



March 2017

Elsie Item

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

Established May 14-18, 1991, Norfolk, VA

USS LCI(L) 20 rests off Anzio
*O Hear us when we cry to thee
For those in peril on the sea*

“The Elsie Item”

Number 96, March 2017

Official publication 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, to anyone related to an LCI veteran, or to anyone interested in the history of LCIs. Published quarterly by the USS LCI National Association. Joe Flynn, Editor. Any material for possible publication should be sent to the Editor, preferably by email (joeglo@msn.com)

We are always looking for stories and memories of your LCI service. If writing is a chore, draft one of your young relatives. If they are a student, perhaps they could also do a paper on your wartime experiences. So, whatever it takes, get it down and send it in. We need your history.

Attention LCI Members – We have changed from a Fiscal Year to a Calendar Year for payment of dues and Elsie Item subscriptions .

The USS LCI National Association has changed from a fiscal year (June 1 to May 31) to a calendar year (January 1 to December 31) for payment of dues and Elsie Item subscription. This change is intended to make it easier for you to keep current on subscriptions. Now annual dues and subscriptions will be payable on or before January 1 each year. Thank you for your support.

Pay Dues and Subscription Renewals (See Form on Page 26 of this Elsie Item)

Submit completed Membership Application Form with your \$35 check payable to **USS LCI National Association**, and send form and payment to:

USS LCI National Association
% Robert E. Wright, Jr., Treas.
P.O. Box 407
Howell, MI 48844
(517) 548-2326

For the OnLine Payment options: email our Treasurer: REWRIGHTCPA@GMAIL.com

Cover Photo: USS LCI(L) rests on the bottom of the Mediterranean off Anzio, after bombing by a German Focke Wulf 190 bomber.

Visit the USS LCI National Association Website

www.usslci.org Back issues of Elsie Item are there too for your enjoyment

www.amphibiousforces.org For information on the LCI 713

“Elsie Item” Notice: The USS LCI National Association is not responsible for the accuracy of articles submitted to the Editor for publication. Time and resources does not permit the ability to check each story, therefore, we rely on the author to research their article.

President's Message



Greetings to all LCI lovers!

The next National Reunion for the USS Landing Craft Infantry National Association quickly approaches. It will be hosted by the Amphibious Forces Memorial Museum – home of LCI 713. Rick Holmes and the crew of LCI 713 have worked very hard to organize this reunion. Their effort is a fine example of the alliance between our two organizations – both dedicated to preserve the legacy of LCIs and their crews. A preliminary head count of those planning to attend the reunion promises a very good turnout. You just can't diminish the enthusiasm of LCI lovers!

We are returning to a Spring schedule for our National Reunion as we did for many years before venturing into joint reunions with other amphibious organizations. Our reunion in Portland in May will be the only National Reunion held in 2017, so please do not miss the opportunity to chat with LCIers on a real LCI.

There will be plenty of opportunity for LCIers, friends and family to muster together and to enjoy the beauty of Oregon. The LCIers will be briefed at the business meeting in regards to the thriving financial status of our all-volunteer Association and the close bond we have with the Amphibious Forces Memorial Museum. We are looking forward to answering your questions and receiving your input at this meeting. This is YOUR Association. Have a safe journey and we will see you soon in Portland!

*John France President,
USS LCI National Association*



Marvin Carpenter LCI(L) 455 and Rich Lovell, AFMM V. President and LCI Director, at the New Orleans Reunion Memorial, in 2016.



Pete Selan, nephew of Leo Peter Selan, (KIA) LCI(G) 475 and 561. Pete is our newest member of the Board of Directors. Welcome aboard!

The UPS of the Pacific

A Brief History of the LCI (X) Express

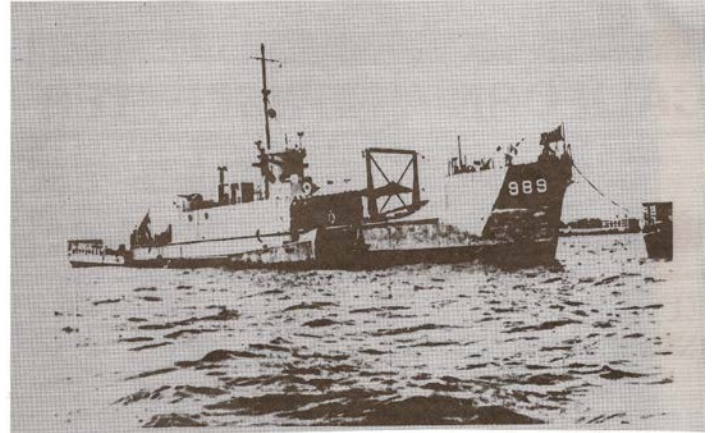
By David McKay, AFMM Historian

Service Squadron Eight was a major administrative element of the Fleet's Service Force. The responsibility of Squadron Eight was the "supply, transportation, and distribution of fuel oil, Diesel oil, lubricating oils, gasoline, provisions, general stores, and ammunition to the fleet and bases" (1)

While this sounds like a simple duty, the US advance westward across the Pacific as well as the ever enlargement of the Pacific Fleet, the ability to supply the various bases and units became increasingly complex. This was exacerbated by the supply chain problems associated with the war effort. Contrary to the general belief that the American fighting man had whatever he needed whenever he needed it, a number of critically needed items such as spare parts for engines and radar were continually in short supply. At some point, late in the war, the Navy determined that a small ship was needed that could be used to quickly deliver small quantities of supplies to the numerous ships and outposts in the Central Pacific. While the LCI as troop transports were found to be very effective in Europe and in the Southwest Pacific Theater, the coral atolls of the Central Pacific limited its use for amphibious assault. Due to their size, abilities, ease of conversion and the large numbers built, LCIs were selected for this job.

In December, 1944 instructions were given to convert nine LCIs to handle cargo (for an eventual total of twelve). The modifications included the transformation of troop compartments #1 & 2 by removing the bunks,

cutting two large cargo hatches between frames 16 and 36 on the well deck and installing a derrick boom lifting system in between the two hatches. (2) The protective well deck wings were also cutback to allow for ease in moving supplies to and from the ship.



LCI(X) 989 moored to a buoy in Hong Kong Harbor in 1947.
Photo Elsie Item Sept. 1999

According to the US Pacific Fleet Organization document from May 1945, twelve LCIs are shown as being assigned to Service Squadron Eight. They were:

LCI(L) 629 Lt. C.C. Kasica
LCI(L) 639 Lt. (jg) G.C. Bradstreet
LCI(L) 640 Lt. (jg) R.B. Walker
LCI(L) 761 Lt. (jg) J. D. Ferguson
LCI(L) 784 Lt. (jg) J. F. Reynolds
LCI(L) 787 Lt. S. P. Hancock
LCI(L) 811 Lt. (jg) J. C. Eagle, Jr.
LCI(L) 989 Lt. W. W. Beck
LCI(L) 990 Lt. (jg) C. D. Kirksey
LCI(L) 992 Ens. A. Cavalloro
LCI(L) 993 Ens. W.R. Thompson
LCI(L) 997 Lt. (jg) J. B. Rosen (3)

They consisted of nine side ramp models and three center ramps. For the latter three, it also required moving the forward winch to the "ramp room" and in the case of at least one ship, welding the ramp door closed.



LCI(X) 787 refueling from USS Chiwawa (AO-68), 24 October 1945. Note that the center ramp doors have been welded shut.
Photo Source: Navsource.org

For operational direction, these LCIs were assigned to the Service Force, Pacific Fleet. Administratively, eleven of the twelve were originally part of LCI Flotilla Sixteen under Commander Clarence Coffin USN. (4)

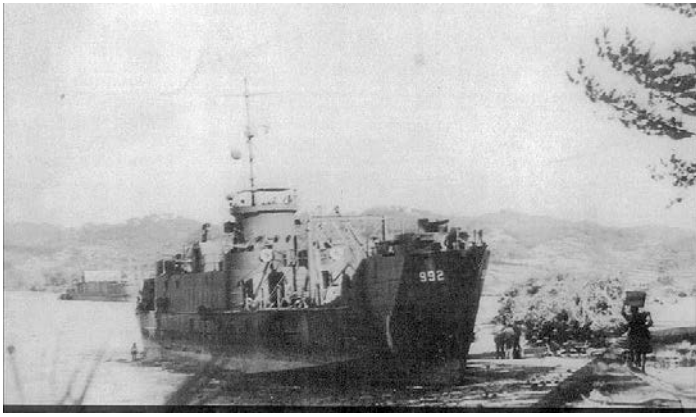
By the end of May the complete transfer of these LCIs to Service Force was complete. Their primary assignment was to move spare parts and equipment from the Pearl Harbor supply depot to distribution centers closer to the action. The amount of cargo per trip varied from a few tons to as nearly 100 tons.

An example of the type of duties performed by LCI(X)'s can be found in the war diary of LCI 993. The record shows that between March 1st and March 18th, this ship was operating at the large fleet anchorage of Ulithi transferring supplies between ships. On March 20th, it departed Ulithi with supplies and equipment for LCI Flotilla Thirteen and the rest of the blockading force surrounding the unconquered islands of the Palau's. By the end of the month they were back at Ulithi, slightly delayed due to a typhoon. During April, the ship first sailed from Ulithi to Guam and back bringing

equipment and parts to the landing craft spare parts barge, USS Corrundum. It ended the month enroute back to Guam for another load of equipment. Returning to Ulithi in early May, it was ordered to proceed to Okinawa with supplies and equipment. It then sailed back to Guam and at the end of the month was loading yet more supplies from the Naval Supply Depot for another run to Okinawa. (5)

The known activities of the other LCI Express' during the last six months of the war were similar. LCI 997 was located in the Marianas shuttling supplies & equipment between Guam, Saipan and Tinian with the occasional side trip to Ulithi or Leyte. LCI 989 appears to have been assigned to operate between the Spare Parts Distribution Centers (SPDC) at Pearl Harbor, Eniwetok and Guam. LCI 784 was first assigned to transport equipment from SPDC Pearl Harbor to Guam and later to move the same type of equipment from Guam to the forward areas (Okinawa). LCI 761, like LCI 989 was assigned to transport spare parts from Pearl Harbor to the forward area. In early June, this ship along with LCI(X)-640 departed Pearl Harbor enroute to Apra Harbor, Guam. After unloading its cargo, it then proceeded on to San Pedro Bay, Leyte Island, the Philippines. LCI-629 operated in tandem with LCI 993 at Ulithi. It also traveled between Ulithi, the Palau's, San Pedro Bay, and Guam. (6)

This was not glamorous duty and perhaps some in the crews may have viewed their voyages as sailing "*from Tedium to Apathy and back again, with an occasional side trip to Monotony*". Yet it was an important job, it was vital for the war effort and the ships were another example of the versatility of the LCI.



LCI(X) 992 aground at Okinawa after the October, 1945 typhoon. Photo Source: Navsource.org, LCI 982 file.

1 Carter, Worrall Reed. Beans, bullets, and black oil : the story of fleet logistics afloat in the Pacific during World War II. Washington DC: US Navy Department, 1953: Pg. 97. 2 US National Archives, RG19 (Bureau of Ships): Box 296—Correspondence S/19

2 US National Archives, RG19 (Bureau of Ships): Box 296—Correspondence S/19

3 US Navy, Naval History & Heritage Command: United States Pacific Fleet Organization, May 1945---

4 US National Archives, Records Group 38 (Records of the Office of the Chief of Naval Operations): War Diary—Flotilla 13—March, 1945.

5 US National Archives, Records Group 38, Box 1061: War Diary---LCI 993---March-May, 1945 6 US National Archives

6 US National Archives, Records Group 38, Boxes 1061—War Dairy –LCI 629, 761, 784,989, 993, 997.

*God and the soldier, all men adore
In time of danger and not before
When the danger is passed and
all things righted,
God is forgotten and the soldier
slighted.*

Robert Frost

USS LCI National Reunion History, twenty-six years of Good Times

At every reunion, and most LCI discussions it seems guessing games arise on the locations of reunions in years past. There have been 26 of them and multiple reunions in some cities. So here is a list; hang on to it, if there are questions later, you will have the answers.

1. 1991, Norfolk, VA
2. 1992, Nashville, TN
3. 1993, Las Vegas, NV
4. 1994, Orlando, FL
5. 1995, San Diego, CA
6. 1996, St. Louis, MO
7. 1997, Cherry Hill, NJ
8. 1998, Colorado Springs, CO
9. 1999, Louisville, KY
10. 2000, Buffalo, NY
11. 2001, Reno, NV
12. 2002, San Antonio, TX
13. 2003, Washington, DC
14. 2004, Portland, OR
15. 2005, New Orleans, LA
16. 2006, Norfolk, VA
17. 2007, Branson, MO
18. 2008, Mobile, AL
19. 2009, Portland, OR
20. 2010, Cincinnati, OH
21. 2011, Nashville, TN
22. 2012, Charleston, SC
23. 2013, Branson, MO
24. 2014, Portland, OR
25. 2015, Charleston, SC
26. 2016, New Orleans, LA
27. 2017, Portland, OR (planned)

*A man has honor if he holds himself to an
ideal of conduct though it is inconvenient
unprofitable, or dangerous to do so.*

Walter Lippman

Last Landing of the USS LSI(L) 1091

When the LSI(L) 1091 beached in Humboldt Bay on Dec. 12, 2016 she did not drop the stern anchor and pay out cable or make other preparations to retract. From now on the 1091 of the Humboldt Bay Naval Air/Sea Museum was scheduled for shore duty. At high tide on that December day the ship was hauled out of the water, rolled up on logs to her permanent duty station as a maritime museum.



Construction workers pull out the USS LSI(L) 1091 on to Humboldt Bay Harbor District Recreation and Conservation land in front of the Samoa Cookhouse. Will Houston — The Times-Standard

For those who attended California LCI reunions in Eureka, CA between 1996 and 2011, you will know the location; it's near the Samoa Cookhouse just across the bridge. The 1091 is now next to a Railroad museum in a developing historical area. More likely you will remember those lumberjack breakfasts served family style at the Samoa Cookhouse. And Doc Davis tells me they are still serving.

The original plan, to use roller air bags to take the ship ashore, was scrapped in favor of logs. And in the heart of the Redwoods, logs are in

good supply and cheaper. At high tide with logs in place a couple D-8 Caterpillars pulled the ship up on the beach, high and dry.

The move was necessary. The last time she was in drydock was in 1995, just before Doc Davis with a crew of LCI vets sailed the 1091 to San Diego for the LCI reunion. Some of you may have been there; 950 were registered in the largest LCI reunion ever. Over 2,000 signed the ship register and a few thousand more toured the ship while she was in port.

But time and saltwater take their toll on ships of iron, and now the yards in Coos Bay, OR were too many nautical miles away and the much-needed hull work too expensive. So, shore duty was the only feasible alternative.

Restoration will continue piece by piece by a group of dedicated volunteers. The ship will still be available for visitors and special events such as patriotic holidays. In the past, the ship has also been the site of swearing in ceremonies for Navy recruits. Capt. Mark Neeson, USN Ret., who is also on the Board of the Museum, administers the oath of service.



Dr. Ralph Davis, of McKinleyville, CA with the 1091 after haul out near the Samoa Cookhouse in Eureka. Doc Davis purchased the ship for fishing but donated it to the Humboldt Bay Naval Air/Sea Museum. Courtesy of Eureka Times-Standard.

CHAPLAIN'S CORNER

Wisdom for the Road of Life

NASB

I Kings 3:9, James 1:5, John 1:1-3,
Colossians 1: 16-17, I Corinthians 1:23-24,
Matthew 11:28-29, Psalm 119:105,

Recently, in my daily reading, I came across a Persian apothegm that Professor William Chandler gave our 10th grade class to memorize. He would be pleased to know I still remembered it as follows: (It is a tongue twister.)

1. He who knows not and knows not that he knows not; he is a fool, shun him.
2. He who knows and knows not that he knows; is asleep; wake him.
3. He who knows not and knows and knows he knows not; is a child, teach him.
4. He who knows and knows that he knows; He is wise, follow him.

This has also been quoted by Sir Richard Burton and the Chinese.

All four types are found around us; but I don't think you will ever hear anyone introduce himself saying, "Hello my name is Abe and I am a fool." That would not be the impression I would want to leave. How then can I know whom to shun, teach, awaken or follow? Discernment is needed to sort things out.

When I sat in my IBM Management classes in 1953, there was a sign with the IBM motto reading "THINK" in large letters. In an article written by Charles R Swindel, one of my favorite authors and Bible expositor, he says, "Think" with "Discernment." That is what we need, to discover the person or circumstances we encounter.

When King Solomon came into power, he prayed to God, our creator and savior asking "Give your servant an understanding heart to

judge and to "discern" between good and evil. (I Kings 3:9). Solomon knew what he knew not; so he went to the omniscient God of all the earth for understanding and discernment. James, the half-brother of Jesus writes "If anyone lacks wisdom, let him ask of God who gives generously to all without reproach, and it will be given to him. (James 1:5) Jesus Christ, the creator (John 1: 1-3, Colossians 1: 16-17) and the "wisdom of God" (I Corinthians 1:23-24) invited all "to come and learn from me" (Matthew 11:28-29). Solomon and James, referred to previously, pointed to God for Wisdom and Discernment.

My parents, teachers, Pastors and the writings of Seminary Professors were a help along the way, but I came to know Jesus Christ as my savior and Lord of my life 69 years ago. His word, the Bible, has been my source of counsel and strength as I pursued my 40 year career in Purchasing Management, along with my calling to preach and teach God's word for nearly 60 years.

I am now nearly 92 years of age. His word (the Bible) has been "The lamp to my feet and the light to my path" (Psalm 119:105). My recommendation to the reader, who would "Think with Discernment," is to follow Solomon's pattern and James' advice, and Jesus invitation to "Learn from Him."

Ebenezer (I Samuel 7:12)

RM-1/C Abe Laurenzo LCI 47, 409



In Memoriam

LCI 44
Theodore Wajek

LCI 46
James A. Shaner

LCI 82
Carson D. Mitchell, Jr.

LCI 87, 326
Samuel Folsom

LCI 226
Robert Burns

LCI 396
Horace Clyde Sampson

LCI 415
John P. Wheatley

LCI 421
John H. Sams

LCI 429
James A. Creel

LCI 432
Leland L. McDonald

LCI 438
George Menhorn

LCI 443
Roger Fox

LCI 481
Fredrick W. Martindale

LCI 510
Dail H. Laughinghouse

LCI 538
Jack Schmidt

LCI 604
Bernard Boerger

LCI 612, 457
Robert D. Deviney

LCI 693
Charles O. Lutton

LCI 693
Albert Warren

LCI 715
Norman D. Lander

LCI 746
James E. Woods

LCI 801
Edward J. Brink

LCI 803
Theodore Sils

LCI 814
Curtis Cullpepper

LCI 870
Dale Evans

LCI 1029, 804
Francis Detert

LCI 1033
Roland C. Ellingson

LCI 1081
John R. Murphy





2017 USS LCI National Association Reunion Announcement Portland, Oregon May 14-16, 2017



Hello LCI shipmates and friends,

Its reunion time again! We hope you can make room in your schedules to come spend some time with your old shipmates. This year's reunion is scheduled to be held at the **Sheraton Hotel Portland Airport*** and will include a Columbia River Gorge Sternwheeler riverboat tour and tours of the LCI-713 and PT-658. Our friends at the Amphibious Forces Memorial Museum and the LCI-713 are sponsoring the event.

Sunday, May 14

Arrival and registration from 5-8:00pm in the Hotel Lobby.

Monday, May 15

- 8:00am Registration in Hotel Lobby
- 9:00am Business meeting
- 10:00am Memorial Service
- 11:00am Lunch at your leisure
- 12:15pm-4:00pm Columbia River Scenic Tour
We will board the bus at 12:15 to depart at 12:30 from the hotel. It's about a 30 minute ride up into the scenic Columbia River Gorge for a 1:30pm departure on the Sternwheeler. The cruise lasts about an hour. You may purchase snacks and drinks onboard.
- 6:00pm Informal group dinner outing to Famous Dave's BBQ by carpool and hotel shuttle

Tuesday, May 16

- 09:30am – 2:00pm LCI-713 tours
*The volunteers on the LCI-713 will be on hand for tours of the LCI-713 and PT-658. There will be Navy Bean soup, plenty of coffee and good conversation.
If you need transportation to the 713, our 15 passenger van will be making laps from the hotel hourly starting at 9:30am.*
- 5:00pm -9:00pm Banquet Dinner
Starting with a social hour, then Color guard, pledge, opening remarks, dinner, and guest speaker. And Door Prizes!

The reunion officially concludes after the dinner.

We hope to see all of you there! If you cannot attend, send a note. Tell us what is happening in your life so you can let us all know how our absent friends are faring.

Please feel free to contact us with any questions.

Sincerely,

Rick Holmes, AFMM President Email: afmm@amphibiousforces.org Phone: 541-226-5427	John France, LCI National Assn. President Email: lc540@aol.com Phone: 520-429-3792
---	---

* Please note this is a change from the Oxford Suites



The Reunion will be held at the Sheraton Hotel at the Portland Airport:

8235 Northeast Airport Way, Portland, OR 97220

Reservations: 888-627-7163 **ask for the LCI Group Reunion rate**

They offer Airport and local shuttle service. Cascade Station is a large shopping center nearby

Reunion Rates: Studio Double Queen Suite - \$129 Single or Double

Rates are also good for 3 days before and after the event

Website: www.sheratonportlandairport.com

Phone: 503-281-2500



The Columbia Gorge Sternwheeler

The Columbia River is a river of stories.

Experience the history and the legends of the Columbia River Gorge and learn about the Native Americans and the Lewis and Clark Expedition on a cruise aboard the Columbia Gorge Sternwheeler. Boarding is at Marine Park in Cascade Locks, in the heart of the Columbia River Gorge National Scenic Area.

Website:

www.portlandspirit.com/sternwheeler.php



And, of course, the LCI-713!

www.lci713.com

www.facebook.com/lci713



The PT Boat too!

www.savetheptboatinc.com



**2017 USS LCI National Association
Reunion Announcement
Portland, Oregon
May 14-16, 2017**



Complete this form and return with your check made out to Rick Holmes by 4/15/2017:

2017 LCI National Reunion
C/O Rick Holmes
572 Beacon Highlands
Stevenson, WA 98648

Email: afmm@amphibiousforces.org
Cell: 541-226-5427

<u>Event</u>		<u>Cost</u>		<u># Persons</u>	<u>Total</u>
Registration Fee:		\$20.00 or \$8.00 <i>(Banquet Only)</i>	X		
Sternwheeler tour: <i>Includes Tour and Bus Transportation</i>		\$50	X		
LCI 713 Shuttle: <i>Tour is free, Select this option only if you need a ride down to the ship</i>		\$10	X		
Banquet Dinner <i>Prime Rib</i>		\$38	X		
Banquet Dinner <i>Seared Salmon</i>		\$38	X		
Famous Dave's Outing	<i>No commitments - just to get an interested party count</i>				xxxxxxxxxxxxxxxx
<i>Please consider a little extra for the 713 restoration fund:</i>					
Grand Total:					

Dinner Cost includes taxes and tip

Dinners include Caesar Salad, 5 oz. Seared Salmon with Tomato-Caper Vinaigrette, OR 9 oz. Prime Rib with Creamed Horseradish, Buttermilk Mashed Potatoes, Seasonal Mixed Vegetables, Harvest Carrot Cake, Coffee, Decaf, Tazo Teas and Iced Tea

Name(s): _____

Street: _____

City: _____ State: _____ Zip: _____

Phone#: _____

Email: _____

LCI#: _____ Rank: _____ Will you be staying at the Sheraton? _____

Letters to the Editor

We received a letter and Action report from Earl M. Kile, Jr. believed to be the last survivor of LCI(G) 728. Earl sent an obit for his friend, Horace Clyde Sampson, LCI(G) 396, who passed Jan. 22, 2017.

On Jan. 18, 1943, the 396 struck an enemy mine, blowing off the front half of the ship. Here are excerpts from the Action Report from the 728 which was in the vicinity and observed the explosion at 1201. Considerable smoke was noted and the ship took a decided starboard list. We went to full speed and change course to close with them, about six miles away. A request for help came over the radio and a visual SOS was sent by them. At 1217 we went to General Quarters. Several moored mines were in the area as we proceeded near the fringing reef of Urukthapel Island. As we closed with the disabled ship we observed the entire bow had been blown off just forward of the deckhouse. Smoke was still coming from the ship and eight casualties were in the water. At 1235 we stood close aboard and commenced taking casualties from the water. In the meantime, the fire had been brought under control by the 396. At this time both ships were drifting toward the reef and, another moored mine was observed close aboard on our starboard beam. At 1252 the eight casualties in the water had been taken aboard and we went alongside the 396 with our port to their starboard side.

In the meantime, LCI(G)'s 729 and 731 and LCI(L) 732 had come to render aid. At 1259 towing lines were secured and we commenced towing the wreck out to sea, while the other LCI's interposed themselves between us and the enemy held island. LCI 396 informed us that they had several more casualties aboard, so it was agreed that the 728 would take all

casualties and proceed to the hospital at Peleliu while the 729 would take the wreck in tow. At 1330 we hove to and took aboard twenty additional casualties, and at 1339 we cast off lines from the 396 and the 729 took her in tow.

At this time the enemy shore batteries commenced firing with what appeared to be two-gun salvos of five-or-six-inch guns. LCI 729 & 730 made smoke and laid down return fire. This vessel (728) continued on to the hospital with twenty-eight casualties. At 1542 we hove to off Orange Beach, Peleliu Island and transferred all casualties to Army DUKW's to be taken to the hospital.

Special comments and Information; The enemy did not open fire until after all ships had moved away from the island. It is felt that the reason for these tactics was that either their guns could not be depressed enough to bear on us until we pulled away from the cliffs or that they were mobile guns rushed into position when our predicament was observed. At one time, we were within seventy-five yards of the beach and ample opportunity for enemy snipers or machine gun fire from atop the cliffs, but none was encountered.



LCI(G) 396, after bow blown off by enemy mine off Urukthapel Island, Jan. 18, 1943
Navsource photo.

A Really Young WW II Sailor Vaughn Hampton on the 450

The minimum age to join the service in WW II was 17, but we have all heard stories of sailors who were in the service way ahead of time. You may have known some, and for all I know, you may even have been one. But Vaughn Hampton, born Oct. 1, 1928, was an LCI 450 sailor who helped me for years with LCI research. He also edited a 450 Log newsletter and I got to know him quite well. Vaughn is gone now, but he left a lot of memories and shared a lot of his history with me. He was a good friend. Joe Flynn, editor

Vaughn's mother died when he was a toddler and his father remarried. And as sometimes happens Vaughn didn't see eye to eye with the stepmother. At 13, he left home in Colorado, hopped freight trains and worked his way through Kansas. The jobs didn't last because he could never prove he was 16, the legal age to hold a job. So, he headed west to California and there he got the idea of registering for the draft, since they didn't ask for a birth certificate, and employers would accept a draft card as proof of age 18. It worked and he got a good paying job in a machine shop. But three weeks later, he received that "Greetings" letter from Uncle Sam; his induction notice.

On 6 July, 1943, he was transported to San Diego as an Apprentice Seaman and started boot camp. After boot he was sent to the Amphibious School, where he celebrated (quietly) his 15th birthday. He was then assigned to the LCI 450 which had been converted to a gunboat. By then he had started writing letters to his parents. On 6 Jan, 1944, they sailed in convoy to Pearl Harbor. On 31 Jan, 1944 they were laying off

Kwajalein Atoll as the Battleships, Cruisers, and Destroyers were sending volleys over his flotilla. When the barrage ceased, it was time for the assault. They went in at flank speed, firing guns and rockets but the water quickly turned shallow and soon they were hard aground on a coral reef.

The grounding was bad luck for the 450, but good luck for about 50 Marines who they saved from drowning after their Alligators had overturned in rough surf. Swimmers from the 450 took tow lines to the drowning Marines. On that day, the 450 was turned into a mini hospital ship caring for those near drowning and suffering cuts from jagged coral reef. The New York Times on 4, Feb. 1944 carried the story; "*Cussed LCI Saves Fifty From Drowning.*"

The 450 was later pulled off the reef, then taken under tow to Pearl Harbor for repairs. Upon reaching Pearl, the Executive Officer called me into the Wardroom and informed me that my father had notified the Navy that I was 15 years old, was illegally in the Navy and requested that I be discharged. My objections carried no weight and on 7 April, 1944 I was transferred to Waipio Point Amphibious Base. They must have lost my records because 10 days later I was assigned to USS Auriga (AK98) as a S/2c. Since I was a veteran of the Marshall Invasion I was made Cox'n on a LCVP and we went on landing maneuvers practicing for the next invasion

My records must have resurfaced because on 2 May, 1944 I was sent back to the Amphib Base. In the Navy, strange things happen. On 5 May, 1944 I was assigned to the USS Oak Hill (LSD-7). Now that was a ship. We had fresh water showers, instead of salt, toilet stools instead of a trough, refrigerated water

instead of drinking from a scuttlebutt. And the chow, even though our ole Ship's cook tried, he couldn't put out the meals from his galley like those that came out of the Oak Hill's galley. We went on maneuvers preparing for some operation (turned out to be Guam) and upon returning those darned records caught up with me again. I was returned to the Amphib Base and then placed on a ship heading to the Treasure Island Receiving Ship, San Francisco. On 14 June, 1944 I was given a General Discharge under Honorable Conditions.

Upon returning to Denver, a truce was declared between me and my parents and in the fall I returned to high school. That didn't last long because there was a world of difference between the 15-year-old kids in school and my 15 years. I needed more excitement so in January 1945 I decided to go out on my own and headed back to Los Angeles. On 10 March, 1945, I was issued a Merchant Marine Coast Guard Certificate and sailed as an Ordinary Seaman on the SS Verena, a T-2 tanker carrying aviation fuel. We ended up in Noumea, New Caledonia then returned to San Pedro, California. I hadn't enjoyed being on a tanker with all that volatile gas so I made sure my next ship was different. On 8 May, 1945 I shipped out on the SS George Powell a liberty ship with our holds loaded and tanks, trucks and other material secured topside. We dropped off some material at Pearl, picked up other equipment and headed towards the south Pacific. I recall being at anchor for 30 plus hot days at Ulithi Atoll, and we sailed to several other places.

Our next voyage was to Buckner Bay, at Naha, Okinawa in June 1945. Okinawa was secured for the most part but we were told there were a few enemy stragglers roaming

around. It seemed that every day there were several kamikaze attacks against some of the larger ships. We were strafed about a dozen times by aircraft heading towards other targets but amazingly, we didn't suffer any casualties. I do remember hitting the deck several times when I was topside, when our ship was hit. But when you are being strafed, it's over before you have time to react.

On 15 August, 1945 when word came down that the war was over it seemed every ship in Buckner Bay went wild shooting guns into the air. When a shell goes up, it and its debris has to come down and there were some unintended casualties from these rounds before the firing could be stopped. After we off loaded some of our cargo, we headed for Sasebo, Japan to drop off more equipment. Then we headed back to San Pedro, California where I was discharged.

My youthful odyssey had run its course and I returned to civilian life again feeling far older than my 16 years. In 1946 I joined the Army Air Corps for a 3-year hitch. I then joined the Air Force Reserve and was activated during the Korean War, and served one year at Keesler Field, Biloxi, Mississippi.

Vaughn went on to serve 31 years with Mountain States, Tel & Tel, and for many years edited the Deck Log for the 450.



Vaughn Hampton, Bootcamp, Aug. 30, 1943, two months shy of his 15th Birthday

OPERATION SHINGLE

On the morning of January 21, 1944, the LCI(L) 43 was unknowingly preparing for a brush with death the following day.

It started out by loading 157 paratroopers on board with all of their equipment and gear. The #43 was then under way from the newly established Naval Base in Pozzuoli, Italy around noon. The water had choppy white caps with a 20 knot wind but was not a concern to the experienced men in the flotilla.

At 1418 she formed in convoy with a position astern of the LCI(L) 20 and LCI(L) 221 as the senior ship of Task Force 81.5, Flotilla One, Group III. Of course, one of the 43's engines went out very soon on the port bank. The frantic engine room gang had all engines running in 25 minutes.

By 0700 the next morning, after various speeds and courses, General Quarters was called as we were in the Anzio area. I had already been at my battle station which was on the top of the conning tower since our departure the previous morning. I witnessed the Mine Warfare vessel Portent AM 106 about 100 yards astern and on our starboard side strike a mine on her stern and sank in approximately three minutes. Her crew consisted of around 105 officers and crew. Our mission took priority and none of us could stop to render aid.

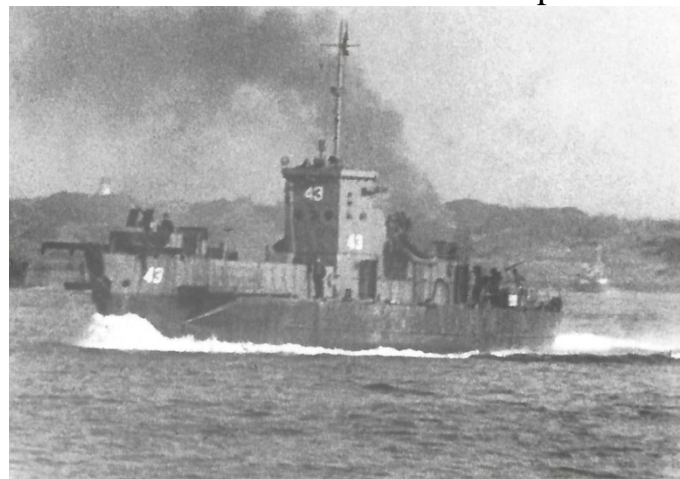
At 1033, we dropped our ramps and were preparing to unload our paratroopers on Red Beach when we underwent bombing and strafing by eight German Focke-Wulf 190 dive bombers. I was not wounded by shrapnel, but for some reason, my face and chest was splattered with cheese.



German FW 190

The LCI(L) 20 was about thirty yards abeam on our port side and received a direct hit from a 500 pound bomb. Men on deck were thrown in the water on the port side. The bomb went down through the crew's quarters and exploded underneath the ship.

The LCI(L) 38 was close aboard on the port side and received some damage which included their stern anchor cable. I received a semaphore signal through all of the dust and gun cordite from the Beach Master "MOVE OUT!" so that the British HM LCI 274 which was immediately behind us could get to the beach and unload more needed troops.



*USS LCI(L) 43 leaving RED Beach with
Smoke in background is from the LCI(L) 20*

In later years through reunions I became friends of Jack Price who was an the Executive Officer aboard the LCI(L) 20. One comment he made was, "Yes, we did have an old refrigerator lashed to the deck that was full of Italian Cheese!"

The source of the LCI(L) 43 picture was obtained strangely through our Skipper Ralph Uthoff's wife. She was watching a newsreel in a movie-house in the states and the #43 flashed on. She went up to the projection booth and they gave her a cut. The burning #20 smoke is visible and the right hand blob on the conning tower has to be myself.

The Focke-Wulf 190 in the picture which is capable of carrying a 500 pound bomb is self explanatory. I have often thought that just a fraction of a second, a twitch of a pilot's finger on any of the eight planes could have sunk three LCI's with loss of lives.

Been there done that....Gordon Smith
QM 1/C LCI (L) 43 LCI Flotilla One

Final Chapter of the Story of the USS LCI(L) 20

submitted by Robert E Wright Jr son of Robert E Wright EM2/c crew member USS LCI(L) 20

For LCI Association members who use email daily it seems that you are inundated with too many worthless messages, but, occasionally, one arrives that just makes your day a lot more interesting. This particular email arrived on July 14, 2016. It was from a gentleman from Italy, named Claudio Morino, identified himself, as a Italian Army Officer. He is president of the Underwater Battlefield Organized Anzio Team which uses the acronym U.B.O.A.T.. His team had located a wreck of a ship on the sea floor of the Mediterranean off the Anzio shore. They had a tentative identification as a US Navy landing ship, possibly the USS LCI(L) 20. LtC Marino requested any information that I had in my possession that would enable them to make a definitive determination. I sent them detailed drawings with measurement of a Class 1-350 Landing Craft Infantry, and a picture of the LCI(L) 20 aground after being hit by a German Bomb. I also included the Action Report written by the Ship's Captain, Lt (jg.) Frank Chambers which covered the events leading up to the LCI(L) 20 being abandoned and burning on the shore. From that information they concluded that the ship that was located just 60-70 yards from the shore was the ill-fated USS LCI(L) 20.



USS LCI(20) during a training exercise on January 20, 1943 at Solomons Maryland 1 year before the Anzio landing

The LCI(L) 20 had a relatively short period of active service: from Commissioning on December 11, 1942 to its final landing on January 22, 1944. They were part Group 3 of LCI Flotilla 1. The new ship and crew made the Atlantic crossing in March of 1943 by way of Bermuda. Service began in North Africa and continued later in Italy. Their first encounter with German bombers was at Oran Algeria. They were part of the landings under fire at Sicily and Salerno so by the time of the events at Anzio the ship and crew were experienced battle veterans



Prior to the July 1943 assault on Sicily the LCI's in Flotilla 1 practiced landings on the shores of North Africa. This photo was released to the press on July 10 1943 days after the landings

Anzio Italy

From the Action Report 22 January 1944

2. At approximately 1037 before any Army personnel had disembarked, eight Focke-Wulf 190's flying about 6000 feet came out of the sun and released their bombs around 2000 feet; straffing the ship as they passed over. Out of the eight bombs dropped, two were near misses and a third believed to be a 500 pound hit the U.S.S. LCI(L) 20

The bomb entered the deckhouse just forward of the fresh water day tank on the starboard side at approximately frame 74 and continued on through the crew's head and engine room, exploding when it hit the sea bottom. The force of the explosion blew out the bulkhead between the engine room and the crews quarters at frame 67 and partially blew out the bulkhead between the engine compartment and #4 compartment at frame #81. The engine room was completely destroyed and the ships back was broken at approximately frame #76; the after part of the ship after frame #76 settled in the water so that the water line was even with the weather deck

3. *The force of the explosion ripped open the fuel oil day tanks and covered the engine and crews quarters with approximately 800 gallons of fuel oil which caught on fire after explosion. Foamite, fire hose, fog nozzles and all firefighting equipment on the forward part of the ship and were passed to the crew on the stern who were acting on orders of the Executive Officer and Engineering Officer, attempting to extinguish the fire.*



This was picture was taken just minutes after the LCI(L)20 was struck by a 500lb bomb released from a German FW 190. Note that just forward of the 3 and 4 guns, the aft part of the deckhouse is almost level with the Conn due to the force of the explosion. Soldiers are still disembarking down the starboard ramp. The photographer is unknown



LCI(L) 20 Burning on the Beach; to port side is the LCI(L)39 temporarily disabled due to a near miss
(l to r) HM LCI 242, LCI(L)20 LCI(L)39 HM LCI 260 further down the beach LCI(L) 38 and LCI(L) 44

The explosion also destroyed the fire mains, water pump and handy billies. CO2 extinguishers and Foamite were the only firefighting equipment left intact. ... Orders were given to flood the magazine, but that was impossible due to the fact that the mains had parted. ... The crew continued to fight the fire until ordered to abandon ship. At the time of abandon ship, the fire below the weather deck spread from the engine room forward to frame #57 and in the deckhouse to frame #46. When word was received from the men on the stern that there was a great possibility of the ammunition blowing up, the commanding officer ordered all hands to abandon ship...

4. The force of the explosion either knocked everyone down or blew personnel overboard. The ammunition magazines were blown out of every ready box and the magazines on the #3 and #4 guns were blown off the guns....the gunner on the #2 gun was blown overboard.. However the #1 gun was manned and firing at the enemy aircraft until ordered to abandon

ship....The crew cut lines and rescued men who had been blown overboard. They also helped Army personnel into the small boats (from LST 349). Naval personnel from the U.S.S. LCI(L) 39 dove into the water and rescued injured Army personnel. Deeds of valor and bravery were performed by some member of the crew...

6. The disposition of officers and men..

(a) Killed in Action

Hamilton, Donald F CMoMM

Kalshnek, Harold R MoMM2/c

(b) Casualties (Wounded)

McKinney, Ben M ENS Engineering

Andrews, James M MoMM2/c

Blue, John T RM2/c

Harris, Carson H MoMM2/c

Lettau, Elmer G BM2/c

Paasch, Albert RM2/c

Pouloit, Marcel COX

Ramirez, William MoMM2/c

Sylvester, Daniel A F2/c

VanHook, Edward G S1/c

Son of LCI Sailor has chance to talk with his Dad's Skipper

Note: Steve DeViney, son of Robert D. DeViney, LCI 457, who mustered out on Dec. 21, 2016, sent this article and photo to the Elsie Item.

Delighted to have received a call today from former Lt. CDR and Dr. Charlie Crandall of Maplewood, NJ. Charlie's 96th birthday is on Mar. 8th. He was the Engineering Officer on LCI (G)-471 from 1943-1945 at Kwajalein, the Marianas Islands, and Iwo Jima. He subsequently became my dad's Captain on LCI (G)-457 upon their return to Pearl in Feb 1945 and on their return to the U.S. in Jan 1946. Charlie spent an hour or so with me sharing their experiences during action at Iwo Jima on Feb. 17, 1945 and their time leading up to the end of the war. He said he would never forget my father rushing up to him in mid-Aug 1945 waving the radio message just received that WWII in the Pacific was over.



Photo of then Lt. (j.g.) Charles E. Crandall pinning a Silver Star medal on the chest of Ensign J.W. Austin for heroism at Iwo Jima. Ensign John Paul Jones, on right, holds his Silver Star. My dad (Robert D. DeViney) is the sailor peeking over the back shoulder of Lt. Crandall.

Nothing is more curious than the almost savage hostility that humor excites in those who lack it. ~George Saintsbury

20 Elsie Item March 2017

Bean soup aboard the 713 at Reunion!

Here is what you can look forward to when you tour the 713 in Portland, in May. It's Gordon Smith's recipe; he and Rich Lovell will be making it for the 2017 reunion. I am printing the recipe for you here, because you will want it when you taste it.

Joe Flynn, Editor, & Serious Soup Sampler

NAVY BEAN SOUP

Gordon Smith QMC LCI 43

Day 1

4# ham bone with meat from Honey Baked Ham. Thaw & boil, then simmer bone separately for the stock in 4 cans chicken broth (14.5 oz or 7 ¼ C prepared chicken bouillon) and water to cover for one hour or longer. Remove and cool bones. Trim and chop meat. Refrigerate stock overnight and skim off fat.

DO NOT cook beans at this time. The ham salt slows the cooking time to soften beans.

2# Navy beans. Rinse in cold water and soak overnight.

Day 2 This will fill a large turkey roasting pan
2 TBSP Olive Oil

3 TBSP garlic, minced (fresh or in a jar)

Stir fry medium 15 minutes till soft.

1 C carrots, chopped

2 C Celery, chopped

3 C Sweet Onions chopped

Add

3 cans chicken broth (14.5 oz cans of 5 ½ C prepared Chicken bouillon), plus ham stock
Beans, drained and rinsed

Cook until beans are soft, ADD and simmer another hour:

Ham bones & chopped meat

3 TBSP Parsley (dry)

1 tsp Thyme

2 Bay leaves

¼ tsp Black Pepper

Salt is not added, due to saltiness of ham and bouillon.

ADD Ham bouillon to adjust flavor

After removing Bay leaf and bones, puree ¼ to 1/3 of beans to thicken.

Gordon Smith's Diving Suit Yarn

Among the invasion fleet for the invasion of Southern France were the LCI's #41 and #43. For this invasion, the two LCI's had been loaded with the ratings of Chief Diver and lower. These diving men with their diving suits, compressors, hoses and related gear took a demand on more than one LCI compartment which was originally assigned for troops.

Their orders in the invasion were to blow off any obstacles that might occur in the limited landing area.

During the winding down of the invasion the two ships were ordered to proceed westward to Toulon, France.

I must insert some history at this point

In 1939 when Hitler stormed into Poland, the Free French sabotaged the harbor of Toulon. This was done by sinking their Navy Fleet Ships alongside the piers. Thus the piers were of no possible use to the then invading German Navy and Army.

On arrival in Toulon we had to weave our way to the inner harbor by makeshift markers hastily placed so that we could weave around sunken vessels of many sorts and get close to our assignment.

Rifle and mortar fire could be heard from both the invading American and British troops as well as the defending German Army in a close proximity. It was urgent that we make access for ships with ammunition and other much needed supplies to combat the defending Germans.

The #41 and #43 anchored over some of the sunken ships that were alongside a pier. Our divers went down and put explosives in chain form on the main stress points of the sunken ships. Divers would surface, we would pull up anchor and then back off. The explosives would be blown and this procedure went on and on around the clock with both LCI's.

This was done to drive the sunken ships down into the mud of the harbor. Within just a few

days we had Liberty Ships coming into the harbor of Toulon, bringing much needed ammunition and supplies. With Liberty Ships gaining access to unload, we were then ordered to stand anchor outside the harbor. Aboard these small cramped LCI's there was always a demand for diversion. Yes, we then took turns going down in the diving suits with the aid of the professional divers, air hoses and compressors. We found this quite a thrill but it was very clumsy.

With the American in-born ingenuity we then took gas masks and put a valve in them to fit the diving hoses. The crew then submerged with the gas mask air supply and a lead belt. The excess air was just expelled out the sides of the gas mask.

I remember going down and seeing schools of fish darting in front of me; stopping and then dashing elsewhere. In going to the bottom there was tall grass weaving back and forth and a moment of fear would touch you, wondering how long that grass really was. Our improvised diving was not deep because of pressure on our ears. But it was fun to be playing in the French Riviera waters.



Gordon Smith, LCI 43 & Diving Suit

Some Corrections and Additions

By John France

In the year 2000, I was a new member of the USS LCI National Association and I was eager to research the landings of my father's LCI Group 34, Flotilla 12 and his LCI (L) 540 on Omaha Beach, June 6, 1944. Early on in my research, I was frustrated because the LCI hull numbers I encountered in writings of one of America's most prominent historians about D Day appeared to be incorrect. I discovered that the LCI hull numbers he listed were only assigned to the Pacific theatre of operations. I noted other historians, copied the same LCI hull numbers because after all, they got their information from a prestigious historian. He could not be wrong. Or could he?

Frustrated, I contacted Howard "Tiny" Clarkson, then Secretary of the USS LCI National Association and he in turn referred me to Laurent Lefebvre, a French historian with an excellent web site – www.americandday.org. Mr. Lefebvre informed me that during the planning of Operation Overlord – the invasion of the Normandy coast, Army planners assigned fictitious "Army numbers" to LCIs and other amphibious vessels scheduled to deliver troops to the beach because they had no idea at the time of the planning what actual Navy and Coast Guard vessels would be available come time of the invasion. With this information, I continued my research in earnest but with a wary eye.

I was determined to be error free in my writing, yet I too have been guilty of mistakes. I wrote my first story for the Elsie Item, April, 2008 reference LCIs 93 and 487. In that Issue # 63, I referred to the Coast Guard Attack Transport USS Samuel Chase as the "Samuel B Chase". My apologies to the Coast Guard.

I wrote a story for the Elsie Item April, 2009 D Day. In that Issue # 67, I wrote that my father's Skipper of LCI (L) 540 – Benjamin Van Blake survived the first sinking of a U.S. Warship by a German U Boat in WW II – the destroyer, USS Reuben James. Wrong again. Actually, Van Blake survived the first U.S. warship torpedoed (It was damaged but not sunk) by a German U Boat in WWII – the destroyer USS Kearny. The event occurred October 31, 1941 when the U.S. was officially neutral. The Kearney, sailing off Iceland responded with other U.S. destroyers to assist a British convoy overwhelmed by a German U Boat wolf pack. Hitler used this U.S. aggression as one of his excuses to declare war on the United States. I remember apologizing to Skipper Van Blake's widow for this error.

In our last Elsie Item – Issue # 95, I wrote the Story of LCI Group 35 on Omaha Beach, D Day and the heroics of Arthur Virgil Shields of LCI 415. After years of research, months of writing and editing, I submitted the article for publication. Closing the story, I wrote that Shields was one of only three men awarded the Navy Cross for actions at Omaha Beach. Wrong again! There were actually 20 Navy Crosses awarded for action at Omaha Beach. These are well documented in "Appendix III - Navy Cross Citations" in the excellent book authored by Phil Nordyke – "American Heroes of World War II, Normandy June 6, 1944". For my error, I apologize to those heroes and their descendants. Now that I have fallen on my sword, I return to my writing to preserve the legacy of the LCIs and their crews. Please join me in this endeavor. Please submit stories. Strive to get it right but don't be afraid to err and don't be afraid to admit your mistakes. We who make mistakes are in good company.

Man Overboard

By Ivy Roberts of LCI(G) 450

A number of years have elapsed but I still remember the circumstances which led to Jack Buchanan's "unauthorized swim" and safe return aboard the 450. You will recall that Jack was a large and very strong young man. So I figured that he would be a good man to set up the 4.5 rocket launchers at our battle station.

You will also recall Capt. Kennedy's rule for wearing life jackets. Well, Buchanan failed to put on his life-jacket for this task. Being the strong man he was, Jack grabbed one of the rocket launchers, hoisted it over his head, and commenced to do a little dancing jig to impress everyone with his strength. I hollered at him to quit and to get his life-jacket on before the "Ole Man" sees this. Now Jack was big and strong but he was not much of a dancer. Within seconds of me telling him to quit and get his life jacket on, I heard commotion and turned just in time to see Buchanan trip and lose his balance with the rocket launcher still above his head but no longer in "steady sea-going" fashion.

Jack lost his balance and his grip on the launcher at the same fateful moment. I realized what was taking place but helpless to do anything about it. All I could think of was to yell, "Buchanan, don't lose that rocket launcher or the 'Old Man' will kill us both." As the launcher bounced off the well deck and started to make its way over the side of the ship Buchanan managed capture the launcher however, in an instant they both took an unauthorized absence from the ship. Upon racing to the side of the ship I could see that he had indeed regained control of the launcher

but they were both several feet below the ocean surface, but neither Jack or the launcher were wearing a life-jacket. I immediately ran to the gun deck, grabbed a life jacket and heaved it as far as I could towards Buchanan. He had now let go of the launcher and surfaced a good distance from the steaming 450. Buchanan was not much of a rocket launcher dancing partner but I knew he was a good swimmer and could make his way to the life-jacket.

Then I yelled to the Control Tower, "Man Overboard" and the Man Overboard flag was unfurled. Our ship was in convoy and could not immediately break off to return to Buchanan without receipt of orders. He was now perched atop the life-jacket as he watched the 450 steam away. He waved as we steamed away. I do not recall how Capt. Kennedy obtained permission to break out of the convoy formation and return to get Jack. When we finally made our way back, two guys went into the water with a rope in hand to secure him. Needless to say, Jack was most happy to see us but was in no shape to help with his rescue but we finally got him aboard.

I now believed that both Jack and I would be on the "Old Man's" s--- list for this incident, but Capt. Kennedy was as elated as the rest of us for getting Jack safely aboard the ship. In fact, instead of admonishment or punishment Capt. Kennedy said to me, "Roberts that was quick thinking and proper action from you – for that you are going to be Seaman 1st Class. So, I went from figuring on being the object of another Captain's Mast to a promotion. And I can tell you that Jack Buchanan felt differently about wearing his life-jacket after that day. "Now you know the rest of the story."

The USS LCI National Association and the Amphibious Forces Memorial Museum (AFMM) Alliance

Members raise questions on how it works...

The goal of the alliance is really simple: Organize the groups to perpetuate LCI history and honor United States Navy's World War II sailors and ships of the Amphibious Forces.

The AFMM has the LCI-713, a collection of LCI and WWII artifacts, and a historical database. It is a 501(c3) non-profit, which means that donations qualify for tax deductions and that its business is an educational one. The educational part goes along with honoring our veterans by preserving the history and educating the public of their sacrifice. The AFMM is an all-volunteer organization entirely funded by donations, mostly from its membership. The AFMM publishes the Deck Log magazine for its membership.

The USS LCI National Association (National) is 501(c19) nonprofit veterans fraternal organization of LCI veterans and their families, also dedicated to honoring those veterans and preserving their history. It collects historical information and stories, publishes the Elsie magazine and organizes annual LCI veterans' reunions. National is now also an all-volunteer organization.

Sounds like two pretty complementary groups! So far the two groups have been working together on historical materials, publications, the websites, Facebook pages and a historical archive. The AFMM will host reunions in Portland, such as the 2017 reunion in May.

Please note that the groups are still independent organizations and are separately funded:

- The National organization charges subscription fees of \$35/year for the Elsie publication and solicits additional donations to help with operations.
- The AFMM solicits donations for its mission of restoration of the LCI-713 and its operations starting with a \$20 membership. Other donors are awarded membership in the AFMM with membership type based on the amount.

There has been some confusion between the two groups regarding these two points: ***If you are considering a donation, please insure it is to the intended group.***

Amendments to the USS LCI National Association By-laws were unanimously approved by the Association's Executive Board on Wednesday September 14, 2016 and approved and adopted by the membership during the October 22, 2016 business meeting in New Orleans, LA.

After correcting typographical and formatting errors, the following table summarizes the more notable changes that were made to the By-laws.

Article	Section Number	Amendments Made
Article IV- Members	1	Revised Eligible Member language to ensure compliance with IRS regulations. (7.25.19 Veterans Organizations and 501 (c)(19) exemption requirements)
Article VI- Executive Board	1, 2, 3, 5, 6, & 9	<ol style="list-style-type: none"> 1. Recommended changes and clarified the Executive Board Director composition "not less than 3 or more than 5" 2. Changed Executive Board Director terms of office from "staggered terms" to 1 year with annual reelection with no limitations on the number of terms Directors can serve. 3. Added language related to voting for Officers "eligible to vote either at the meeting or by other methods that have been approved in advance by the Association's Executive Board." 4. Provided clarifying language on permissible Executive Board actions.
Miscellaneous Recommendation Regarding Membership Voting Requirement Language.		<p>Provided recommended language to address membership voting requirements from "only those in attendance at annual Reunion and Business meeting" to those <i>"eligible to vote either at the meeting or by other methods that have been approved in advance by the Association's Executive Board"</i></p> <p>Similar language was added to the election of Officers.</p> <p>This language allows flexibility in how membership votes on Association business.</p>
Other Miscellaneous		Recommended deletion of some sections and language that is no longer relevant. Added the change in the dues year to January 1 through December 31 of each year.

USS LCI National Association Annual Membership Application

☐ **Renewal Application**

☐ **New Application**

Please Indicate Your Relationship to a LCI or a LCI Veteran

☐ **LCI Veteran (Self)**

☐ **LCI Veteran's Family Member**

☐ **Armed Forces Veteran/Active Duty**

☐ **Other** _____

Name _____ Your Final Rank or Rating _____

U.S.S. LCI () _____ Birth date _____

IF Other Armed Forces Branch _____ **Final Rank or Rating** _____

Mailing Address _____

City _____ State _____ Zip _____

Phone () _____ Email _____ @ _____

For LCI Veterans; a Relative who we could contact if we are unable to contact you directly

Name _____ Phone () _____

Membership Dues (Includes the ELSIE ITEM MAGAZINE)

January 2017 to December 2017 1 Year is \$ 35.00 \$ _____

I would like to make a Donation to the USS LCI Assn \$ _____

A Donation to the Association will help meet the goal of Preserving the Legacy of the Contributions of the Men who manned the Landing Craft Infantry in WWII

Total \$ _____

Make Your Checks Payable to: USS LCI National Association

Mail: USS LCI National Association

Robert Wright Treasurer

PO Box 407

Howell, MI 48844-0407

Thank You For Your Membership and Support

Your Officers and Board of Directors

Please feel free to contact any of the officers or directors listed below for whatever comments, questions or assistance you may need. We're here to serve you!

Officers

John M. France

President

Son of Frank T. France,
WWII, LCI (L) 540
11621 Copper Spring Trail
Oro Valley, AZ 85737
(520) 429-3792
lci540@aol.com

Joseph T. Flynn

Vice President,
Secretary & California Director
Brother of LaVerne C. Flynn,
WWII, LCI (G)347
4603 Collwood Lane
San Diego, CA 92115
(619) 546-7088
joeglo@msn.com

Robert E. Wright, Jr.

Treasurer
Son of Robert E. Wright,
WWII, LCI (L) 20, LCI (L)
996 & LCI (L) 997
P.O. Box 407
Howell, MI 48844
(517) 548-2326
rewrightcpa@gmail.com

Abe Laurenzo

Chaplain
WW II Veteran,
LCI(L)409 & LCI(L)47
2610 SE 164th Ave. Unit J16
Vancouver, WA 98683
(360) 718-7994
alaurenzo@gmail.com

Board of Directors

Stan Galik

Son of Stanley Galik,
WWII, LCI 35
13006 Crested Ct.
Fredericksburg, VA 22408-0245
(540) 898-3567
lci35@galik.com

Richard Lovell

LCI 713 Restoration Project
Amphibious Forces Memorial
Museum
8014 NE 159TH Ave
Vancouver WA 98682-1539
(360) 952-8916 (h)
(971) 570-7231 (c)

Dr. Michael A. Pikos

Son of Anthony M. Pikos,
WWII, LCI (L) 14
1286 Playmoor Dr.
Palm Harbor Florida 34683
(727) 410-0100
mapikos@gmail.com

Peter Selan

Nephew of Leo Peter Selan, (KIA)
WWII, LCI(G)561, & LCI (G) 475
875 Moores Mountain Road
Lewisberry, PA 17339
(717) 697-0294

Rod Scurlock

Vice President Emeritus
WWII Veteran, LCI (G) 565
4445 Mustang Dr.
Boise, Idaho 83709
(208) 362 4447

Gordon Smith

Director Emeritus
WWII Veteran, LCI (L) 43
2313 Northeast 110th Ave.
Vancouver, WA 98684
(360) 256-5901
gordon.sharonsmith@gmail.com

Historians

John M. France
European Theater of Operations
(see above)

Dennis Blocker

Pacific Theater of Operations
Grandson of Clifford Lemke,
WWII, LCI (G) 449
6138 Border Trail
San Antonio, TX 78240
(210) 636-9068
lci449@yahoo.com

Attention LCI Veterans and Associates:

Want to tell your story? Write or email Joe Flynn (See Contact Information Above).

27 Elsie Item March 2017

USS LCI NATIONAL ASSOCIATION, INC.

C/O Robert E. Wright, Jr. Treasurer

P.O. Box 407

Howell, MI 48844-0407

ANY MOMENT NOW

The noise...it will begin
As bombarding ships and rocket ships
Send their salvos whistling in

Any moment now

These landing craft will move
Making for the beaches
Defenders...to remove

Any moment now

There will be many a silent prayer
As these craft attain the beaches
So close now...see them there

Any moment now

Men and craft...they will be hit
It is then...we'll be required
To show we have true grit

Any moment now

I will be watching comrades fall
Be ready Lord...above the noise

Listen...for my call

I do not know if I will cope
Please...stand by me...show me how
I'm going to need you...more than ever

Any moment now