

Joint Issue of

ELSIE ITEM

and the

DECK LOG OF THE USS LCI(L) 713

Official Newsletters of the USS LCI National Association and
The Amphibious Forces Memorial Museum



ISSUE 111

DECEMBER 2020

For Liberty and Peace on Earth



Give WAR BONDS

- Inside: WWII Victory Issue...**
- LCI-713 restoration & updates
 - How War Bonds Funded WWII
 - Magic Carpet Brings Troops Home
 - LCI Display at Warhawk Museum



The Amphibious Forces Memorial Museum

Home of the LCI-713

MISSION

The Amphibious Forces Memorial Museum (AFMM) is an Oregon Non-Profit organization dedicated to the restoration and preservation of the USS LCI 713. Our Mission is to preserve the history of the Amphibious Forces in WWII, Korea, and Vietnam, to educate the public on the rich naval maritime heritage that the Amphibious Forces have played in our nation's history, and the importance of preserving historic naval ships for future generations.

Info



Website

www.amphibiousforces.org



Instagram

www.instagram.com/lci713



Facebook

www.facebook.com/lci713

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Please feel free to contact any of us with any comments or questions.

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The "Deck Log of the LCI-713" is the Official publication of the AFMM. Membership is available to anyone interested in our mission of historical preservation and education. For more info please visit our website

This publication is a collaboration of the USS LCI National Organization and the AFMM.

Notice: The AFMM or USS LCI National Association are not responsible for the accuracy of the content. There is an immense amount of research that goes into some of these articles and we rely on the diligence of the author of each article.



Navy and Coast Guard Veterans of World War II and Korea USS LANDING CRAFT INFANTRY NATIONAL ASSOCIATION

MISSION

The USS LCI National Association is dedicated to preserving the history of the World War II Landing Craft Infantry ships and honoring the sailors that manned them. In our publications and website you will find first-hand accounts from the sailors, stories about the battles they fought, the experiences they had, and historical photos.

usslci.org



To learn more about **your** LCI history, **your** collective experiences during the war, and other related LCI information, please visit **your** website. Here you will find all the information related to LCIs that we have acquired. **Enjoy your visit!!**

ABOUT US

- What We Do
- Officers & Executive Board
- AFMM-LCI-713 Alliance
- Non-Profit Status

THE STORIES

- Featured Stories
- Story Archive
- Share Your Story

THE ELSIE ITEM

- Recent Articles Available Online*
- The Archive
- Other Research Resources

THE LCI EXPERIENCE

- LCI Facts
- Combat Awards
- Honor, Valor, Sacrifice
- Reunions
- The LCI-713

* Note: The most recent articles and updates to the site will appear shortly after the publication of each Elsie Item Issue

Your Story



We are always looking for stories and memories of your LCI service. Although we are primarily interested in your experiences aboard an LCI ship, we are also interested in the circumstances leading up to your entry into the Navy and the impact that your WWII experiences have had on your postwar life.

General guidance on sharing your story can be downloaded from the Association website: usslci.org/share-your-story/. Any letter to the editor can be sent to **Jeff Veeseemeyer (JeffreyMktg@gmail.com)** or the postal address below.

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"Elsie Item": 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, to any past or current member of the U.S. Armed Forces, and to anyone interested in the history of LCIs.

Notice: The USS LCI National Association is not responsible for the accuracy of articles submitted for publication. Time and resources do not permit the ability to check each story; therefore, we rely on the author to research each article.

CV-19/Covid-19 Confusion

It was a typical Saturday on board the *LCI 713*. John Ragno was in After Steering vanquishing rust with Coroseal. Jerry Gilmartin and Mark Stevens were in the engine spaces, mounting an instrument panel to read performance of engines the LCI has yet to install. Dave McKay was at his laptop. John Minahan and Lin Stott were in the radio room, communicating with the world via our newly active HAM radio link.

But where was our Journalist – J. Wandres, who helps out with *Elsie Item*? He was in the Captain’s stateroom, seated at the skipper’s fold-down desk. He looked up at me, then asked: “Do you know how CV-19 ended up?”

He must have seen my shocked look because he smiled. “No. I mean the aircraft carrier, USS *Hancock*, CV-19. He looked down at notes on the desk: “Launched in 1944, it was the fourth navy ship to have that name,” he read. “She survived three efforts to end her long service to the nation. But in 1976 – the bicentennial year – she was sent to the scrapper.”

The journalist was not smiling: there was nothing funny in what he said and what he meant: I got it: The CV-19 of our day– the corona virus – would hang around until modern medicine would vanquish it, and send it to the medical scrapper. We have done it before: We have survived influenza epidemics of 1917, 1957, 1968 and 2009. And the SARs and HIV crises. It has been a difficult year, but our crew has risen to the challenge and continued restoration work and even at an accelerated rate. Although our visitations have dropped substantially this year, our membership has also stepped up to the plate and kept us funded for our ongoing restoration efforts. Our “Launch the LCI-713” fund has also significantly increased due to a very generous sailboat donation that you will read about in this issue.

Whether the crew or I will be around to be there, I am sure that whoever comes on board will see the USS LCI-713 haze gray and underway. We invite you to come along with us on that voyage. Please help us make that happen with your continuing support.



Rick Holmes, AFMM President



Yes, I want to help launch the LCI 713!

- Make a donation to the AFMM by year's end.
- Become a member or upgrade your membership level.
- Purchase a membership for your family or friends this holiday season.
- Sign up to volunteer in 2021
- Include us in your will, living trust, life insurance proceeds or retirement plan.

For more information, call Rick at 541-226-5427 or email afmm@amphibiousforces.org

Amphibious Forces Memorial Museum
Rick Holmes, President
PO Box 17220 - Portland, OR 97217

*Note: If you don't want to use the form, it's ok.
However, please keep us up to date on your contact
info for our mailings. Thanks!*

Enclosed is my contribution of \$_____ to help get the LCI-713 underway.

- Lifetime Membership \$500 Lifetime Veteran \$100 Annual Member \$20
 Lifejacket Memorial \$250 (We will contact you for an inscription)

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Email: _____

Phone: _____ Vet (Y) or (N) _____

LCI or Ship affiliation _____ Branch/rank _____

(You may also contribute online via our website)

- My company offers a matching gift program.
 Contact me about setting up an automatic monthly direct donation.
 Send me information on including a legacy gift in my estate plan.
 I would like to volunteer.
 I would like to sponsor _____

My Gift Is: In Memory of In Honor of

Person's name _____

Observations from Officer's Country

from Robert E Wright Jr

As 2020 Comes to an end, maybe it was one more test in overcoming adversity.

USS LCI Association Annual Reunion 2020 CANCELLED but...

The LCI Association Reunion planned reunion with the World War II Museum in New Orleans was cancelled along with all the Commemoration Ceremonies at the Museum. Already members are making inquires about the next one. The 2021 reunion has not been scheduled, but we continue to be optimistic!

Membership Renewals 2021

Hopefully the US Mail will deliver this 111th edition of ELSIE Item to you around Thanksgiving. Be advised that I will also mail the individual 2021 membership renewal notices right after Thanksgiving. Please take the time to return them when they arrive at your door. We need your loyal support which enables this Association to tell the stories of the many contributions of the LCI sailors in WWII.

Amphibious Forces Memorial Museum

This Issue contains the ELSIE ITEM 111 and the DECK LOG of the LCI(L) 713. For the past 3 years we have been assisting the AFMM in their cause to preserve the last known remaining U.S. Navy Landing Craft Infantry afloat. While the Covid-19 situation has caused some delays in their restoration efforts, they remain entirely committed to the task of restoring this ship. They deserve your generous support.

Some final thoughts

I have received information that the National WWII Memorial in Washington DC has commenced an addition to that memorial as was authorized by the World War II Memorial Prayer Act (Public Law 113-123). It will consist of a simple free-standing bronze plaque containing the words of President Franklin Roosevelt's six-minute radio broadcast the night of June 6, 1944. It was his prayer for the entire nation. The prayer began, "Almighty God: Our sons, pride of our Nation, this day have set upon a mighty endeavor, a struggle to preserve our Republic, our religion, and our civilization, and to set free a suffering humanity." It concluded with, "Help us to conquer the apostles of greed and racial arrogances,". "Lead us to the saving of our country, and with our sister Nations into a world unity that will spell a sure peace -- a peace invulnerable to the schemings of unworthy men. And a peace that will let all of men live in freedom..." A June 6, 2022 dedication is planned. I will watch my mail for the Association's invitation.

I wish everyone, a safe and healthy holiday shared with loved ones and family.



Gator Gossip

By Jeff Veesenmeyer

I received the following email from Rod Scurlock in Boise, Idaho.

Jeff - The *Elsie Item* arrived in Boise yesterday. What a great copy!!! I opened it up and didn't put it down until I had read every page. I can't say enough for you young sprouts that have taken over the association. You can't imagine how much it means to the 91 surviving swabbies that are still around, and to their families as well. It is just as important to the families of the sailors that have already sailed, bringing back memories of their loved ones once again. I salute you and the others and thank you from the bottom of my heart.

Jeff - I would like to ask you for a favor. If it is possible could you send me another copy of this edition. I would like to donate it to the military museum in Nampa, Idaho. We have an LCI display there and they have a permanent display of military literature laid out for the public to read.

Thanks much and stay well.

Rod

Yes, Rod a September issue of *Elsie Item* was sent direct to Sue, the owner of Warhawk Museum in Nampa, ID. Your request got me wondering what kind of LCI display we have at an aviation museum.

This led to researching the Warhawk website, contacting them, requesting photos, and asking you for more information. The result is a story on the LCI display you helped create and about

a military museum in Nampa that has much more than some WWII planes. See the article "How an LCI Display Joined an Aviation Museum." The 4-page article is on Pages 16-19.

Here is another way to support the LCI story. Give gift subscriptions to *Elsie Item*. See the holiday gift offer on page 37.

I was contacted earlier this year from the editor of *Range Magazine* in Nevada. This is a publication that focuses on the western spirit in America's outback.

The editor was interested in an article I wrote for *Elsie Item* #104 in March 2019. She felt the article titled "Operation Magic Carpet... Was Not A Luxury Cruise Home," might fill a patriotic theme in their December issue. Many of the *Range Magazine* subscribers are military veterans.

Permission was given to reprint the article along with credits provided for *Elsie Item* and our Landing Craft Infantry National Association. It was a good opportunity to spread the LCI story.

This December 2020 issue of *Elsie Item* includes a follow up article about Operation Magic Carpet. It is now 75 years since WWII ended and a monumental effort was made to get 12 million troops back home. See this story and photos on pages 20-23.

Cover Photo: The War Bond poster on the front cover was one of hundreds that were created during WWII. This one was produced for Christmas 1944. See more of them throughout this issue.

SEND LETTERS TO: JeffreyMktg@gmail.com or my mailing address listed on Page 3.

CHAPLAIN'S CORNER

Holy Bible NASB Proverbs 4

NOW RELIEVE THE WATCH

(looking for Chaplain). *by Rich Lovell*

Abe has made a request for Immediate Replacement. He is dealing more with life's challenges and has made his decision after much thought and prayer-in my humble opinion.

I have enjoyed conversations with him and have been able to type Abe's words of wisdom. He has enriched my life and I am sure that many more feel the same.

Hear, O sons, the instruction of a father,
And give attention that you may gain understanding,

² For I give you sound teaching;
Do not abandon my instruction.

³ When I was a son to my father,
Tender and the only son in the sight of my mother,

⁴ Then he taught me and said to me,
"Let your heart hold fast my words;
Keep my commandments and live;

⁵ Acquire wisdom! Acquire understanding!
Do not forget nor turn away from the words
of my mouth.

⁶ "Do not forsake her, and she will guard you;
Love her, and she will watch over you.

⁷ "The beginning of wisdom *is*: Acquire
wisdom;
And with all your acquiring, get
understanding.

⁸ "Prize her, and she will exalt you;
She will honor you if you embrace her.

⁹ "She will place on your head a garland of
grace;
She will present you with a crown of beauty."

¹⁰ Hear, my son, and accept my sayings
And the years of your life will be many.

¹¹ I have directed you in the way of wisdom;
I have led you in upright paths.

¹² When you walk, your steps will not be

impeded;

And if you run, you will not stumble.

¹³ Take hold of instruction; do not let go.
Guard her, for she is your life.

¹⁴ Do not enter the path of the wicked
And do not proceed in the way of evil men.

¹⁵ Avoid it, do not pass by it;
Turn away from it and pass on.

¹⁶ For they cannot sleep unless they do evil;
And they are robbed of sleep unless they
make *someone* stumble.

¹⁷ For they eat the bread of wickedness
And drink the wine of violence.

¹⁸ But the path of the righteous is like the light
of dawn,

That shines brighter and brighter until the full
day.

¹⁹ The way of the wicked is like darkness;
They do not know over what they stumble.

²⁰ My son, give attention to my words;
Incline your ear to my sayings.

²¹ Do not let them depart from your sight;
Keep them in the midst of your heart.

²² For they are life to those who find them
And health to all their body.

²³ Watch over your heart with all diligence,
For from it *flow* the springs of life.

²⁴ Put away from you a deceitful mouth
And put devious speech far from you.

²⁵ Let your eyes look directly ahead
And let your gaze be fixed straight in front of
you.

²⁶ Watch the path of your feet
And all your ways will be established.

²⁷ Do not turn to the right nor to the left;
Turn your foot from evil.

Dedicated to: *Ebenezer* (I Samuel 7:12)
RM-1/C Abe Lorenzo LCI 47, 409



In Memoriam

LCI 70
Robert A. McKee

LCI 372
Ralph Pegram

LCI 420
Ralph "Steve" Besse

LCI 503
Rene Fournier

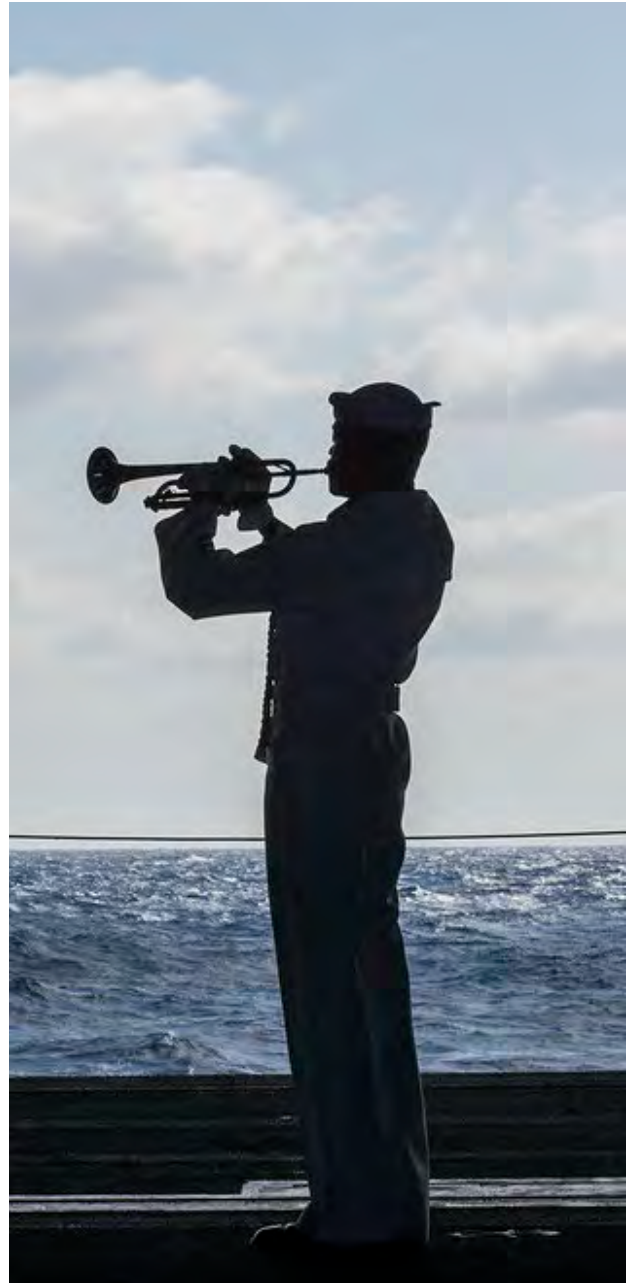
LCI 570
Joseph Wilmer

LCI 632
Vernon Wallace

LCI 952, 1056
Robert Dodson

LCI 1092
William Long

LCI 1093
Howard Moore



LCI-713 Restoration Update

Rich Lovell

Despite 2020 difficulties, like Covid-19, forest fires and civil unrest, the AFMM has made excellent restoration progress:



The windlass has been repainted, the engine cowling repaired, with new side panels fabricated and installed. The existing engine was shot, so an exact replacement is now in the shop being rebuilt. We will have the windlass operational soon!



New automatic pumps installed in the engine room, just in case...



Newly fabricated and installed vent enclosure "The Mailbox" with towing spar and mount.



Newly fabricated and installed smokestacks for the ship's boiler and galley ovens. Note the "Charley Noble" caps.



Fabbing the Charlie Nobles.



Second bunk installed in the CO's stateroom



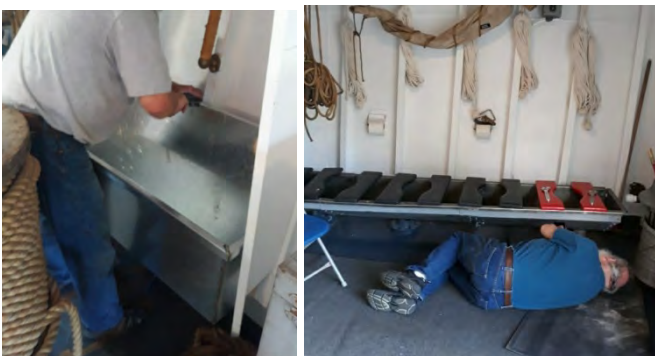
Major rework of the ships antennas and upgrades to our historic radio systems. And we are now licensed for broadcast "KN7LCI".



Repositioning of our Rhino barges and repair of our dock with additional floatation added.



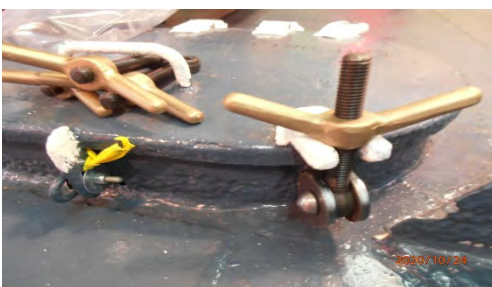
Helmsman "Steady Rest" upgrade



Newly fabricated urinal and install in the ramp room and securing the commode.



New gaskets for all the hatches



Fabricated dogs for shaft alley



Dock repair and Galley stove rust proofing



Display upgrades and new cases throughout the ship.



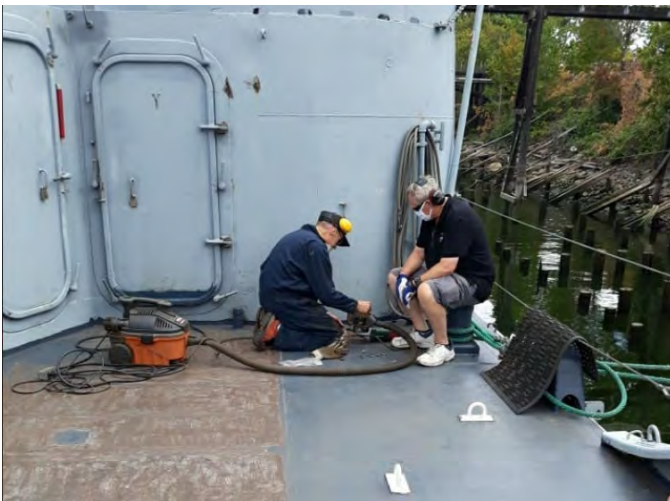
WWII version thermometers installed and our newly fabbed galley breadbox.



Splinter shield fabbing in process and refinished spud locker.



New clamshell door winch and we finally found the right cap for our Pelorius!



Grinding all the paint off the well deck with our new scarifier tool.

Other notables:

- Galley stove rust protection
- Well deck painting
- 1500 Covid masks donated by MARAD
- \$1000 Oregon Community Foundation Grant
- New T-shirts for crew and purchase
- Crew coffee mugs (as original)
- T4 and T2 photo displays
- In honor of special display started
- WWII artifact plates collected by Gordon added to T2

FEEDING THE MASSES

*Letter from Gordon Houser prior to becoming C.O. of LCI 713.
News article from Charles W. Duke*

The University of PA has a Palestra with indoor seating for 10,000 spectators. 16,000 square feet of floor was turned into a mess hall for 1,920 men where Officers and enlisted ate the same.

Trainees included were Army Specialists, Navy V-12, Navy R.O.T.C., Navy medical & dental units, and students at Navy Flight Prep School.

204 tables were filled, after men would enter through two ramps and file through 8 serving counters-twenty per minute. After dining, each trainee 'breaks down' his part. Scrape food into receptacles (to hog farmers), silverware into one area, paper in trash, crockery dishes in another and trays separate.

All is cleaned by a civilian crew, separate of the 140 that have served all. One and a half hours later, the dining hall is clean and reset. Reset means 32,000 pieces of china; 12,000 knives, forks and spoons; 7,200 drinking glasses; 400 glass containers for milk, syrup and sugar. Each man is rationed 1 quart of milk per day.

Ever since opening, the hall has received 100% ratings from Army, Navy, and the U.S. Public Health Service.

The menu is varied.

Breakfast - fruit, cereals, eggs, toast or rolls, coffee, and milk.

Dinner (1:00 p.m.)-scalloped beef with macaroni, creamed carrots, lettuce salad, bread and butter, huckleberry shortcake, milk, and coffee.

Supper Friday night - clam chowder, fried steak codfish, mashed potatoes, mixed fresh peas and carrots, rolls, tomato and lettuce salad, huckleberry pie, milk, and coffee.
Sunday - stewed chicken and ice cream are added.

Seconds are available EXCEPT for meat, butter and dessert. Original portions were so large that few returned for more.

Music is piped in through amplifiers.

Each Saturday, students and trainees come together on Franklin Field and the University band played.

On 19 October 1943, NAVTRA 12

Notice # 40-43 was distributed:

Subject: Messing facilities, etc.

1. The present shortage of paper has made it necessary for carton manufacturers to limit the output of milk containers of smaller sizes such as used in the Palestra. To cut down on the use of containers, no milk will be served for supper on Mondays until the situation improves. However, students will still receive a quart of milk per day – a pint for breakfast and a pint for dinner.

2. Reports received indicate that some students hesitate to eat hamburgers at the Palestra. All hands are informed that only select beef is used in the preparation of this food and it does not contain any pork.

3. Carelessness in depositing used dishes, cups, etc., at dish wash room has resulted in a tremendous breakage of dishes. Commencing October 20, signs will be displayed to indicate where used crockery is to be placed. All students will lift articles from tray and place where shown. The practice of sliding crockery off tray will be discontinued.

L.M. Stevens

Note: WWII hamburger was called Liberty Steak

HOOD TO COAST?

This is a well-known foot race in Oregon. This story is about Hood Canal to Anacortes WA via water in a sailboat, and how a soldier became a sailor.



In February of this year, Dr. John Minahan offered the sale of his 1989 40-foot Hunter Legend sailboat (one owner) to bolster AFMM funding. Dr. John has been a longtime supporter of Amphibious Forces, and President Emeritus of Western Oregon University. He spent many hours tuning *LCI-713* radios, antennas, and established the HAM call sign for the ship. He and Lin worked side by side in the radio room. Located in Hood Canal, the sailboat would be sailed to Anacortes WA where Richard Wright and Gateway Yachts would evaluate, repair and sell the sailboat. Moorage at Cape Sante Marina was donated, electrical was all brought up to code, and Richard's employees performed an amazing job; many services being donated.

Lin Stott (former US Army/LCI volunteer) volunteered to assist in crewing the sailboat, and that is where the fun started. As a leading NCO in the Army this would be no problem for Lin—or so it was believed.



My trip to Anacortes WA

By: Lin Stott

June 1, 2020 Monday

At 8am, John Minahan arrived at my home in West Linn, OR. We drove straight to Brennan WA. Since it was still light when we arrived, John showed me his property and the cabin. He has lots of trees and some deer came by to say “hello”!

June 2, 2020 Tuesday

We headed for the boat with ideas of getting underway later. We cleaned up the boat a bit and John put on a new oil filter. The filter didn't fit and the oil leaked out. John stayed to clean up the oil while I went into Brennan, to get more oil. After that we tested the engine and all was well, not exactly! Underway, we were not gaining much headway. We ended up returning. John found the prop had fouled with seaweed and barnacles as it had been tied up at the dock for a long time. John found a scuba diver unfouling a few other boats that day. If we could wait he would get to us later that day. While waiting we went to Quilcene WA to get a few more things for the boat. It was late so we returned to the cabin for the night.

June 3, 2020 Wednesday

We went down to the dock and made preparations to motor the boat to Anacortes WA. We started up the boat, checked everything twice and off we went. John had

provided food and water so we could keep hydrated and full throughout the day. John had decided that we would motor the boat the whole way. He showed me how to steer and follow GPS waypoints and we tried to stay in sight of the shore the entire way. There were lots of sea birds and sea lions to see along the way. The weather started out nice but did rain a bit. John spent time down below packing things that he wanted to take with him before selling the boat. Just as we could see the Hoods Canal Floating Bridge a boat came close to us fast with armed people on it. They were from the Whidbey Island Naval Air Station and told us to stay 1500 yards from the submarine that was being brought through the raised bridge. We pulled into Suquamish harbor to wait for the sub to get through and on its way. Once that was done we were back on course and went under the bridge at a speed of 5 knots. We finally pulled into Anacortes, WA around 8 pm.

We waited for directions on where to put into port for the evening. John met with the broker and turned over keys and we took a cab to the ferry. Unfortunately we had missed the last ferry so had to go back and get the keys to stay overnight in the boat. After a nice dinner we all spent the night in the boat. The trip had taken us about 14 hours.

June 4, 2020 Thursday

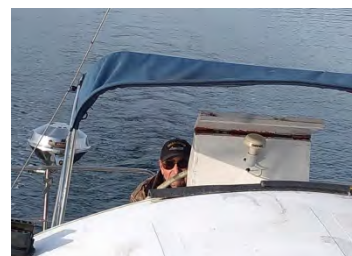
After breakfast, we headed for the cab to take us to the ferry at Colville, WA that would take us to Port Townsend, WA. At Port Townsend we took a cab to John's cabin. We said our "Goodbyes" to the other John and then set off for West Linn OR.

All in all it was a fun adventure for me. I have for years been the crew on a small Snipe sailboat that belonged to my Father-in-law. He was a sailor for many years of his life. I helped him sail his boat at the Willamette sailing club for many years and we brought in quite a few trophies! I have

also sailed a larger boat that he bought later in life but had never been on a 40 foot boat and out on the water for a whole day before.



Lin-Helmsman



'just John'-Skipper



After restoration

TVG Tare Victor George (WWII),
Baker Zebra (1949),
Bravo Zulu (1956).

They all mean JOB WELL DONE. A huge Thank You to Dr. John Minahan, Gateway Yachts, Richard Wright and all who made this labor of love possible.

How an Amphib Display Joined an Aviation Museum

By Rod Scurlock



The “Boise Five” LCI display at the Warhawk Museum is a long story. I’ll tell you how it came about. (The five men pictured above with the amphibious patch are the “Boise Five.”)

About 40 years ago I read an article about an organization in California that had an LCI. I wanted my wife Ruth to see the kind of ship I had spent so long on. We took off for the California reunion they had advertised.

The Californians were most hospitable. It was a great experience to be back with a bunch of sailors who had sailed on LCIs and experienced some of the same battles. They gave us a tour of the ship (*LSI 1091*) and this brought back a lot of memories for me.

We met a couple from Bend, Oregon and the four of us became fast friends right off. They were Lloyd and Bea Hanson. Lloyd and I got to talking that it would be great to have an organization like this in Northwest.

We wanted to have a bunch of local sailors get together like they were doing in California. We cornered the California director and asked for information on forming such an outfit. He gave us the address of the National LCI Association. When I told the Association what we wanted to do, they sent me a membership list and addresses of all the LCI sailors in the U.S.

Lloyd and I decided to hold a reunion in Bend. He took the job of arranging a tour, the entertainment, and our banquet. I took the job of contacting LCI sailors from northwest U.S. I asked them to join the NW LCI Association and our reunion. It was a success. We had 30 sailors and their wives at the first reunion. The next year was in Portland with about 60 members. I met Hal Bleyhl there. He pitched in and helped me locate more NW sailors. We eventually had more than 100 members at the reunions. Eventually a group of five members and their wives began meeting monthly for dinner at different restaurants in Boise. We

called ourselves the “Boise Five.” After one member’s wife died, he dropped out but Hal and Flo Bleyhl, George and Susan Menhorn, Leroy and Ann Olson, Ruth and I continued to meet. At one of our dinner meetings we talked about getting the LCI name and history out to the public in some way.

I visited the Warhawk Aviation Museum in Boise. It opened with one plane but had expanded to include history of all the services in recent wars. I looked at their displays. There was not one item about an LCI. I asked them if we could display some of our stuff showing some of the LCI story. They said yes but we would have to furnish our own display case. I was given the dimensions and the style of display case they wanted. I built one and we took it there and set it up. We all brought some items to display in the case. George donated a model ship, the *LCI 438* that he won at a national reunion. I had bolo knife that an old Filipino gave me after our landings in Leyte. Hal and Leroy gave some books and pictures. The display was in business.



The LCI Display case was built by Rod Scurlock and filled by the “Boise Five.”



Area middle school students meet veterans and tour the museum every spring.

Now there are thousands of people that come through that museum each year and view some of the LCI history. Seeing and speaking to the students is most rewarding. I’m one of the many volunteers. I love the place and the people in it.

If you think of dusty old displays, dark interiors, and cobwebs when you think of museums you aren’t thinking of the Warhawk. They have programs, meetings, celebrities, and something going on all the time. The museum has a lunch once a month for veterans called “Kilroy Was Here.” They are doing things for vets all the time. Their most important service to a veteran is an oral interview, to get his/her story on disc and then send it to the Library of Congress.

The museum is composed of three large hangars. In one they have memorabilia, displays, aircraft, automobiles, movies, and pictures of WWI and WWII. The next one is butted up against the first and has similar type displays for the Korean War. The third hangar is for the Viet Nam War. You can walk through from one hangar to the next without going outdoors.

Every spring Warhawk has a program where they bus all the high school and middle school classes (one class at a time)

into the museum to meet with and talk to veterans of the different wars. They have vets sitting in a line before an open space in the WWII hangar, and bring the kids in and sit them on the floor in front of us. There are usually around twenty vets that participate. Usually one to two hundred kids at a time.

Sue Paul the owner, gives them a talk about the wars and what it was like during those time periods. Then she divides them up in groups of ten or so kids, moves us apart into individual sites and sends the kids over to hear our stories. We talk for about half an hour and then they move all the kids to veterans from another war to hear their stories. The kids get a personalized view of all the wars that way. When we are done, they move everybody back to the main hall and we have a question and answer period. Finally, the kids are turned loose to explore the whole museum. This student program goes on through most of the spring. I enjoy meeting the kids and they seem to reciprocate.

The Warhawk Museum has an air day once or twice a year when they bring in vintage planes from the wars for fly overs. Sometimes they will give plane rides in them too. About thirty volunteers do most of the work around there. These guys and gals are mostly veterans. I'll say it again. "I love the place and the people in it."

.....
Warhawk Air Museum – Nampa, Idaho
www.warhawkairmuseum.org
208-465-6446

*Photo Credits – Heather Mullins
Warhawk Air Museum*



WWII Veteran Bill Gornick shares his stories with students during the museum's Education Program. It is dedicated to igniting student appreciation and respect for our freedoms and the sacrifices made to preserve them.



The mission of the Warhawk Museum is to preserve and teach the history of American veterans and their contributions to the freedoms we value today, and to show the relationship of our country and its citizens to those wars which so strongly impacted our nation and the world at large.



The veteran volunteers and students during a Warhawk Air Museum Education Program.



Students listen to a story from navy veteran during one of the Education Programs.



Amphibious hats, photos, news clips and WWII memorabilia fill the LCI display.

Versatile Amphibs Join “Magic Carpet” Fleet

By Jeff Veesenmeyer

APA Amphibious/Attack Transports were designed to sail to the site of amphibious operations carrying assault troops and support equipment. APA/LPAs had the capacity to hold a full battalion of troops. The APA disembarked troops with the ships own landing craft. The APA would then stand off the beachhead ready to evacuate troops, casualties, and prisoners of war.

In order to carry out its primary mission APAs had to provide all facilities for the embarked troops including, berthing, messing, medical and dental care, and recreational facilities.

A total of 232 APA Attack Transports were built for the US Navy. There were 8 types of APA's consisting of the following classes: Heywood, Harris, President Jackson, Middleton, Crescent City, Bayfield, Alpine and Haskell class. The Haskell class of APA was the most common with 119 ships (APA-117 to 180 and APA-187 to 239) that were built on Victory Ship (VC2-S-AP5) hulls. This class was built and commissioned in 1944-1945 and provided rapidly built hulls for the invasion fleets used mainly in the final push across the Pacific.

The ships were fitted to carry fully equipped Army and/or Navy units, along with a crew of about 536 officers and enlisted men. Heavy vehicles and stores were carried in the lower holds with 1,000-2,000 troops quartered in the upper cargo spaces.

Photo # NH 83419 USS Dane circa 1945-46, port side view



USS Dane APA 238 bringing troops home.

New Mission for APAs during Operation Magic Carpet

After World War II, the ships were configured to return troops home as part of the "Magic Carpet" fleet. Then the majority of the classes were quickly mothballed in both Atlantic and Pacific Reserve fleets. A few of the class were reactivated for service during the Korean War, joining their younger sisters in landings and evacuation duty for the duration of the war. The class was mostly decommissioned by the late 1950's and went back to the Reserve Fleets.

“Home alive in 45”

Beginning in September of 1945 a huge effort was made to get troops home in time for Christmas. There were two million men and women who were eligible for separation. Their most fervent Christmas wish was to be home alive in 45. They had been facing the invasion of Japan, the fear of death and another holiday far from home. Now it seemed possible that their wishes might come true.

Operation Magic Carpet began configuring ships to bring troops back to the United States. Aircraft carriers moved planes to airfields and set up berthing space on their hanger decks. Cargo ships became

troop transports. Luxury liners, including the Queen Mary, continued to provide luxurious but cramped cruises for troops, as it had throughout the war. The Amphibious Attack Transports were already well suited for the mission. Hundreds of APAs and AKAs were part of the fleet. Lower equipment holds could be refitted for troops to increase their personnel capacity.



Coming Home For Discharge are 1,765 troops on the USS Hampton APA 115.



There were over 600 different types of ships involved in Operation Magic Carpet. The majority of which, were 408 auxiliaries,

mainly APs, APAs, and AKAs. In the case of USS TRANQUILITY, her hull designation was temporarily changed from AH (hospital ship) to APH (evacuation transport). There were 236 combat ships: 99 were destroyer-types, 76 aircraft carriers, principally CVEs (57), sixteen battleships, and 36 cruisers.

The movement of personnel was bi-directional. Former Axis prisoners had to be repatriated to Japan and Europe. The USS WASP carried 1200 former Italian POWs to Naples and in 27 hours loaded 4000 U.S. soldiers for return to the U.S. Occupation forces had to be sent to Germany, China, Korea, and Japan. Chinese troops were ferried from southern to northern China to disarm the Japanese and maintain combat forces against Mao's communist forces. Admiral Morison stated that the LSTs were to be used to repatriate Japanese forces back to Japan and were not supposed to be used to transport U.S. servicemen.

MEMORANDUM TO THE PASSENGERS TRAVELING ON THE WILKES (DD-441):

Greetings and we hope that you have a happy trip. These instructions are designed to smooth off the rough edges and give you the word. You will be assigned to a department "for duty." We do not now plan to detail you to any watches but expect you to help us keep the ship clean. You will muster for fire, collision, abandon ship, general quarters as follows: Those with last names A-L at 5" gun #2, those with last names M-Z at 5" gun #3. Fall in by alphabetical order.

The washroom is closed during working hours for cleaning. If you waste water, there will be water hours and you will not be popular. Gambling - it is not permitted and will not be tolerated (Believe me now, and don't ruin your chances for a speedy separation). Meals - oncoming watch section has priority in chow

line. Movies - Each movie will be shown on 2 successive nights. Do not throw lighted cigarette butts over the side.

On one ship there were 5,000 sailors, soldiers, Marines, and walking wounded. Bunks were stacked 6 high. Showers were cold saltwater. Meals were served just twice a day...a light breakfast and dinner. Dining was an unforgettable experience. Men would line up two hours before chow and never stop moving. The chow hall tables were chest high and extended the width of the ship. Everyone ate standing up and moving from one end of the table to the other, eating while they moved. At the end you washed your tray and began planning for the next feeding. They felt like cattle being fattened for market, but they weren't getting fat. The food was miserable and not enough of it.

Bob Bell SoM2/c: They served biscuits with every meal. After the first or second day we started to notice something strange in the biscuits. There were weevils baked into the bread. We were hungry, so we'd look away while eating the biscuit. We decided what you didn't see didn't hurt you. We'd raid a lifeboat for spam and crackers and candy to supplement the chow.

On larger ships there were non-stop Crap games going on down in the hold. When a player's cash ran out, cigarettes, chewing gum or candy were as good as gold. The cruise home was not enjoyable, but nobody really cared. They found ways to pass the time. They were going home.

As Christmas approached, the Army and Navy launched *Operation Santa Claus* to expedite *Operation Magic Carpet*, with the goal of rushing as many eligible men and women home for the holiday as possible. Throngs of American military personnel—some 250,000 in all, some with brand new

discharge papers and some just a day or two away from separation—found themselves back on American soil for Christmas 1945, but not quite home. Instead, they faced the worst air, rail, and automobile traffic jams in history. The rule of thumb in the days immediately preceding Christmas 1945 was that a westbound train would be about 6 hours late, and an eastbound train about 12 hours behind schedule.

The predicament was met with overwhelming understanding and good nature among the servicemen. Upon being asked by a newspaper reporter what he thought about being among the 150,000 who were stranded along the West Coast for Christmas, an Army Private responded with this. "I'm trying to get home to Texas but simply stepping on U.S. soil is the best Christmas present a man could have."

Many of the stranded troops were invited into homes for Christmas dinner. Civilians gave their train tickets to servicemen. It was estimated that 94% of all train travel over the holiday period were troops trying to get home. Christmas dinners with family would be served whenever they finally stepped in the door.

Along the Eastern Seaboard troops were required to have Christmas dinner at the separation center itself, or sometimes even on the ships which had just brought them there. But even then, hardly a complaint was heard, as the troops enjoyed hearty meals provided by the Army and Navy while noting that this year, ration tins were nowhere to be found.



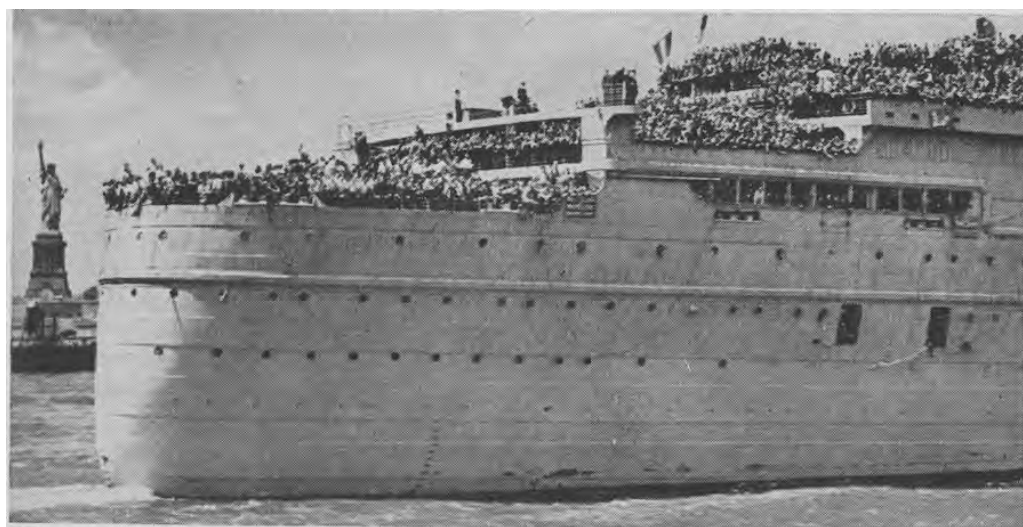
The berthing area (down below) on an Operation Magic Carpet ship.

their servicemen and women the holiday they deserved.



The USS Saratoga CVA-3 brought 29,204 troops home after the war. That was most of any other ship during Operation Magic Carpet.

A Los Angeles taxi driver drove a carload of six newly released veterans 2,700 miles home to Chicago. Another, drove six veterans from L.A. to their homes in Manhattan, the Bronx, Pittsburgh, Long Island, Buffalo and New Hampshire in exchange for nothing but the cost of gas. "This is the Christmas that a war-weary world has prayed for..." proclaimed President Truman at the National Tree lighting ceremony on Dec. 24, 1945 – and Americans did everything they could to give



G.I.'s pack the decks of the S.S. Queen Mary to cheer The Lady of Liberty as they return from the war in Europe after VE Day in 1945. Photo taken June 20, 1945.

85 Million Americans Bought War Bonds

By Jeff Veesenmeyer

Over the course of WWII 85 million Americans purchased bonds that totaled about \$185 billion dollars. Today that figure would be adjusted to over two and a half trillion dollars. The adult population was around 100 million in 1940 and their average income was \$1300 per year. The War Bond marketing campaign was conducted mostly with posters. It was a huge success.

As war loomed and defense spending increased, President Roosevelt favored a system of tax increases. But Secretary of the Treasury Henry Morgenthau, Jr. preferred a voluntary loan system. He began planning a national defense bond program in 1940. He hired a political scientist who specialized in propaganda to draw up goals for the program.



The bond marketing was initially targeted to individuals as “defense bonds” and sold for as little as \$18.75. These bonds would mature in 10 years and be worth \$25. After Pearl

Harbor was attacked and America entered the war, the name was changed to War Bonds.

Popular contemporary art was used to help promote the sale of bonds. Artists were encouraged to create posters that would appeal to the public through popular culture. Posters were printed and hung in post offices, banks, bus, and rail stations. Newspapers, magazines, radio stations and movie theatres donated millions in advertising.

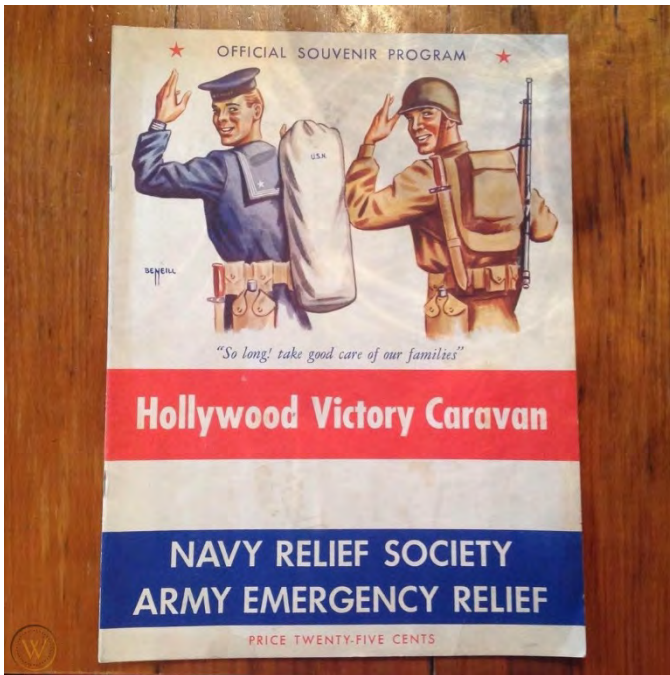
The most famous posters were Norman Rockwell’s series, the Four Freedoms. His paintings toured the war bond effort and raised \$132 million. Hundreds of poster themes were painted and printed during the war. Many of the original prints are now collector items and sold online.

A Christmas theme was produced each December. The front cover of this issue of *Elsie Item* was printed for Christmas 1944. The artist is unknown. The Three Kings poster on our back cover was from Christmas 1945 and painted by Linn Ball.

Hollywood Victory Tour

By Jeff Veesenmeyer

The **Hollywood Victory Caravan** was a two-week cross-country railroad journey during 1942. It brought together stars to raise money for the Army and Navy Relief Society. It was sponsored by the Hollywood Victory Committee. It included stars from stage, screen, and radio. They left Los Angeles and made stops in 12 cities that ended in Washington DC. The tour brought in \$700,000 in net funds.



This souvenir program for the Hollywood star musical review was 25 cents.

The Hollywood Victory Caravan show was partially inspired by an all-star war bond show at Madison Square Garden on March 10, 1942. It had been organized by Walter Winchell for the benefit of Navy Relief. The success of that show got plans for a nationwide tour started. The Santa Fe Railroad donated the use of a special train. It had 14 railroad cars and facilities for

rehearsals on board. There were two portable dance floors, two pianos and ten musicians.



The stars line up for a photo-op at one of the many whistle-stops between L.A. and D.C. How many do you recognize?

The train set off from Los Angeles on April 26, 1942. They arrived in Washington, D.C. on April 30th. The stars went to a White House Tea Party at the invitation of First Lady Eleanor Roosevelt. That night they performed their musical revue extravaganza at Loew's Capitol. The total "on stage" troupe for opening night consisted of 75 people.

The show was about three and half hours with Bob Hope and Cary Grant sharing the master-of-ceremonies role. Each star had a brief role. Laurel and Hardy did their "Driver's License Sketch", James Cagney did songs and dances as George M. Cohan in full costume from Yankee Doodle Dandy. Bing Crosby sang four songs and engaged in banter with Bob Hope.

Bing Crosby commented on the tour saying: *"In addition to accomplishing its purpose, I think that everyone connected with it had a barrel of fun, despite the adversities*

under which we lived and worked. There wasn't a single squawk about anything or any unpleasantness of any kind. If you could have seen our Hollywood Glamour Girls like Claudette Colbert, Merle Oberon, Joan Bennett and Joan Blondell all jammed together, dressing in the ladies' rooms of auditoriums, doing it cheerfully and laughing and kidding with each other all the time, you'd know what I mean."



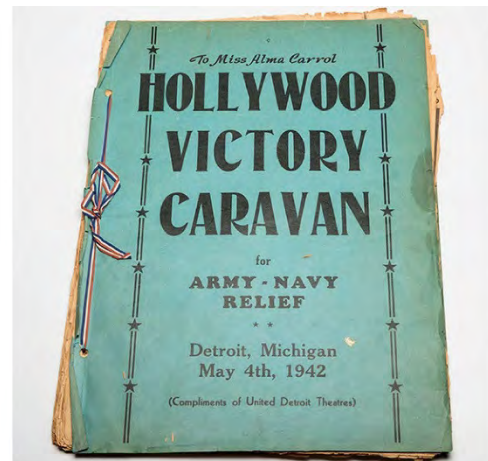
Photograph of Eleanor Roosevelt on the White House lawn with entertainers setting out on the Hollywood Victory Caravan, a national war bond tour for the US Department of the Treasury Seated, from left: Oliver Hardy, Joan Blondell, Charlotte Greenwood, Charles Boyer, Risë Stevens, Desi Arnaz, Frank McHugh, writer Matt Brooks, James Cagney, Pat O'Brien, Juanita Stark, Alma Carroll; (standing, from left) Merle Oberon, Eleanor Powell, Arleen Whelan, Marie McDonald, Fay McKenzie, Katharine Booth, Eleanor Roosevelt, Frances Gifford, Frances Langford, Elyse Knox, Cary Grant, Claudette Colbert, Bob Hope, Ray Middleton, Joan Bennett, Bert Lahr, director Mark Sandrich, writer Jack Rose, Stan Laurel, Jerry Colonna and Groucho Marx.

A comedic 19-minute short film starring Bing Crosby and Bob Hope, plus other celebrities who were on the original tour, was released in October 1945 by Paramount Pictures and the U.S. Department of the Treasury. It included some acts from the

road trip and additional entertainment. It promoted the purchase of Victory Bonds now needed to fund post war finances.



A theatrical release poster promoting the Hollywood Victory Caravan short film. Below: Each star received a souvenir photo album of the caravan tour. This one was presented to Alma Carrol.



Memories aboard *LCI 514(G)* in China

By Dixon Hemphill

I served in WWII from June 1943 to August 1946. Following Navy schooling and one year aboard the cruiser USS *Little Rock* serving in the Atlantic as a turret officer, I requested duty with the Pacific 7th Fleet.

In January 1945 I sailed from San Francisco aboard the USS *Butner* headed for China. I transferred from the transport to *LCI(G) 514* which was berthed on a dock on the Wangpo River. This ship had seen action in Normandy invasion. My ship was one of eight LCI's the others being the 233, 417, 418, 517, 630, 631 and 632. Our commanding officer was LTJG Donahue. He had been skipper for about six months. Before I came aboard one of his duties was to take water up the Yangtse River to one of our destroyers.



LCI(L) 514 participated in landings on Normandy and Southern France before being sent to the Pacific and China.



The waterfront along post war Old Shanghai.

Spending time in Shanghai was quite an experience. More than once I saw bodies floating in the Wangpo River --- the same body of water where Chinese living on bum boats dipped water to be used for drinking and cooking. The city was packed with pedestrians, cars, bicyclists, rickshaws, and beggars. We had to be careful that our ship's ports were closed at night; otherwise kids would pull our blankets off our bunks and through the ship's portholes.

It has been 74 years since I was aboard the *514* and believe me, I cannot recall much of what we did during each day. I do remember going ashore to restaurants and being transported by rickshaws ---- quite impressive being pulled along by a skinny barefooted coolie with a big smile on his



Rickshaws could navigate the congested, narrow streets of Shanghai. There was no standard fare for sailors with cash.

face. One night several other officers and I borrowed a jeep from the Marines barracks so we could "see the town". When we returned to the spot where we had left the jeep - just outside one of the restaurants - it was gone! Just disappeared! Believe me, the Marines were quite unhappy when we told them what had happened.

After about two months in Shanghai LTJG Donahue left our ship to return to the States. The war was over. He was replaced by Ensign Snyder making him Commanding Officer while I took his place as Executive Officer. Our ship and seven others were ordered to sail north to Tsingtao, now named Qingdao.

While at Tsingtao we began training crews of Chinese Nationalist Navy. Each day three officers and 20 enlisted men would come aboard, and we took the ship out into the harbor for training. These Chinese were not

very skilled and had to be taught a great deal. Because the Chinese officers outranked us, they had trouble taking orders from our U.S. officers. It was their nature not to lose face. On several occasions they came close to grounding our ship because they refused to ask questions! At noon, each enlisted man took a tin pan off his belt and was served rice and noodles cooked by their cook.

In June of 1946, the time came for the Chinese to take over our ships and sail to their home country, Taiwan. The invitation to a festive dinner, which I still own, reads, "Captain S. K. Lin, RCN requests the pleasure of Ensign Dixon F. Hemphill's company to dinner in celebrating the presentation of eight amphibious ships to the Republican Chinese Navy by the United States Navy. It is to be held at 6 o'clock on the 12th of June 1946 at Ying Ting Kwan" One of the highlights of the evening was when the U.S. Captain was circulating around the room toasting the officers at each table. He figured he might not make it to all the tables, so he asked me to take his place at the last three tables. I was feeling no pain by the time I toasted the last table!

In June 1946 I boarded the transport USS *Monrovia* (APA-31) which took us to Osaka, Japan for an overnight stay and then on to the Panama Canal our next stop enroute to Norfolk, Virginia. I enjoyed serving as Officer of the Deck several times while transversing the Pacific. One unfortunate incident happened while I was navigating the transport. I felt the ship bump into something and while looking over the bow I saw a group of whales. I had no recourse but to continue straight ahead while we cut at least one whale in half with bloody

water showing on both sides of our ship. I wondered how often this happened.

Traversing the Panama Canal was quite an experience. We made two day stops at each end of the Canal. The entire trip from Qindao, China to Norfolk took 51 days. I was discharged from active duty in Boston in August 1946. The next year I joined the Naval Reserve and served an additional 17 years retiring as a LT. Commander. One of my most worthwhile assignments was as Commanding Officer of an Intelligence Division.

I hope you enjoyed reading this story. I have never attended a reunion, but I have been an LCI member for many years and health permitting I will attend next year's reunion.

Dixon Hemphill

EDITORS NOTE: "Health permitting" will not be the reason Dixon Hemphill misses another reunion. He has been a runner for the past 40 years. At age 71 he ran the Boston Marathon. His pace for a marathon then was 7-8 minutes per mile. After being hit by a car while training for a triathlon and spending 41 days in the hospital, he returned to running. The injuries slowed his pace to 10 minutes per mile. He runs in the Navy Mile on Pennsylvania Avenue each year. The 70 and over heat was renamed the Lieutenant Commander Dixon Hemphill Heat. He gives the younger guys a run for their money. He is now 95 years old and fighting stage 4 prostate cancer.



Dixon Hemphill at the Potomac Valley race in 2019 at 94 years young.

What's his secret? "Diet and liquids are important," says Hemphill. "I'm a glass half full type of person. My prostate cancer is the best one. Men my age die from something else. I drink a bottle of Sam Adams each night. I used to drink martinis. They are pretty potent stuff, so that's a big change."

Google "Dixon Hemphill" to learn more about an LCI sailor who continues to sail at full throttle.



Dixon Hemphill is cheered on by cadets during the Navy Mile race on Pennsylvania Avenue in 2018.

LCI Survives “Suspicious assault” Simulation

By J. Wandres

It was a quiet day on September 3. The regular crew of *LCI-713* was on board, working on their usual projects. Suddenly, AFMM President Rick Holmes spotted several suspicious-looking devices that definitely looked like they did not belong on board the ship. He called 911.

THIS IS A DRILL: Weeks earlier AFMM was contacted by the Portland Harbor Master, Sean Whalen. He was looking for a ship to do a HAZMAT exercise. Would the *LCI 713* be available? AFMM response was favorable so he put them in touch with Eric Bodenhausen of the U.S. Army North Weapons of Mass Destruction and Civil Support Team (WMD-CST). An exercise date was set, and plans were put into motion.



“9-1-1 What is your emergency?” Rick Holmes responded, “This is a drill,” and explained the situation to 911. Portland Fire and Rescue was dispatched.

First on the scene was Portland Fire and Rescue. When they realized the potential danger was more than they could handle,

Portland Fire called in support from the U.S. Army’s 102nd (OR) & 10th (WA) WMD-CST teams and Portland Air National Guard First Responders. Also providing backup were teams from the Police, county Sheriff and the Federal Bureau of Investigation.



All units were coordinated and mapped out.

Within minutes the ship was swarmed by HAZMAT teams in special protective gear! They had gotten word that the ship had been rigged with multiple unknown but possibly hazardous chemical, radiological and/or biological weapons. If activated, any one of them could have caused a major disaster in Portland!!! The HAZMAT teams fanned out throughout the ship, discovered, identified and neutralized the (simulated) hazardous materials, and declared the “emergency” over. And then it was back to business as usual. The Hazmat teams pulled off their protective gear and gathered in the crew’s quarters for a debrief.

Eric Bodenhausen, a civilian specialist in developing training simulations for the U.S. Army’s ARNORTH explained that a site such as a ship like *LCI-713* would be an ideal location for real terrorists to stage an actual terrorist event. Containing and neutralizing a threat in such an unsuspecting environment would present HAZMAT specialists a

challenge and opportunity to practice their containment skills in a simulated environment. This is an annual training exercise.

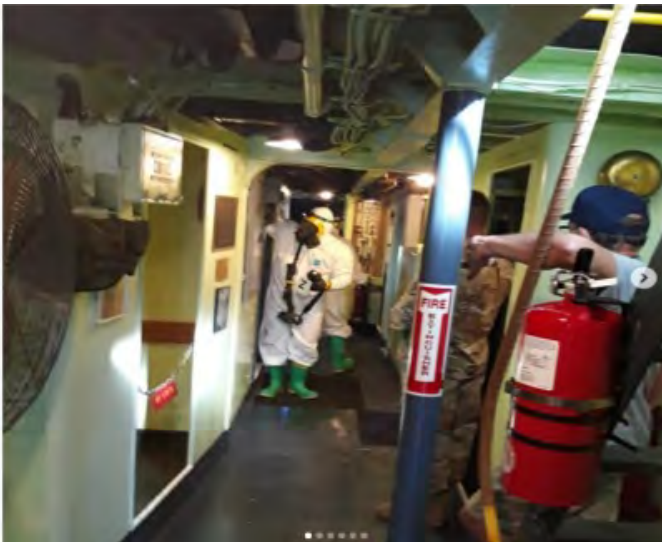


HAZMAT specialists suit up at a Prep & Contain location before boarding LCI 713.

AFMM volunteers, Rick Holmes, Dave McKay Jr., and the ship's crew were on hand the day of the exercise. "We remained on board for ship's security until the exercise was completed," said Rick Holmes.

The Scenario: AFMM staff were to be preparing LCI 713 for a tour after being closed since March due to the Covid-19 pandemic. A suspicious odor was coming from one compartment. A clandestine lab was discovered prompting the call to 911. The HAZMAT team would encounter elevated radiation adjacent to the lab which added to the complexity of their exercise. This was their third simulated emergency in three days and the apparent source of two other chemical packages found in Portland.

Following the exercise, teams met in the chow hall for debriefings, feedback, and evaluation.



A Search and Detect team in protective HAZMAT gear searches the main passageway below deck on LCI 713.



The observers and evaluators prepare notes for their After-Action reports.

Vigor shipyard and PT-658 were also involved for access points. According to Rick Holmes, President of AFMM, parking was needed for a significant amount of equipment and vehicles.

POST WAR HEADLINES -1946

Submitted by Robert E. Wright Jr

The following story appeared in the
MIAMI HERALD August 3, 1946

U.S. NAVY SHIPS MISSING AT SEA

Eight Naval district headquarters announced yesterday that three landing craft, with a total of 115 men aboard were three days overdue on a voyage from Panama to New Orleans. The vessels are identified as *LSM 484*, *LCI 883* and *LCI(FF) 656* which served as the flagship of an amphibious force. The LSM had five officers and 54 enlisted men, each LCI had 3 officers and 25 enlisted men. The vessels left Panama July 24 at 2p.m. and were due at South-west Pass of the Mississippi River at 2 p.m. July 30.

“No Trace” A landing craft of similar size which left Panama three days after the missing boats arrived in New Orleans yesterday and reported seeing no trace of the others along the route. Efforts to contact the vessels by radio failed, said the announcement, although all were known to have radio equipment aboard. They were believed to have radar equipment aboard also. Two LSMs and three LCIs on the route have been contacted by radio and are searching the seas. The Coast Guard is conducting an air-sea search from Pensacola and St. Petersburg to the Yucatan channel and the Panama Sea frontier to the Yucatan channel.

TODAY’S ENQUIRER HEADLINE MIGHT READ: NAVY LCI’S “LOST IN THE BERMUDA TRIANGLE”

RICHARD ALBIN’S ACCOUNT

Seaman 1c aboard *LCI(FF)656*

Note: Richard Albin was assigned to the LCI(FF) 656 in Yokosuka Japan this is his version of the event. Around June 1 1946 we left Yokosuka Japan and headed for San Pedro California. When we arrived in San Pedro half of the crew left

the ship on points. We then left San Pedro for New Orleans. We had motor trouble outside Mazatlan Mexico where we put in to fix the motors. We then headed to Panama. They broke down again right at the mouth of the Panama

Canal. They used a blowtorch as a running light on the bow until day break.

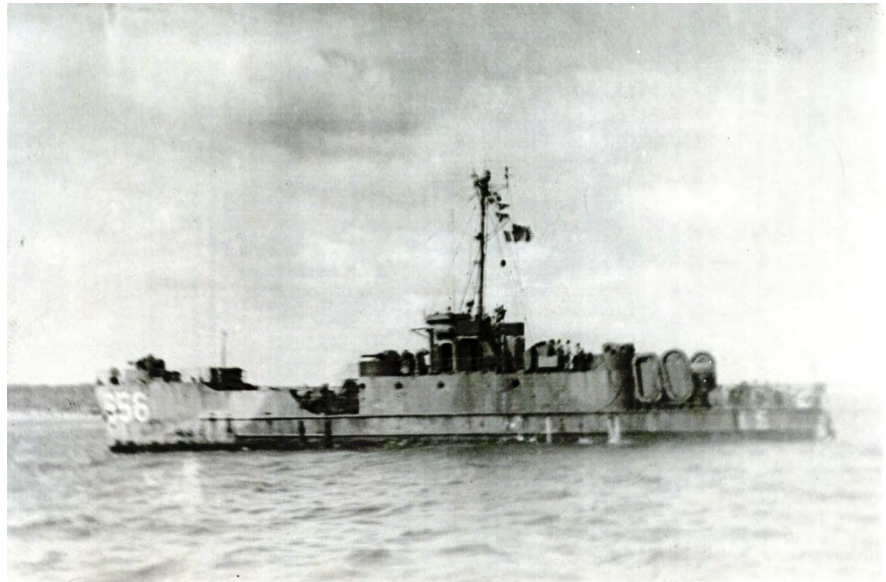
We had more repairs on the ship and then left Panama for New Orleans. The ship broke down again and had to be towed by the *LSM 484* to Kingston Jamaica. After a few days of repairs we were underway again for New

Orleans. First the ship was spotted by an airplane then about 2 hours later a destroyer pulled up alongside and ordered them to follow him to the Naval Base in Key West Florida. The *LCI(FF)* sank at the docks in Key West.

FOLLOWUP STORY: “Missing” Vessels Safe in Kingston”

“Forced by engine trouble which developed on one of the vessels, the craft, a task unit of the U. S. Navy, limped into Kingston last Sunday to seek repairs. Trouble developed about 70 miles from Jamaica and the *LCI(FF) 656*, the crippled ship had to be towed to port by *LSM 484*. Messages to this effect were sent to the U. S. Navy headquarters through the U. S. Army and the vessels were sent to the No. 1 Railway Pier. Apparently some doubt arose as to the whereabouts of the unit and they were posted as missing.

Safe and Sound – First local intimation received here of the “mystery” of the “missing” vessel were cables received by



local correspondents of the U. S. press agencies, yesterday morning, asking for information about the ships. “Hazy” explanation by the U.S. Navy and State Departments we cited as reason for the enquires. Lt.(jg) James M. Richardson, task unit commander of the vessels, and his men were surprised to learn from the correspondents that they were posted as missing. “You can look at us and see that we aren’t” they said laughing at the report. Repairs on the *LCI(FF) 656* have been progressing satisfactorily and will leave tomorrow on the long overdue voyage to New Orleans.”

Financial Report of the USS LCI National Association Inc

We are presenting the results of the USS LCI National Association, Inc. Financial Operations for the years ending May 30, 2020 and 2019. For these 2 years, the expenses of the LCI Association to publish the Elsie Item Magazine, maintain the USSLCI.Org website and the the expenses for administration have remained relatively constant averaging \$1,111 per month during the current year and \$1,013 per month in the prior year. The main increase in cost for the ELSIE ITEM was the inclusion of additional pages in each issue, relating the experiences of the LCI Ships and sailors.

As expected, there has been a natural decline in the number of WWII veteran members and their related family members which has not been offset by new memberships. This has led to a direct decrease in receipts of dues. Fortunately, continued generous Cash Donations by our members has allowed the LCI Association to maintain financial viability over these last 2 years. Thank you to all for your Generous Support!

Robert E Wright Jr., Treasurer

USS LCI National Association Inc Statement of Financial Position

	Current Year End May 31, 2020	Prior Year End May 31, 2019
ASSETS		
Cash and Checking	28,338.44	30,124.08
TOTAL ASSETS	28,338.44	30,124.08
LIABILITIES & EQUITY		
Total Liabilities	10	5.00
Equity		
Opening Equity Balance 06/01/2006	90,564.45	90,564.45
Reduction of Net Assets 2007 to 2016	-81,686.17	-81,686.17
Post 2016 Addition to Net Assets	19,450.16	21,240.80
Total Equity	28,328.44	30,119.08
TOTAL LIABILITIES & EQUITY	28,338.44	30,124.08

USS LCI National Association Inc Statement of Activities

	Jun 1 2019 - May 31 2020	Jun 1 2018 - May 31 2019
Support, Gains and Revenue		
Direct Public Support (Donations)	5,375.00	5,300.00
Membership Dues	5,750.00	6,785.00
Net Product Revenue	421.62	272.15
Total Support, Gains and Revenue	11,546.62	12,357.15
Expenditures		
Organization Operating Expenditures	311.45	268.02
Elsie Publication	12,862.81	11,918.77
Website Operations	689.44	689.44
Annual Reunion Expenditures	163.00	355.87
Total Organization Operating Expenditures	13,337.26	13,232.10
Contributions to Other Organizations	120.00	120.00
Total Expenditures	13,337.26	13,252.10
Total Addition to Net Assets	-1,790.64	-994.95

Officers and Executive Board

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

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John M. France

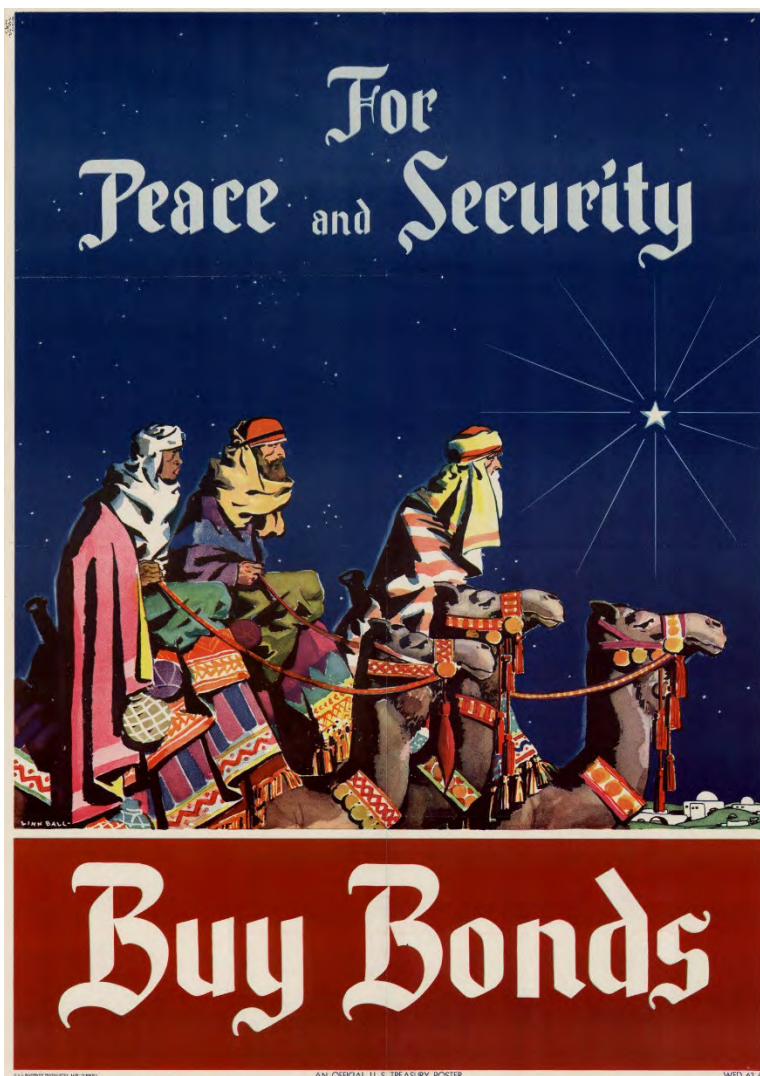
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Attention LCI Veterans and Associates
We need your stories now. Write or email John France.

C/O Robert E. Wright, Jr. President/Treasurer
P.O. Box 407 Howell, MI 48844-0407



In mid-December 1941, shortly after the Japanese attack at Pearl Harbor, New York advertising executives banded together to provide advertising services for the war effort. In February of 1942 the group incorporated as the Advertising Council and harnessed every medium at its disposal—newspapers, radio, magazines, and both indoor and outdoor posters and billboards—to support the war effort. The ad council has continued ever since.

This poster was produced for Christmas 1945 by artist Linn Ball. Although the war was over, paying for it was not.

Wishing you and your family a safe holiday season. Merry Christmas and Happy New Year.