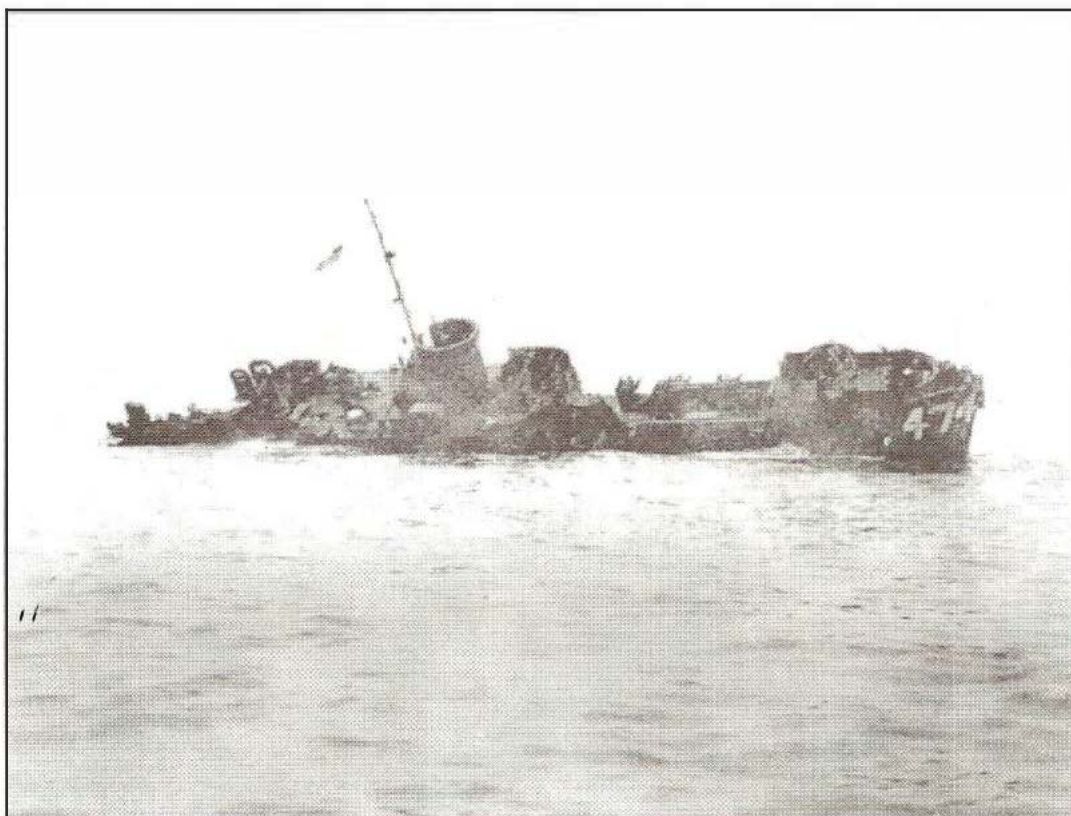
1215 - LCI(G) 457 alongside TENNESSEE for assistance with damage control.

1230 - WILLIAMS●N rescue party aboard LCI(G) 449.

1235 - LCI(G) 441 alongside NEVADA to transfer dead and wounded.

1250 - LCI(G) 449 alongside TERROR; casualties transferred. LCI(G)s 457, 466, AND 471 cleared TENNESSEE.

1300 - LCI(G) 346 alongside LCI(G) 438; assisted with damage control.



LCI(g) 474 sinking after sustaining heavy damage and casualties

1330 - LCI (G) 474 (by then capsized) sunk by 40mm fire by CAPPS by order of CTG 52.4. Position: Lat. 24 degrees, 44', 30" N; Long. 141 degrees, 19' 05" E. 156 fathoms of water.

1445 - 1525 - CTF 52's 170525 to CTU 52.5.1 was as follows (in part)

"GREATLY ADMIRE
M A G N I F I C E N T
COURAGE YOUR
VALIANT PERSONNEL"

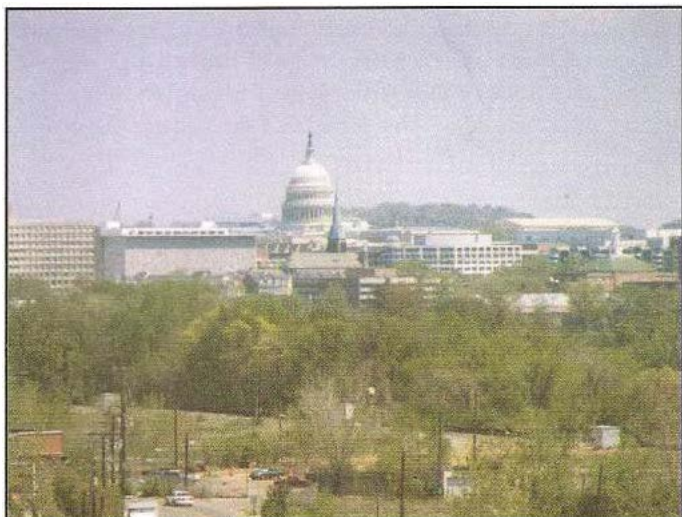
And so conclude the notes from the official action reports. The ten LCIG)s supporting the Underwater Demolition Teams suffered a total of 201 casualties or thirty per cent. Of this number, 47, or seven percent were fatalities.

Awards With the exception of columns written by a few journalists who witnessed this action, little notice of it was given in the press because, as Nick Grosso noted, those journalists were not yet on the scene when it occurred. However, it is gratifying to note that the Navy did not overlook these gallant deeds. In addition to the Presidential Unit Citation issued to Flotilla Three, Group 8, a Congressional Medal of Honor, ten Navy Crosses, eight Silver Stars, ten Bronze Stars and a multitude of Purple Hearts were awarded to officers and men who participated in this action.

-Bob Harker

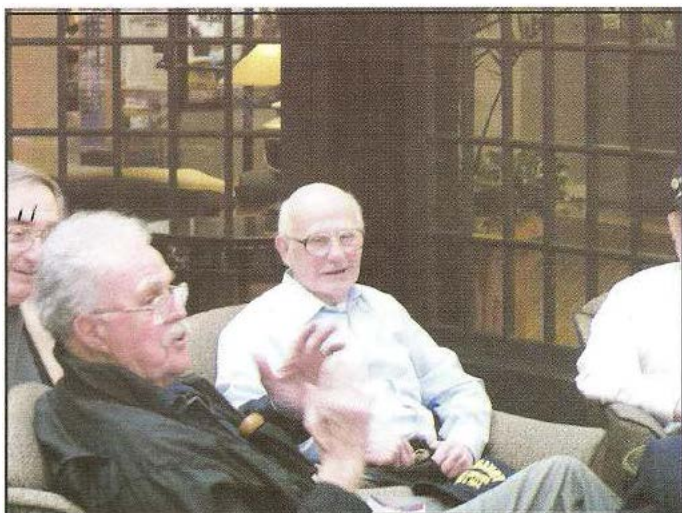
(Concluded, page 21)

The Washington Reunion - A Memorable Occasion!



It was all there - the impressive monuments, buildings and museums, the gridlock traffic - and LCIers took advantage of - or endured - it all at one of the most enjoyable reunions yet. Washington, D.C. is just impressive - that's all there is to it and that, plus the fellowship of old shipmates made it a memorable occasion for almost 400 old sailors and their wives.

The hospitality room and neighboring lobby buzzed with conversation and bursts of laughter as old friends found each other once again. The sea stories - new and old were out in force.



"Tiny" Clarkson swaps stories with Royal Navy LCI veteran Jim Camping, visiting from England

Armed Forces Reunions again put on a most enjoyable array of tours and sharing those was a pleasure indeed. Our hotel, the Crystal City Doubletree Inn was well-appointed and made for a fine background for all our activities. It was impressive to look out of your hotel room and see the Pentagon, the Washington Monument and the Capitol Building. It also gave us a great view of that other fact of Washington life - massive traffic tie ups at almost any hour of the day.

The lack of nearby less-expensive restaurants was something of an irritant but seems to be a fact of life with larger convention hotels. They do want to make sure you spend as much of your money as possible on their premises! Next year's reunion site - the Doubletree at Jantzen Beach, Portland, Oregon, has a large shopping center within walking distance so that should not be a concern there.

A Memorable Memorial Service



The Color Guard, from the Washington D. C. Ceremonial Unit

The weather was bright and beautiful and the surroundings were impressive and dignified as we remembered our fallen comrades at the Memorial Service at the Navy Memorial on Friday morning.

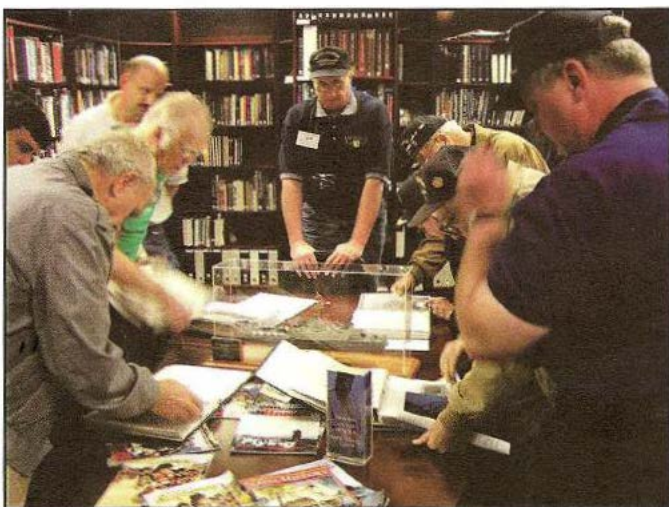
President Jim Talbert placed a wreath honoring these men in front of the Lone Sailor monument, following which, we listened as Chaplain David Cox spoke of our departed shipmates.

He was joined by Chaplain Earl Henshaw for the reading of the names of the 109 shipmates who died during the past year. For each, the bell tolled and as the reading of names was completed the beautiful yet poignant notes of "Taps" played by a bugler from the Navy Band.



*The Officers at the wreath-laying Ceremony
(l to r:) Earl Henshaw, John Cummer, "Tiny" Clarkson,
Jim Talbert, Bob McLain, David Cox*

Following the memorial service, LCIers enjoyed a visit to the Navy Memorial Museum. In the library, the staff of the Navy Memorial had assembled several documents and artifacts concerning LCIs including the model of LCI 438 presented to the Navy Memorial by the LCI National Association in 1998. The 438 was one of the LCIs lost to enemy action at Normandy.



The model and items on display attracted a great deal of attention from LCIers who were gratified to see their class of ship so well remembered at the Navy Memorial

Tours and Cruises

Following the Memorial Service, LCIers and their wives chose between a tour seeing memorials around Washington or visiting the Navy Museum at the Navy Yard.

Tiny Clarkson and John Cummer went next door to the Navy Art Gallery to see if they could see the originals of the D-Day paintings, some of which have been featured in *Elsie Item*. They were cordially received by Karen Haubold, Collections Manager, who dug through her computer records and then the stacks of framed art to locate the paintings by Combat Artist David Shepler. Here she displays the original of the painting featured on the cover of the April, 2003, *Elsie Item*:



*Karen Haubold shows the original of Shepler's painting
"When Will D-Day Come?"*

Walking Annapolis or Riding the Spirit of Washington?

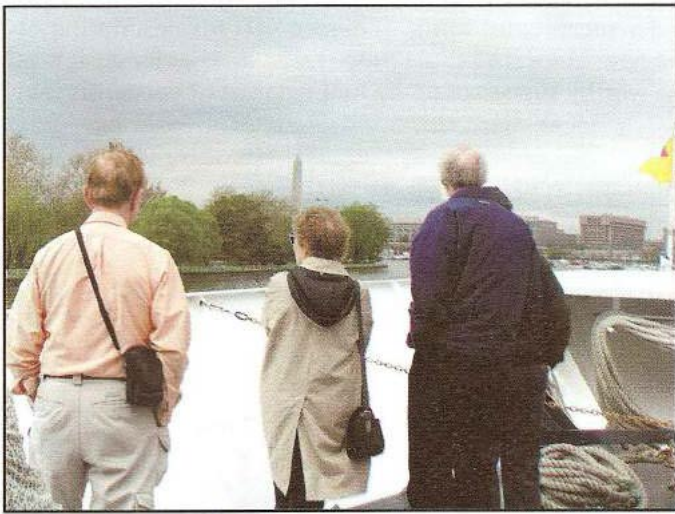
Saturday the reunioners chose between a bus ride to Annapolis to visit the Naval Academy or a luncheon boat ride on the Potomac aboard the *Spirit of Washington*. The report of those going to Annapolis was that it was interesting but involved a good deal of walking so that some of the old salts began to show their age.

Those of us who were less inclined to ambulatory pleasures chose a ride on the *Spirit of Washington* and were treated to a most delightful and relaxing experience.

The ride down the river past Alexandria gave us a different view of the area from that usually seen. An attractive and well-served buffet luncheon was enjoyed and entertainment suitably themed "Down Memory Lane" featured many of the songs remembered from our WWII days.



Fran and Jeanne Ruxlow, Harold and Kay Ronson and an unidentified couple enjoy a swing around the dance floor



Lowering skies greet the cruise ship as she heads back up river to her dockings.

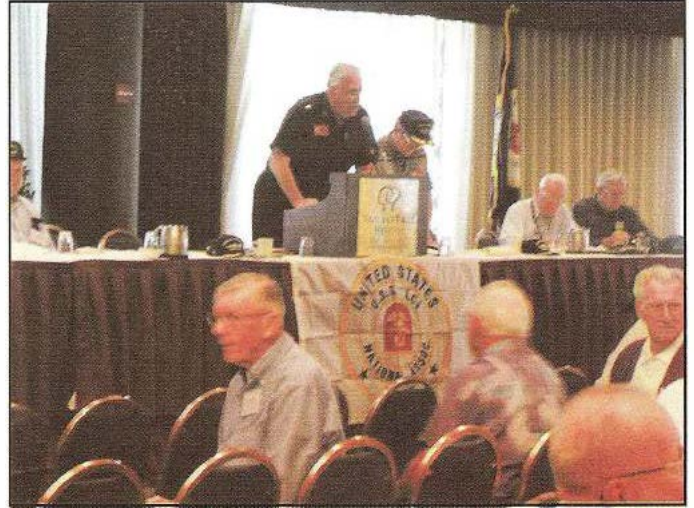
A Business-Like Business Meeting

While the ladies toured Washington, the men settled in for a productive annual business meeting. Covered in more detail elsewhere in this newsletter, the members voted to (1) designate the D-Day Museum, New Orleans, LA, as the recipient of assets of the Association when we disband, (2) change the annual dues structure to permit the Board of Directors to set annual dues instead of designating a set amount as is now the case and (3) selected New Orleans as the site for the 2005 reunion.

Treasurer Tiny Clarkson reported on the financial affairs

of the Association and urged the adoption of the proposed amendment as a means for providing sufficient funds for such projects as the newsletter.

Vice President John Cumber reported on the establishment of the LCI Archives at the Calvert Marine Museum, Solomons, Maryland.



Treasurer "Tiny" Clarkson reports to the members as President Jim Talbert checks his notes

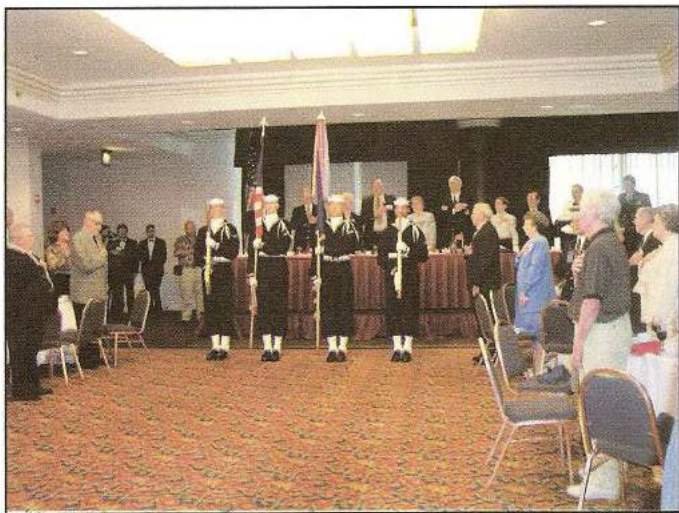
After consideration of Kansas City, MO, Branson, MO, Milwaukee, WI, and New Orleans, LA, the members voted to select New Orleans for 2005. Details concerning dates and rates will be forthcoming.



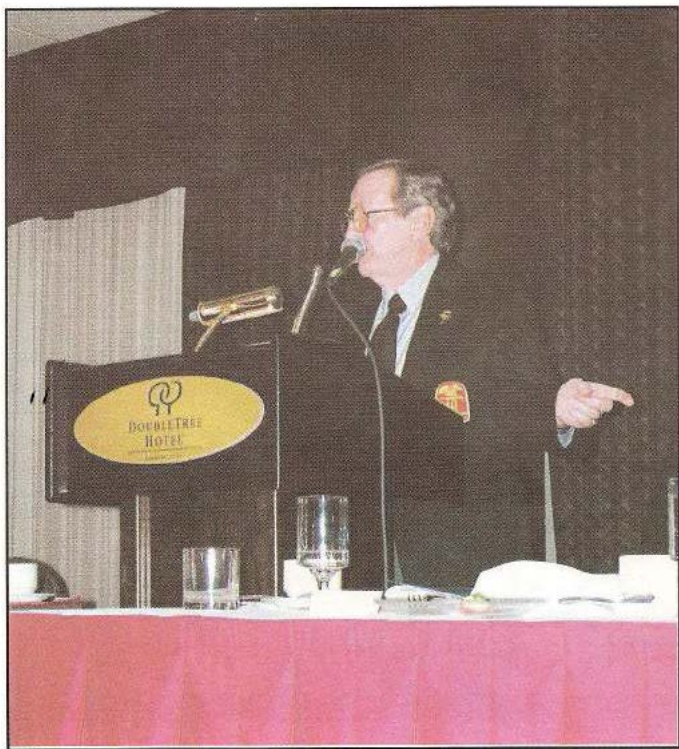
"All in favor?"

The Banquet!

In best bib and tucker - and surprisingly well-behaved - LCIers and the wives enjoyed a most satisfying last evening with a great meal, good company and an outstanding address by Admiral Mark Edwards, Deputy Director of Surface Warfare.



The Colors were presented by a Color Guard from the Washington, D.C., Navy Ceremonial Unit



President Jim Talbert Welcomes Shipmates and their Wives to the Banquet



Emcee John Cummer introduces Admiral Edwards

Graciously complimenting the LCIers on their service during WWII, Admiral Edwards gave a most encouraging picture of the personnel and ships of our modern Navy. Especially meaningful to the audience was his description of the new Littoral Combat Ship (LCS) now under design as the worthy successor to the LCI in terms of versatility and effectiveness.



Admiral Edwards Speaks to an Appreciative Audience

A Great Reunion! See You Next Year in Portland!

Editor's note: Bob Harker supplied information on some of the individuals but noted that he knew his listing was incomplete, so it was decided not to list some while omitting others]

The words of the official Presidential Unit Citation given Group Eight, Flotilla Three, (see below) are an impressive tribute to the bravery of these men. However, words quoted by Captain B. Hall Hanlon, Commander, Underwater Demolition Teams, Amphibious Forces, U. S. Pacific Fleet, in his recommendation that the Presidential Unit Citation be awarded are the ones that ring down through the years. Coming from the Commander of the men who were being protected, they are especially significant:

"This command is very conscious of the high value of the Presidential Unit Citation, and realizes that to retain its present high position, this award must only be given under extreme circumstances. However, this command and all of the personnel of the demolition teams feel that Naval tradition of a high order was written by these little gunboats on the morning of 17 February 1945 off the island of Iwo Jima. It feels that the Navy can place the phrase 'I REQUEST PERMISSION TO RETURN TO THE LINE' alongside the inspirational phrases of its famous admirals."

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the PRESIDENTIAL UNIT CITATION to the

LCI(G) GROUP EIGHT INCLUDING THE FLAGSHIP OF LCI FLOTILLA THREE

FOR SERVICE AS SET FORTH IN THE FOLLOWING:

"For extraordinary heroism during action in support of beach reconnaissance by Underwater Demolition Teams at enemy Japanese-held Iwo Jima, Volcano Islands, on February 17, 1945. Opening heavy strafing fire as they moved in from two thousand yards off shore, the lightly armored ships of LCI(G) Group Eight advanced steadily under sporadic fire of the enemy until they reached the one thousand yard line to blast the heavy coastal defenses with barrage rockets. Almost immediately the shattering counterfire from well concealed and strongly fortified Japanese positions began to exact a terrific toll. One by one their guns were silenced; fires started and spread in ready ammunition; under the sustained deadly blast of hostile fire, their engine rooms flooded, and those of the gallant ships still operable towed their powerless companion ships clear of the overpowering fire of the enemy. Suffering desperate casualties, the units of this valiant group evacuated the wounded, extinguished their fires and resolutely returned to the firing line. Only when beach reconnaissance had been accomplished did LCI(G) Group Eight retire after absorbing an hour and a quarter of devastating punishment in support of the stout-hearted swimmers of the Demolition Team. Manned by fighting and skilled seamen, these gunboats daringly pitted their fire-power against the overwhelming might of the Japanese guns zeroed in on them from the shores of Iwo Jima and bravely led the way for the invasion two days later.

For the President

/s/ JAMES FORRESTAL
Secretary of the Navy

Admiral Mark Edwards - Surface Warfare Warrior - Addresses the Washington Reunion Banquet



The LCI Association Officers Meet the Admiral

l to r John Cummer, Rod Scurlock, Jim Talbert, David Cox, ADMIRAL EDWARDS, Ned Hedger, Howard Clarkson, Sam Rizzo, Bob McLain, Earl Henshaw

As plans were being made for the Washington Reunion, much attention was given to the choice of a banquet speaker. Being in the nation's capital, it was hoped that it would be someone in the Naval Command Structure who could honor us with his presence and tell us of the ships and the men and women of today's Navy who carry on the traditions of the Service of which we were so proud to have been a part.

Admiral Mark Edwards, Deputy Director of Surface Warfare, filled the bill perfectly.

Obtained through efforts spearheaded by LCier Leo Janetis (LCI(G) 68) of Pompano Beach, Florida, Admiral Edwards was warmly received and genuinely appreciated by his audience. His warmth of manner and approachability following the banquet made him seem like an old shipmate instead of a distinguished Admiral.

Admiral Edwards both encouraged and complimented the LCiers and their spouses as he described the LCS (Littoral Combat Ship), now in early design stages, as a worthy successor to the versatile, combat efficient LCIs of World War II. With several prospective designs under consideration, the LCS, small in comparison with other modern surface warfare ships, will combine impressive fire power with reduced manning requirements.

A native of North Carolina and a graduate of the University of North Carolina, Chapel Hill, NC, Admiral Edwards was commissioned Ensign there in 1972 after participating in NROTC.

His early service, was in destroyers. Beginning his career as Combat Information Center Officer aboard the *USS Damato* (DD 875), he subsequently served as Engineering Officer aboard the *USS Elliott* (DD 967) and Executive Officer of *USS Fletcher* (DD 992). While serving in *Fletcher*, Admiral Edwards participated in ceremonies and maneuvers marking the 50th Anniversary of the Battle of the Coral Sea.

He then moved to the position of Chief Staff Officer with Destroyer Squadron 17. Following that tour of staff duty, he assumed his first command as Commanding Officer of a cruiser, *USS Chosin* (CG 65). Admiral Edwards commanded this cruiser during deployments to the Western Pacific, Indian Ocean and the Arabian Gulf.

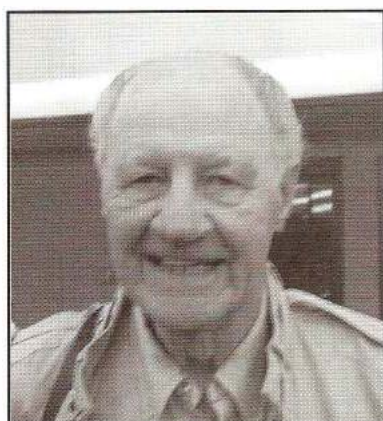
Following this seagoing command, Admiral Edwards was assigned to instructor duty at the Naval War College, Newport, Rhode Island followed by duty in Washington, D.C., on the staff of the Chief of Naval Operations, with responsibility for working on future plans as a part of the development of Surface Warfare Requirements.

This assignment led in turn to one in the Office of the Secretary of Defense where he served as Navy Analyst in the Office of the Assistant Secretary of Defense dealing with strategy and threat evaluation. Admiral Edward's next assignment was as Commanding Officer, Logistics Group, Western Pacific, based in Singapore. Upon attaining flag rank in 2000, he served as Commander, Cruiser Destroyer Group Five, as part of the *Nimitz* Battle Group. His present assignment in Washington places him second in command of the entire Navy's Surface Warfare Force.

The choice of a person with such a distinguished record in surface ships was a most fortunate one for LCI veterans as they were able to hear from a voice at the top that, with all its changes in weapons and technology, small surface ships are here to stay!

Jim Aydelotte Appointed Ohio State Director

President Jim Talbert announces the appointment of Jim Aydelotte, Dayton, Ohio, as the State Director for Ohio.



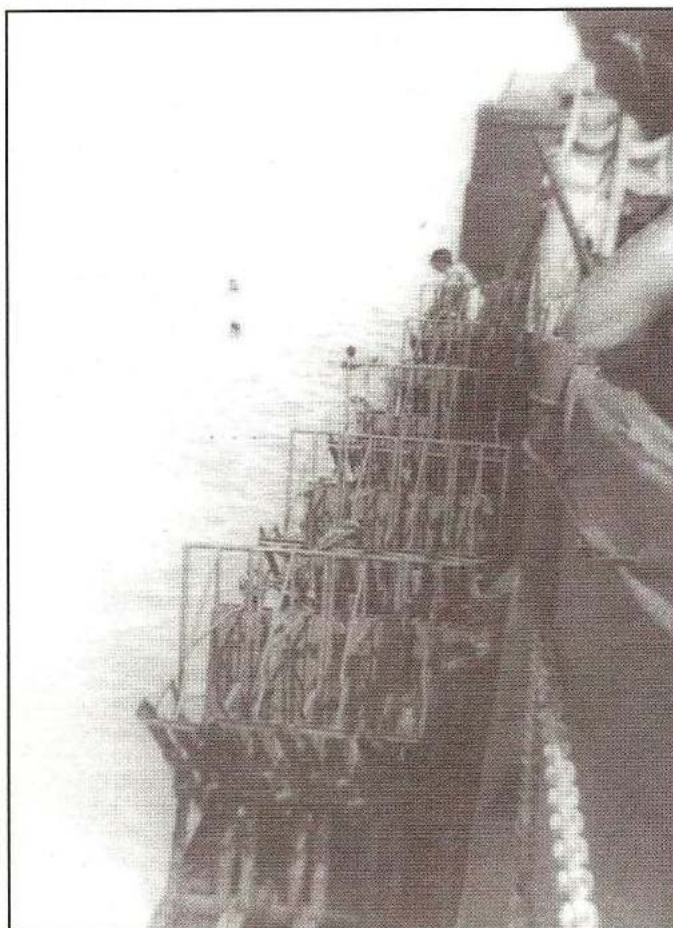
Jim Aydelotte

"We're Glad to have Jim give leadership to organizing reunions for LCIs in Ohio", said Talbert",

"This means one more opportunity for our members to get together and share memories".

Aydelotte, who enlisted in the Navy the day after Pearl Harbor, served as staff radioman for Flotilla 7, Group 19, and as such, followed the group commander from LCI to LCI during the early days of the war in the Pacific. He participated in landings at Lae, Finchaven, and many others.

Swimming with the Sharks !



Art Griffin (LCI(G)405 sent in this photo of a swimming party in the Palau Islands. Note in the upper right hand corner, a lookout with a rifle just in case sharks came around!

The New Guy Gets All the Good Jobs!



Ensign Ralph Tanz

Dr. Ralph Tanz, Portland, Oregon, was a freshly-minted Ensign when he reported aboard LCI 779 in the Philippines. And what happened?

"... the Captain discovered that I had more math than the other officers so I was made the navigation officer. He also found that I had more biology and therefore I was placed in charge of the medical supplies, and finally, since I was the youngest and, therefore, the most naive I was made the chaplain!"

LCI (R) 651 Gunner's Mate Cybulski Received Belated Decoration



Anthony J. Cybulski

Fifty-eight years after the fact, our shipmate and Life Member of the USS LCI National Association "Tony" Cybulski has been awarded the Navy Achievement Medal for his actions during the assault on Iwo Jima on 19 February 1945.

This award was made at a Veteran's Day breakfast sponsored by the Brunswick Elks Lodge in Eagle Mills, NY, on November 19, 2002. The citation accompanying this award reads in part:

"During the assault on Iwo Jima, while serving on LCI(R) 651 (Rocket Ship) he displayed outstanding professionalism and initiative in the face of extreme adverse conditions while involved in combat operations. During the launch of 4.5 rockets one ordinance misfired and fell into the gun tub assigned to Gunner's Mate Cybulski. Fearing and expecting detonation of the ordinance, Gunner's Mate Cybulski distinguished himself by his courage and composure under fire. Without regard for his own safety he entered the gun tub and manually threw the renegade ordi-

nance overboard. As a result of his disregard for his own safety and protection he contributed significantly to the safety of his ship and the accomplishment of its mission. His unwavering bravery in the face of danger and devotion to duty reflect great credit upon himself and the Naval Service."

"WELL DONE", ANTHONY!

The award was presented by Rensselaer County Executive Kathy Jimino and Rensselaer County Director of Veterans Affairs Robert Reiter.

Congratulations to Gunner's Mate Cybulski are certainly in order and he may be contacted by writing him at 147 Pond Hollow Road, Averill Park, NY 12018.

Taken by Ernie Pyle!

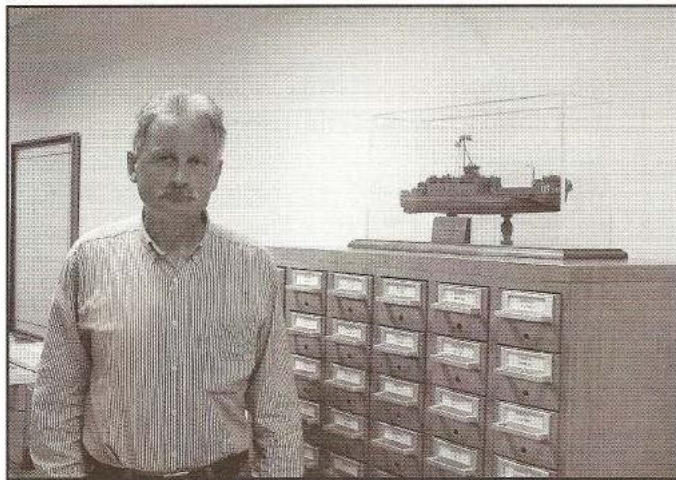


Showing off for Ernie!

Leo Maragni of Brewster, NY, sends this interesting photo of two war correspondents observing a demonstration of a 20mm gun crew aboard LCI(L) 5, just prior to D-Day, June 6, 1944. Leo tells us that the photo was taken by none other than famed war correspondent Ernie Pyle.

Larry Jeff is the trunion operator; Jack Frye, the pointer; and Leo is the loader.

LCI Archives Established at the Calvert Marine Museum, Solomons, Maryland



Mr. Richard J. S. Dodds, Curator of Maritime History, Calvert Marine Museum poses with one of the LCI Models donated to the Museum.

A "Memorandum of Agreement" between the USS LCI National Association and the Calvert Marine Museum, Solomons, Maryland, for the establishment of the LCI Archives has been adopted.

The Board of Directors at their meeting in Washington officially adopted the recommendation of Vice President John Cummer and approved the establishment of USS LCI National Association Archives at the Calvert Marine Museum, Solomons, Maryland.

The Memorandum of Agreement as proposed by Mr. Richard J. S. Dodds, Curator of Maritime History, for the Calvert Marine Museum provides that the museum will create space in its library to house the collection of "documents, correspondence, memoirs, photographs and printed materials, relating to the development of the LCI, its role in American naval history, and the part played by the sailors who manned them." Under provisions of the agreement, printed documents, letters, manuscripts, etc., are to be sent directly to Mr. Dodds at the following address:

Mr. Richard J.S. Dodds,
Calvert Marine Museum
P.O. Box 97
Solomons, MD 20688

The Museum will send a "Deed of Gift" form to each donor. If tax credit for the donation is desired, it will be up to the donor to set the value of the donation.

All documents received will be cataloged and filed. Twice a year the Museum will submit to the LCI National

Association a listing of donated items received within the previous six months. This list will be published in *The Elsie Item*. LCI National Association members may request reprints of documents. A fee of 15 cents per page will be made, plus postage if the documents are to be mailed.

The Archives will be available during normal working hours, Mondays through Fridays. Appointments can be made by telephone (410-326-2042) but are not essential.

Three-dimensional objects associated with LCIs may also be deposited. Members with objects to donate may contact Mr. Dodds at the Museum, describing the object and its history. The Museum will respond with a decision as to whether or not it is suitable for their collections. Objects will be displayed in the museum on a rotating basis as displays change.

"I am very happy that this arrangement has been worked out," said Cummer. "It will give a permanent home to the papers and mementos that we prize so dearly and will ensure that they will be there for future generations to see."

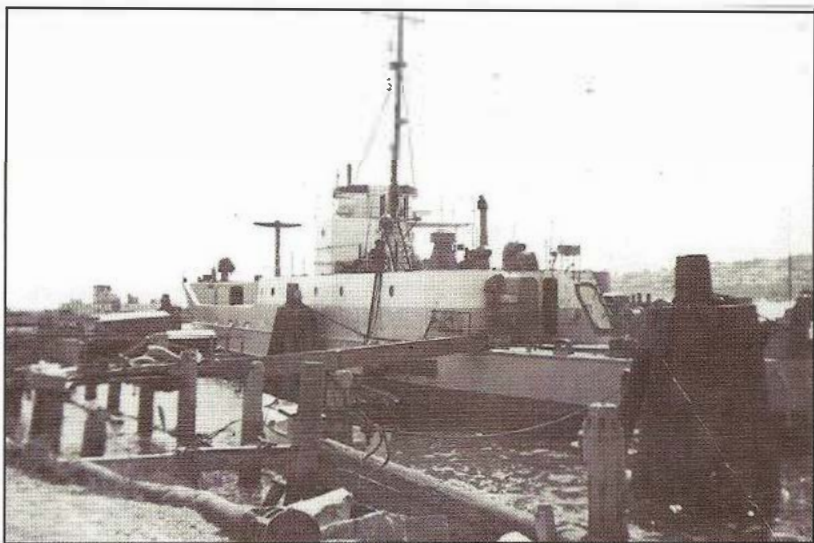


The main exhibition building, Calvert Marine Museum, Solomons, Maryland

The Only Woman to Live Aboard an LCI!

by Bill Ripple

"I'm the only woman who ever lived for a month on an LCI," says Rita France, with the air of someone confident she won't be contradicted.



The LCI on which the Frances Lived in 1948

"I hung diapers out on a line, with a pulley from the mast down to the rail," she remembers.

What's more, she lived on the ship with three children and her husband, Frank, who during World War II had been a coxswain aboard the USS LCI 540.

But wait. Let's make it clear that the five Frances didn't live on the 540, nor was their sojourn during WWII.

It happened in 1948 in California. Frank had been working as a carpenter in Hawthorne. A neighbor, knowing of Frank's wartime experience, mentioned that he'd heard that a congressman had bought a decommissioned LCI and was looking for a crew to man it.

Frank contacted the owner, landed the job and moved the family on board in San Pedro, then a fishing port near Los Angeles (some LCI sailors will remember it as their ship's first mainland stop on the return from the South Pacific and Asia.

For the children, the Frances installed a big playpen in what had been the crew's mess. And they installed themselves in the former officer's staterooms. For the ensuing month they waited for the order to set sail for Ecuador and Costa Rica, which was the owner's intention. The troop holds had been cleared to carry cargo. Frank kept busy with maintenance. The only other member of the "crew" was a fellow who had been hired to do the navigation.



Frank and Rita France in 1943

"One day one of our kids fell overboard," Rita recalls, "Frank was in the conn and he dove from there into the water. On the way he not only cleared the deck, but missed a gangplank between the ship and the shore. But he saved our son." Another time, when the young parents were looking the other way, one of the boys fell overboard. Before they'd had time to miss him, he clambered back aboard announcing, "I saved myself."

"I cooked in the galley," Rita says. "At night the generators were turned off so we had no electricity. It was dark and still and all you could hear was a foghorn. But it was a fishing port so we had some great fish." when it was clear that the sponsor's money had run out the Frances moved back ashore.



Jerry and David France with Bob Harrison, a crew member

As for the ship, "we ran out to Catalina Island, but that was all," Frank recalls. Finally, when it was clear that the sponsor's money had run out the Frances moved back ashore.

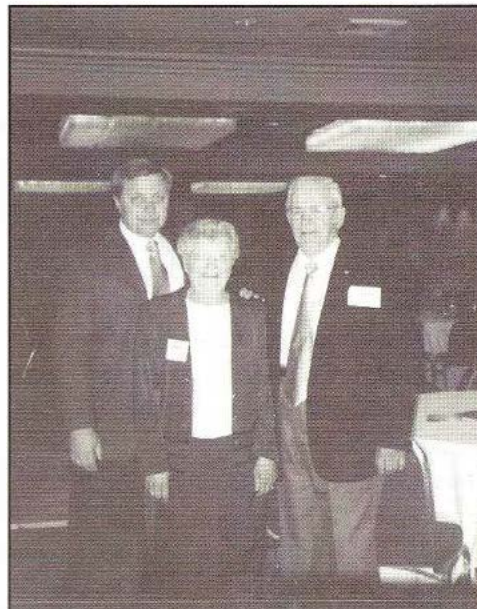
We never did learn the World War II number of that ship," Frank says.

Later the Frances moved back to their hometown of West Middletown, PA. and raised those three children and four more (they now live in Wintersville, near Steubenville)



Rita France with sons Jerry, Eric and David at the time they lived aboard the LCI in 1948

At the reunion in Washington they were accompanied by their son John who scurried around interviewing other LCI sailors who'd been at the Omaha Beach landing in which the 540 and his dad had played a role. A U. S. Border Patrolman and a history buff, John displayed an encyclopedic knowledge of that historic operation.



Son John joins his parents, Frank and Rita at the Washington Reunion

Another son, Eric, was to be in Washington May 29 on a very different mission. He was graduated from Yale in 1968 as was George W. Bush. So, when the President was to host classmates at a 35th reunion on the White House grounds, Eric planned to be on hand.

Books for LCIs

We're happy once again to welcome Ralph L. Langenheim, retired University of Illinois Professor, who served on LCI 551, to the pages of Elsie Item for another of his book reviews. Ralph keeps his eyes open for books which he thinks would be of interest to LCIs and shares what he finds with us

Invaders: British and American Experience of Seaborne Landings, 1939-1945

by Colin John Bruce. Published, 1999, by Naval Institute Press, 2062 Generals Highway, Annapolis, MD, 21401. Originally published in Great Britain by Chatham Publishing, 61 Frith Street, London W1V 5TA.

Colin John Bruce, Map Curator of the Imperial War Museum in London, has strung together sixty three oral histories of incidents in about thirty World War II amphibious actions. These are presented in the style of Stephen Ambrose, but from a British point of view. The resulting volume complements serious, scholarly comprehensive histories of World War II's amphibious

operations. Bruce presents stories from almost all of the major, and many minor, amphibious actions. If you enjoy Ambrose's writings, you will certainly appreciate Bruce's book. Reading it is sure to broaden your perspective on the second World War.

Introductory chapters chronicle the commando raids at Narvik, the failed invasion of Dakar, the successful conquest of Madagascar, the disaster at Dieppe, the costly victory at St. Nazaire, the failures on Crete, and the triumph of the North African landings. Many of these tales give insight into how the British reacted to their unexpected post-Dunkirk need to create an amphibious force capable of regaining continental Europe. Dunkirk, by the way, is not discussed in this book. You are on the scene as new doctrine, new equipment, and new organizations are created to face previously unheard of problems. Early British innovations and inventions, such as LCIs, are seen supplemented by later American efforts. Bruce highlights the invention of the LST and the application of mass production methods to building WW II's great fleets of amphibious ships and crafts.

Bruce then turns to the Sicilian invasion as the first to employ the full panoply of tactics and equipment that became standard British and American operating procedures in World War II. Sicilian stories are followed by accounts from Salerno and Anzio as amphibious practice matured. Fifty-two of the two-hundred and eighty-six pages (18% of the book) are devoted to the Normandy Invasion. Stories about the Mulberries, artificial ports constructed on the Normandy beaches, are especially notable. Bruce considers June 6, 1944, as 'Reaching the Peak', which it certainly was for British amphibians although Americans might argue otherwise. The landings in the South of France are treated as a post script, mirroring general post-war appreciation of the operation. Tales of the European war are heavily larded with British accounts, but plenty of Americans are represented.

In contrast, the Pacific war necessarily is viewed almost entirely through American eyes; most of the time they were the only ones present. Bruce gives Guadalcanal, the American learning experience, most of a chapter while stories from Tarawa, Bougainville, Kiska, Kwajalein, Pelilu and Luzon fill out the coverage of rolling back Imperial Japan. The final battles at Iwo Jima and Okinawa rate a complete chapter.

An extended set of stories about landings on the Burmese coast, conducted in large part by ships brought from the Mediterranean after the last landing in France, probably will be new to most American readers.

Interestingly, stories about diverse LCT types predominate, followed by accounts of LCVP and related types. LCI sailors, however, probably will be pleased with the substantial space devoted to their craft. This material includes tales of commissioning ships, training and convoy incidents as well as battle yarns. Some of the land actions securing the beach or island are included, but there are no flying stories.

Unfortunately, there is not an index, so it is very difficult to locate material about individuals, specific actions, localities, or any other information "bite" in a book crowded with detail.

Reviewed March, 2003 by
Ralph L. Langenheim

E-Mail Addresses

CORRECTIONS:

ROD SCURLOCK need to get the "h" out of here!! His email address in the last newsletter put an "h" in his name where it didn't belong. Change it from: rschurlock@aol.com to **Rscurlock@aol.com**

JOHN HALEN (LCI 490) needs to be changed from shamabeau@frontier.net to **shambeau@frontiernet.net**

WILLIAM (BILL) EGER (LCI 663 was omitted from our last newsletter. His e-mail is: **wweger@aol.com**

DON BLAIR was listed at dblair2851@aol.com and that should have been **Dblair2852@aol.com**

NEW E-MAIL ADDRESSES:

LCI	Name	E-mail address
23	William C. Stark	starair1@webtv.net
24	Ronald H. Smith	rondolores@2tm.net
31	Harold Mac Combie	mac9619@aol.com
67	Jack Higgins	jackhiggins4@verizon.net
91	Leo. H. Scheer	lhscheer@aonlyinternet.net
196	Chester Swalm	fronl.1@netzero.net
281	Elgar G. Wright	ethel@tbaytel.net
369	Clifford Richert	dajori@tampabay.rr.com
406	Edward De Chant	hedanan@eritternet
437	Emerson Matthews	emersonmatthews@aol.com
462	Max Wright	max@cognisurf.com
567	Thomas P. Seivert	tomseivert@comcast.net
567	Charles D. Blair	Dblair2852@aol.com
612	Paul Capobianco	ppccap@aol.com
618	Jim Talbert	jet310@comcast.net
664	William C. Sherr	mickbill@iopener.net
814	John A. Wiedemann	jwiedemann@cox.net
872	Ralph Keenan	rbkeenan47@msn.com
883	Theodore Kroulik	ptkroulik@mymailstation.com
952	Elilio Ricciardo	ricciardo@aol.com

Be Careful Who Sees That Photo in your Locker!

By Bill Ringle



Left to right: Kay Ronson, John Disponzio, Harold Ronson and John's two children, Louise and Joseph

It looks normal enough, doesn't it?

Just two old shipmates, John Disponzio and Harold Ronson of USS LCI 1012 and members of John's family enjoying the cruise aboard the Spirit of Washington.

But there's a tale behind this picture!

It's a tale of love, mystery and rascality - and it all started aboard the USS LCI 1012 where Harold Ronson, Ship's Cook, Second Class, and John Disponzio, Gunner's Mate First Class, had adjoining lockers in that crowded crew's compartment.

The inside of Harold's locker door was adorned with a "sweater girl" photo of Anna Malango inscribed "To my favorite sailor."

"Anna and I both had graduated in January, 1944, from the Textile High School in Manhattan. We were just friends; we'd never dated - she lived in the Bronx, I lived in Brooklyn. I'd gone off and joined the Navy. So she'd sent the photo. I wasn't yet 18.

"One day that picture strangely vanished."

In 1945 the 1012, after some forward-area duty, was

back at Pearl Harbor getting outfitted with a heating system to ready it for the planned invasion of Japan. But the A-bombs were dropped and the war ended.

Disponzio, who'd served earlier aboard the LCI 330 for the landings at Anzio and Normandy, and who was a bit older, had enough points to go home to the Bronx.

But Ronson remained aboard the 1012 for the next year as she shuttled around Japan and China and - eventually - headed home.

"I didn't get back until the middle of 1946"

Now fast forward almost 50 years.

"In 1995 I joined the LCI National Association," Harold recalls. "I began searching for shipmates and dug up Disponzio whom I hadn't seen in all those years. I phoned him and we said we'd see each other sometime. The next year I was at home in Sarasota. The phone rang. It was

(Continued on page 33)

You Can Help on the 713 Restoration!

The restoration of USS LCI 713 continues under the leadership of owner Walt James and "Chief of the Boat" Leon Gilbo.



Walt James

Writing to his friends and supporters of the restoration project in December, James said,

"This last year has seen much progress in deckhouse, bridge and weather decks. Now as the rains have finally arrived, we are confined to the interior and are making good progress in all the officer's staterooms"

Attendees at the Northwest LCI Reunion last September were impressed at the progress of restoration.

Walt promises even more of a thrill for those attending the National LCI Reunion in Portland in 2004.

"We hope to have it 90% completed by then," an optimistic James told those attending the Northwest Reunion.

With retired Chief Aviation Ordnanceman Leon Gilbo as his right hand man that might just be a possibility. Gilbo, we are told, has an enthusiasm for the project that is hard to match and often works at home on bits and pieces that will find their way aboard the restored LCI.



Walt James and Chief Gilbo look over LCI photos brought to the Northwest Reunion

From such sources as an LCS being disassembled in Seattle, Walt has been able to find such parts as engine room



annunciators, and much of the galley gear. He has leads on such things as an engine room telegraph and "several pick-up loads of small parts that are now beginning to find their way into the newly painted compartments."

Help Needed!

But there is a lot more to be acquired and Northwest Director Rod Scurlock is heading up a nation-wide

effort to find some of the hard-to-find hardware. Rod has solicited the help of his Congressman and Senators to see if there is any help they can give to government sources, but he wants to enlist the help of all members of the LCI Association in finding these things. Walt and the Chief have compiled this list and join Rod in the appeal for help.

If you can help in finding any of the following, contact Rod at 4445 Mustang Drive, Boise, Idaho 83709.

1. Plate steel
2. Dry-dock access
3. Two GM motors coming out of surplus LCVs
4. "37 I" DC generators
5. 20mm and 40mm guns
6. Crew bunks
7. Crew lockers
8. LCI diesel cook stoves
9. Compasses
10. Engine Room Telegraph (both ends)
11. Wiring
12. Paint
13. Cold Storage Facilities
14. LCI electric distribution panel
15. Coffee urns
16. Electric wire brushes
17. Dishwashing tubs
18. Sextants
19. Map table and storage
20. Public Address system
21. Steering mechanism
22. Crew mess facilities
23. Flag bag and flags
24. Access to Naval surplus facilities
25. Ship's wheel
26. Welders and supplies

LCI Shipmates Killed in Action

It's been some time since we published a list of shipmate's killed in action and we know that there were errors and omissions in our previous list. In an attempt to be as accurate as possible, we're publishing the list which, to the best of our knowledge, is accurate. Please help us by reviewing it and letting us know of any corrections that need to be made. Please notify President Jim Talbert of any corrections. Shipmates are listed by their ship number.

LCI 1

Don N. Mace
Russell R. Stark
Ralph A. Austin

LCI 5

Frank Kopriva

LCI 9

Earnest L. Fletcher

LCI 10

Charles Bates

LCI 18

John W. Paige

LCI 20

Don Hamilton

LCI 32

George L. Marsh
Dilbert B. Mallams
Earl W. Rubens
Olindo B. Martello
Jack Elkins
Thomas J. Brown
Paul L. Nardolla
William L. Nisbit
Charles W. Seavey
John F. Guethloin
Robert H. Jackson
Warren B. Johnson
David A. Purcell
Eugene L. Sales
Herbert Starke
George A. Cabana
John W. Finck
Charles J. Gilbride
Ralph Harding
John E. Campbell
Lawrence M. Kennedy
Hamp L. Richardson
Ralph Dameola

LCI 33

Walber Kaczyski
Merle Lovell

LCI 41

Frederick Day

LCI 41 (Cont)

Eugene Kelley

LCI 47

Harry Ekey

LCI 70

D.H. Shook
Joseph Byer
Robert Crayeraft
Walter G. Kaiser
Dennis R. Phillips
Charles A. Poole
George Pressley
James O. Vincent

LCI 73

Kenneth Talley

LCI 74

Bernard Yank
Charles McCrory

LCI 76

Miles Beck

LCI 87

Howel Leary
Rocky Stone
William Frere

LCI 88

(First Name
Unknown)
Moran

LCI 91

Stanley Wilczak

LCI 209

George
McAllister

LCI 211

Gervese J. Keefe
Charles Veneseke
Loren B. Owens
Otis H. Merrill
Alton J. Wright
Oliver E. Burton

LCI 212

Willie Stafford
J. A. Ryman
W. A. Light

LCI 213

Lonnie L. Albert
Vincent G. Farrell
Leroy R. Chamberlain
Allen C. Jensen

LCI 214

Charles F. Kennedy
Richard A. Kapff
Jack T. Twiggs
Adam T. Picozzi

LCI 215

Grant R. Redding
Thomas L. Leonard
Robert C. Gragg
James L. Riley

LCI 216

James A. Hayes
Robert L. Jones
Maurice Boutell

LCI 218

David H. Muth
Earl L. Roberts

LCI 219

Russell L. Bloom
Lawrence R. Waller
Johnson B. Wiles
Cornelius Dercoy
Lester R. Bumps
Albert F. Combs
John M. Longman
Cyril J. O'Conner
Rolen C. Sikes

LCI 232

Howard J. Dague
Robert Huskisson
Walton K. Ellis
Leland A. Glover
Wilbert E. Henke
Roger F. Johnson
George A. Kelley
Robert A. Mett
Mack Penawell
Frank J. Petricca
Charles O. Rector
John J. Shreves
Frank Souza

LCI 232 (Cont)

Raphael Weinstein

LCI 237

Clyde Roberson

LCI 238

T. E. Shadron

LCI 321

Ed Rybicki

LCI 324

Donald Moore

LCI 339

Fay B. Begor

LCI 341

Robert W. Wolf

LCI 342

James Eatman

LCI 344

Robert Pumphrey
Jack Lambert
James Palmer
Edward Woodzien

LCI 346

Leonard Stevenson

LCI 365

Charles Martin
Andrew Lesczynske
Edward W. Nemeth
Clifford Mosseman
John F. Harrison
Thomas Wilkinson
John J. Gibbs

LCI 366

William J. Barry
James F. Macwatty
Carmelo R. Sedoti
(First Name Unknown)
Steyer
Robert W. Unger

LCI 396

James R. Wertz

LCI 396 (Cont.)

John P. Mannino
Bobby G. Ozbirn
Deronda J. Self
Robert J. Calvert
Oliver E. Cole
Charles V. Foxx

LCI 405

Lee H. Raigan

LCI 422

William Jenkins
Jack G. Johnson

LCI 439

Jessie J. Marzie
Dewey L. Mayes
Donald Rhodes
Lawrence M. White

LCI 440

Paul M. McGawan
Robert F. Graham
Joseph Mecali
Thomas F. Smay
Robert Zielinski
Earl L. Miller
Fred J. Spicer
W. Edward Pappen

LCI 441

W. T. Conners
W. E. Griffin
J. D. Starbuck
J. R. Scott
C. E. Snider
G. O. Long
Moses Trexler

LCI 442

Paul D. Mayes
Gorden McCuiston
George W. Meckley
Fleet F. Willis
Floyd E. Wright
Alexander W. Finney

LCI 449

Byron C. Yarbrough
Frederick Cooper
William G. Corkins
Lawrence Bozarth

LCI SHIPMATES KILLED IN ACTION (CONTINUED)

LCI 449 (Cont.)

John T. Flock
Bruce Goodin
Clarence J. Hoffman
William H. Hudson
Robert R. Minnackar
Ralph Owens
Larcto F. Paglia
Carl F. Park
Howard W. Schoenleben
William Tominac
Glenn H. Trotter
Charles E. Vogel
Frederick F. Walton
Leroy Young
Lee C. Yates
Leo McGrath

LCI 450

Jack H. Usselman

LCI 455

William Harrison

LCI 457

Willard D. Helvey

LCI 466

Thomas E. Coppinger
Huey P. Hester
Charles E. Barton
Glenn A. Foldessy
Robert E. Pipelow

LCI 468

Dean L. Beemer
Leslie G. Foss
Dewey A. Hayhurst
Joseph A. Hunter
Lyan S. Long
Robert G. Marquis
Robert Barnett

LCI 468 (Cont.)

Robert G. Davis
J. B. Gladis
Hollis W. Hicks
Steven A. Karko
Woodrow Maggard
Ralph E. Parks
Ralph E. Spaugh

LCI 469

Richard Berkle

LCI 468

J.L. Adamson
J.F. Bernethy
Richard H. Pond
James W. White
Richard Cano
Billie J. Harris
Troy L. Moorehouse

LCI 468 (Cont.)

Donald Nygard
J. A. Terracciano
Lewis P. Hagen
William P. Morrissey

LCI 588

George C. Thomas

LCI 600

Seth Bailey
Glen De Quaisie
Edwin Janacek

LCI 621

Raymond Carter

LCI 726

Jerome Pruchnieski
Robert A. Compton

LCI 807

Andrew Karsen

LCI 812

Walter Siek

LCI 974

William W. Banft
Sidney F. Brennan
Emidue J. Falini
Richard E. Kern
Charles Passwater
Thomas F. Sheehan

LCI 979

Martin J. Fleishman
Martin F. Deem
William C. Nordon

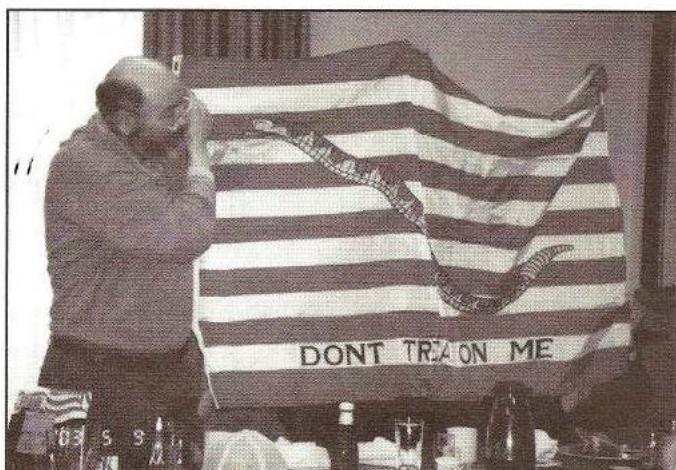
LCI Unknown

Clifford H. Radford
John J. Cray

California LCIs Meet Again in Eureka

"It was a wonderful affair," says LCI State Director Jim McCarthy of the reunion held in Eureka, California, May 8-9, 2003.

Captain Ralph Davis again had the LCI 1091 on hand for the LCIs and their guests to board and explore. And the appreciation of the group was expressed with the presentation to Captain Davis of a "Culpepper" Flag. The flag which was the first Navy Jack has recently been re-adopted by the Navy to fly at the jackstaff in place of the familiar blue flag with white stars.



Captain Ralph Davis of the 1091 accepts the Culpepper Flag from those attending the "203 Invasion of Eureka"

Thirty seven different LCIs were represented at the reunion by former crew members or sons of crew members. Mrs. Ralph Davis was not forgotten in the honors rendered. As first mate of the 1091, she was presented with her own

personalized bucket and mop for services "above and beyond the call of duty!"

Of special note was the attendance of four sons of LTJG Joseph Wynne, LCI 573, who were there to honor the service of their father.



Jim McCarthy thanks (l to r) Anthony, Joseph, Mark and John Wynne for honoring their father.

Coming Reunions

USS LSM/LSMR Association Our sister association will hold their 15th annual reunion 3-6 September, 2003, at the Sheraton Norfolk, Virginia. For further information, contact Larry Glasser, LSM 99, Treasurer, 237 Duquesne Blvd., New Kensington, PA 15068. Telephone 724-334-1021. E-mail lglasser@stargate.net

NORTHWEST LCI REUNION. September 16-17, 2003, at the Campbell Resort and Convention Center, Lake Chelan, Washington. For further information contact Hal Bleyhl, LCI 812, 4305 Tyler Way, Anacortes, WA 98221. Telephone 360-299-2541. E-mail: Hbleyhl@aol.com.

Be Careful Who Sees that Photo in your Locker!

(Concluded from page 29)

John, in town for a funeral. My wife, Kay, and I invited him over for dinner.

"While we were having drinks on the balcony, he asked, 'Remember a girl named Anna Malango?'"

"'You couldn't forget a girl like that,' I replied." I recalled that I'd had a picture of her and it had disappeared.

John admitted that it was he who'd taken the picture which had Anna's name and address on the back. When he'd got home he looked her up and eventually they married.

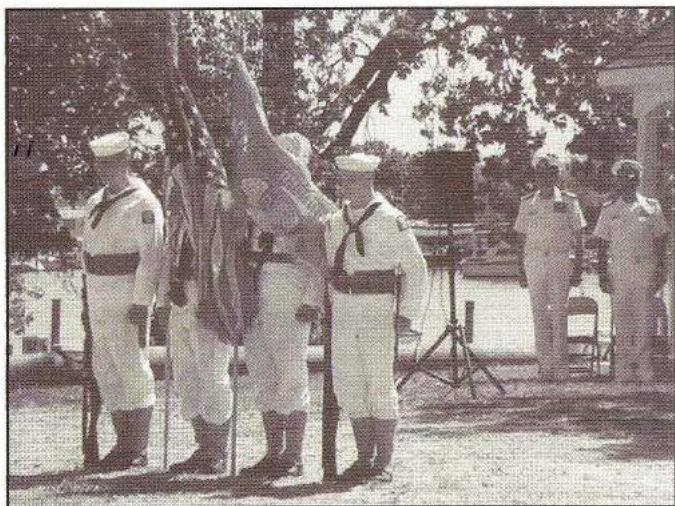
From 1996 on Harold and John enjoyed a very close friendship.

"I remember one reunion with our wives in New York and it was the day John's and Anna's son, Joseph, had been appointed a professor of architecture at Harvard."

Before Anna's death last year the Disposios and the Ronsons got together annually at the LCI Association's reunions. This year John, son Joseph and daughter Louise maintained the tradition and joined the Ronsons at Washington.

And Harold wonders: "Should I be recognized as a matchmaker - or should I get a finder's fee?"

Calvert High School NJROTC Honor Guard Wears our Amphibious Patch!



Ground breaking ceremonies for the "Amphibious Man" Memorial at Solomons, Maryland, were held August 9, 2002, and the color guard, provided by the NJROTC unit at Calvert High School, wore Amphibious patches provided by the USS LCI National Association.

Your Officers and Board of Directors

OFFICERS:

James E. Talbert, President (LCI 618) jet310@comcast.net
147 Colburn Drive
DeBary, FL 32713
(386) 775-1521

John P. Cummer, Vice President (LCI 502) cummjohn@aol.com
20 W. Lucerne Circle, #615
Orlando, FL 32801
(407) 843-3675

Robert McLain, Secretary (LCI 436) maxeyusn@aol.com
1829 Hemlock Road
Lancaster, PA 17603-4437
(717) 392-4558

Howard B. Clarkson, Treasurer (LCI 537) Lcitiny@juno.com
73 Grange Road
Troy, NY 12180-6662
(518) 279-3846

Earl Henshaw, Chaplain (LCI 537)
P.O. Box 781
Bainbridge, GA 31718-0781
(912) 246-3350

David Cox, Chaplain (LCI 633) swabby@aol.com
413 Tupelo Way NW
Birmingham, AL 35215
(205) 854-6229

BOARD OF DIRECTORS:

Robert V. Weisser, (LCI 456) lcipres@aol.com
Chairman of the Board
134 Lancaster Ave.
Columbia, PA 17512
(717) 684-4785

Shelby Smith (LCI 464) sdsbats@juno.com
2009 N. Winthrop
Muncie, IN 47304
(765) 289-3762

Sam Rizzo (LCI 687) lcisam@aol.com
1700 Vernier Road
Grosse Pointe Wood. MI 48236
(313) 886-5374

Rodney Scurlock (LCI 565) Rscurlock@aol.com
44456 Mustang Drive
Boise, Idaho 83709

William E. Hedger (LCI 614) gnhedger@olypen.com
227 San Juan Drive
Sequim, WA 98382
(360) 681-3821

OVERSEER:

Roy E. Age (LCI 802) 76235.656@compuserve.com
412 Silver Streak Lane
Valrico, FL 33594
(813) 689-5102

In Memoriam

We pay tribute to these Shipmates who have sailed for their final port since our last newsletter was published. May they rest in peace and may God comfort the hearts of loved ones left behind.

LCI	Name	Residence
84	Rev. Charles C. Ansley	Black Mountain, North Carolina
91	Franklin Vyn	Grand Rapids, Michigan
192	Richard C. Evans	Lithia Springs, Georgia
372	Orrin M. Payne	
420	John J. Bopp	Catonsville, Maryland
445	Paul Smith	Snohotnish, Washington
458	James E. Veach	
497	James B. Fetter	Secane, Pennsylvania
515	William Fitz-Gerald	Elkridge, Maryland
540	Clark Houghton	Iowa City, Iowa
550	Dean J. Leiter	
566	Harvey W. Wright	
580	Robert Stiles	
638	Herbert Hohman	New Riegel, Ohio
639	Edward S. Lightfoot	Albuquerque, New Mexico
656	Ralph P. Biersteker	Green Bay, Wisconsin
662	Fredrick Flournoy	Brunswick, Georgia
679	John J. Mulligan	Westfield, Massachusetts
742	Fred J. Geiger	Sherman Oaks, California
752	Herman E. Fischer	Hughesville, Pennsylvania
786	Adrian DuPont	
812	Ervin J. Turner	
815	W.C. Smith	
884	Roland Windham	Aiken, South Carolina
960	John Greenauer	Cheektowaga, New York
966	Donald E. Ball	Fairlawn, Ohio
966	Vincent Reales	
1010	Richard L. Jackson	Summerfield, Florida
1055	Manuel Rodriques	
1056	John M. Rogers	Calabasas, California
HMLC	Geordie Winter	Hull, England
HMLC	Jack Kershaw	
Unk.	John A. Kramer	

Tiny's Small Stores

Here it is - once again. "Tiny" Clarkson, our esteemed Treasurer, is offering those LCI supplies and mementos we all prize so highly.

ARTICLE	DESCRIPTION	HOW MANY	PRICE EACH (Includes Postage)	TOTAL
Gold Amphibious Pin	1 inch		5.00	
Red Amphibious Cloth Patch (shoulder)	4 inch		4.00	
LCI Cloth Association Patch	3 inch		3.50	
LCI Association Round Lapel Pin	7/8 inch		3.50	
LCI Association Decal (inside window)	3 inch		.75	
Red Amphibious Lapel Pin	small 7/8 inch		3.50	
Red Amphibious Cap Pin	Large 1 inch		3.50	
Gold USN Fouled Anchor Cap Pin	1 inch		3.50	
Gold USN Eagle Cap Pin	1 inch		3.50	
Combat Vet Script Cap Pin	1 inch		3.50	
Iwo Jima - 50th Commemoration	1 inch		3.50	
Miniature Metal Medals (for cap or lapel)	1 inch			
American Theatre			3.50	
European Middle East Theatre			3.50	
Asiatic-Pacific Theatre			3.50	
Purple Heart			3.50	
Good Conduct			3.50	
WWII Victory			3.50	
China Service			3.50	
Navy Commendation			3.50	
Bronze Star			3.50	
Silver Star			3.50	
Miniature Metal Lapel Ribbons				
Purple Heart			3.50	
China Service			3.50	
Navy Commendation			3.50	
Philippine Liberation			3.50	
Philippine Independence			3.50	
Navy Occupation			3.50	
LCI Round Conn Ship Pin	hand fired, polished cloissone side view		6.00	
Normandy Invasion - 50th Anniversary Pin			4.00	
Individual Beaches - Normandy Invasion	Gold tone			
OMAHA			3.50	
UTAH			3.50	
JUNO			3.50	
Watch	Association Logo on Face		25.00	
Bole Necktie	Amphibious Patch Logo		6.00	
LCI Association Blue Cap	Round or Square Conn: Which? R S		13.00	
LGI/Association Tan Summer Cap	Round or Square Conn: Which? R S		13.00	
LCI Booklet, The Story of a New Ship of War			4.00	
LCI Association History Book - Volume I			40.00	
LCI Association History Book - Volume II			40.00	
			TOTAL: \$	

Make check payable to **USS LCI National Association**

Send to: **Howard B. Clarkson**
73 Grange Road

Troy, NY 12180-6662

E-mail: lcitiny@juno.com **Telephone: (518) 279-3846**

USS LCI NATIONAL ASSOCIATION MEMBERSHIP INFORMATION FORM

If you are not a member of the USS LCI National Association and would like to join, please complete this form and mail it with your first year's dues as indicated below:

Name: _____ LCI Served On: _____ Rank/Rate: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Date of Birth: _____ Telephone: _____ / _____ E-Mail Address: _____

Occupation/Former Occupation: _____

Wife's Name: _____

Dues are \$15.00 per year, June 1 through May 31. Life Membership: \$75.00

Make Check payable to:

USS LCI NATIONAL ASSOCIATION

Send to:

Howard Clarkson, Treasurer
73 Grange Road
Troy, NY 12180

NON-PROFIT ORG.
U.S. POSTAGE
PAID
PERMIT NO. 0004
ORANGE CITY, FL

USS LCI NATIONAL
ASSOCIATION, INC.
James E. Talbert, President
147 Colburn Dr.
DeBary, FL 32713

