

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 109

JUNE 2020

COVER PAINTING: Coast Guard  
20mm gun crew defending their  
LCI. By Floherty, USCG artist.



THE U. S. COAST GUARD IN ACTION

FLOHERTY

## Inside WWII 75<sup>th</sup> Anniversary Issue...

- LCI-713 restoration & 20mm updates
- Last Amphibious Landings of WWII
- Memorial pages to LCI Veterans
- Flotilla 10 on Utah Beach



## 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](http://www.amphibiousforces.org)



Instagram

[www.instagram.com/lci713](https://www.instagram.com/lci713)



Facebook

[www.facebook.com/lci713](https://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/](http://usslci.org/share-your-story/). Any letter to the editor can be sent to **Jeff Veesenmeyer (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.

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## AFMM's Master

In the Maritime world the ship's Master – the C.O.-- is responsible for the navigation of a ship – its course and destination. Amphibious Forces Memorial Museum is honored with another Master – a candidate for a Master's Degree. In fall, 2019 Robert Megerdichian from Massachusetts visited AFMM and the *LCI-713*. Robert's father, Abraham, served on *LCI-685* during World War II. Robert was working on his thesis for a Master's Degree in Non-Profit Management. The nonprofit *LCI-713* is the only former U.S. Navy ship of its kind afloat anywhere in the world and is being restored by an all-volunteer crew.

Robert's analysis states that while a key audience is "older individuals" (some who served in World War II) AFMM "endeavors to . . . appeal to a younger demographic." Who is in this cadre? They are (adult) children of vets; their kids (and grandkids). Sea Scouts and Eagle Scout candidates use the LCI as a platform to demonstrate management capabilities with the Tenderfoot Scouts.

Lest you think of today's Scouts as kids who rub two sticks together to build a fire, Robert's analysis cites the need for today's tech-savvy "interns:" Computer wizards who can re-format "old fashioned" audio and visual displays into user-friendly files accessible via onboard and online platforms. The need for renewable (human) resources is evident: The LCI is 75 years old. Some AFMM board members and volunteers are in their 70s.

Robert Megerdichian engages in circular reasoning. This is not the same as going around in circles: Installing space-age systems on board can attract a greater number of visitors, which can help generate increased financial support. Currently, few visitors drop a \$20 into the onboard "Help Launch the LCI" jug. AFMM has received grants from the Oregon Cultural Trust, Save America's Treasures, as well as several four-figure, tax-deductible private donations. AFMM's mission is to bring on board more corporations and foundations. Their support will help AFMM raise the estimated \$500,000 that will open the gates of a nearby dry dock, to get the hull repaired and replacement engines installed. Some day, soon, AFMM and its crew hope to sound their ship's horn one long blast: "Stand Clear! Getting Underway!"



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 2020.
- 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](mailto: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 \_\_\_\_\_

# Important Message from Officers County

## 29TH ANNUAL REUNION – NEW ORLEANS LA

I am certain by now that everyone in the country is aware of the Covid-19 virus pandemic and how it has affected everyone in the United States in one manner or another.

Last week I took a poll of members of our LCI Association's Executive Board. The majority of the Board voiced **very valid concerns** about current and future issues regarding the planned reunion. The majority's opinion was that the planned reunion should be cancelled.

Last week I also called a number of the Association's families who had sent in their notices that they were planning to attend the reunion this year. They all acknowledged the current situation with the virus. Generally they were all hopeful that this situation would abate and some normalcy would return to the country prior to the planned dates of the reunion. They told me that their LCI veterans were looking forward to coming to the event, and they asked that I wait a few more weeks before the reunion was officially cancelled.

Because of these requests, I waited until June 1, 2020 to make this final determination. Anyone who has mailed or emailed their intention to attend will be notified of the decision, whether we have canceled or gone forward.

## 2020 MEMBERSHIPS

Most members have returned their 2020 membership form and dues by this time. The Association would like to thank you for your continued support. However a number of our 2019 members have seemed to have misplaced their 2020 renewal forms that were mailed in December 2019. I mailed out 2020 membership renewal reminders in May to those members. If you received one in the mail, please fill it out and return it as soon as you are able. We would like to have you back aboard.

- Robert E Wright Jr.



## Gator Gossip

By Jeff Veesenmeyer

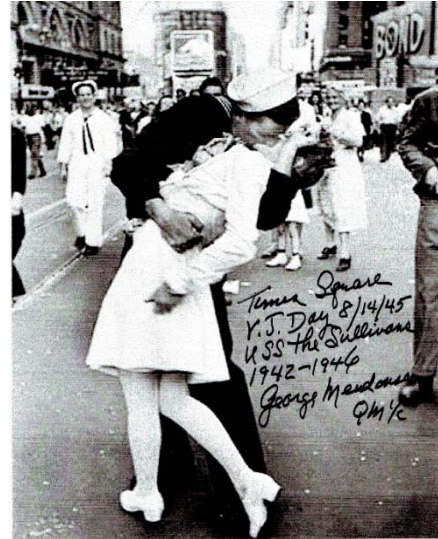
In this issue of Elsie Item and the Deck Log we are focusing on final events of WWII. Men, women and children from all walks of life, all nationalities and all races had come together to end a world-wide disaster. They felt it would end soon but feared the unknown and the outcome.

Seventy-five years later survivors of the Greatest Generation are witnessing a similar event with the Covid-19 pandemic. Once again, people - young and old - are volunteering to fight an enemy that originated from overseas. They say history repeats itself. Staying the course and a scientific breakthrough will likely be what is needed to end this war too.

During June, July and August of 1945 every effort was being directed towards the invasion of Japan. A half dozen amphibious landings were made. They were needed to establish airfields, harbors, radar sites and to cut off supply lanes to Japan. On the home front, the shipyards, factories and farms were producing equipment and supplies 24/7. These are some of the stories you'll find in this issue.

The celebration for the war's end was euphoric when first announced on August 15, 1945. Celebrations erupted coast to coast. One of the most iconic photographs of WWII was taken on Times Square that day. George Mendonsa "The Kissing Sailor" grabbed nurse Greta Zimmer and gave her a

kiss of gratitude. He'd seen the care that nurses had given to wounded sailors at Okinawa. Alfred Eisenstadt captured the moment for Life Magazine.



I had the opportunity to interview Mendonsa before he passed away. He admitted to stealing a kiss while his date looked on.

**WEBSITE COMMENT** by Jen Chenette: *My Grandfather, Lt. Edward G. Slingerland, was aboard LCI 457. He never really talked about the war. He received a Purple Heart and a Bronze star. I have many official letters and a picture from the Officer's Club at Saipan. I would love to know more about his ship and crew. When I was 26 years old, I visited both sets of grandparents and interviewed all four of them about their lives. I wrote down everything they told me. I didn't bother to ask follow-up questions. I regret that now.*

**EDITORS NOTE:** Our follow up with Jen Chenette led to her sharing the interview, photo and documents from her grandfather. See "WWII Memories" pages 29 and 30. For "how to" interview a veteran, go to our website at <http://usslci.org/share-your-story/> Anyone over 85 has a story to tell about WWII.

**SEND LETTERS TO:** [JeffreyMktg@gmail.com](mailto:JeffreyMktg@gmail.com) or my mailing address listed on Page 2.

## CHAPLAIN'S CORNER

### Our NEED for Strength, Hope and Healing

HOLY BIBLE NASB & King James

Psalms 23:4, Psalm 62:8, Matt 14:24, Mark 4:37, Isaiah 45:22, Isaiah 26:3, John 14:27, Phil 4:9, Exodus 15:26, Psalm 37:39

As we are preoccupied with the pain caused by COVID 19, my thoughts turn again to the Psalms where I find help and strength. The Psalmist David in Psalm 23:4 pens these words "Even though I walk through the valley of the shadow of death, I will fear no evil for You are with me." What greater companion can we have than the God of all the universe and Creator of heaven and earth? David again says in Psalm 62:8 "Trust in Him at all times O people. Pour out your heart before Him; God is a refuge for us."

Shipmates, we are sailing unplumbable and uncharted waters during this stormy period. Government, brilliant medical minds and other people are doing their best to stem the turbulent tide of this pandemic. All of our resources are being used to quell the storm; however we need the one, i.e. Jesus, who stills the troubled waters for His fearful disciples to do the same for us. As I think of the fearful disciples on the sea of Galilee-(Matt 14:24, Mark 4:37) my mind goes to the Navy Hymn we sang at all the Navy Church services during WWII. Some of the words follow:

Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd'st the mighty ocean deep  
Its own appointed limits keep;  
Oh, hear us when we cry to Thee,  
For those in peril on the sea!

We are on the turbulent, boisterous sea of life and we need to, as the song writer put it "Put your hands in the hands of the man who stilled the waters. Put your hands in the hands of the man who calmed the sea." Our course is uncharitable but the Omniscient, Omnipotent, Omnipresent God bids us "Turn to Me and be saved, all the ends of the earth; for I am God, and there is no other." Isaiah 45:22

We are all stressed to some degree and peace of mind is difficult to attain. Perhaps the words of Isaiah 26:3 referring to God will help. They are as follows: "You will keep Him in perfect peace, whose mind is stayed on you because he trusts in you." Jesus' words in John 14:27 are a promise of peace for all of his followers. He said "Peace I leave with you; My peace I give to you; not as the world gives do I give it to you. Let not your heart be troubled nor let it be afraid." A settled peace we all seek comes from the God we trust. He is the God of peace Phil 4:9. Do we need healing to rid us of this terrible disease? God declares in Exodus 15:26 "I am the Lord that heals you." There is no denying we are in the time of deep trouble, but followers of the true God can be encouraged by the words of Psalm 37:39. "The salvation of the righteous is from the Lord. He is their strength in time of trouble."

*Ebenezer* (I Samuel 7:12)

RM-1/C Abe Lorenzo LCI 47, 409





# LCI-713 Restoration Update

Even though our ship is temporarily closed to the public due to the pandemic, it is still monitored and security is in place. This time finds work being done behind the scenes by our dedicated group of volunteers.

A 3-inch deck gun has been donated from an estate. Plans are to mount this on the Rhino barge.



Steve A. is a finish carpenter and has done extensive research prior to fabricating period equipment, two damage control boxes, tool box with tray and pilot house helmsman back rest with pole-so far. More is forthcoming.



Jerry G., Mark S. and John R. rigged the radio antenna topside, after repairing the leaky antenna trunk.

John M. and Lin S. have been busy with others in the radio room. Better crystals and tubes have tripled the output of the original radios. Antennas have been upgraded and tuned. Both men are licensed HAM operators and have talked on ship's radio with operators in VA. When the ship opens, talk with them at KN7LCI.

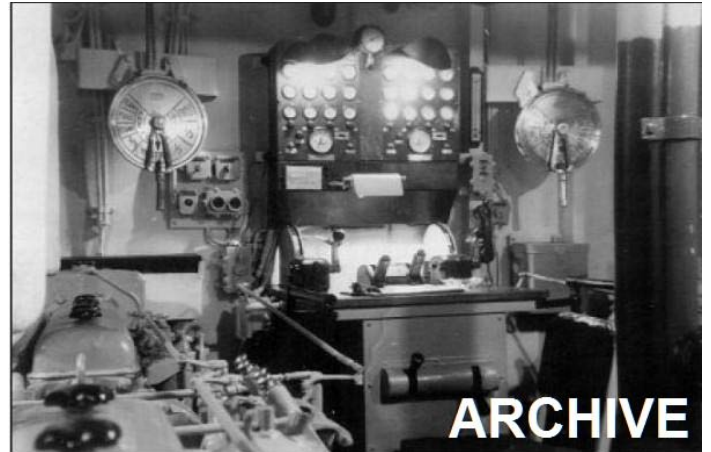


Rick and Mark have been installing a working air system for tools and the ship whistle (two styles shown).





Engine room throttle board is taking shape.



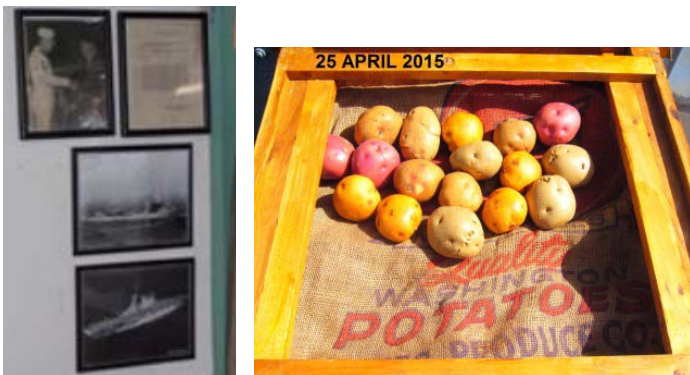
Displays and the inventory of donated items are on the main work list, with Rich & Jerry working with others to keep up. Gustav, our carrier pigeon from the UK D day museum is now on their Facebook page, noting that he resides in Troop 4 on *LCI-713* in Portland Oregon, USA. The ship's bell, donated to AFMM has been located and returned to its rightful place.



Silver Star recipient Almond Gillette's award and Bosun pipe were donated and are on display.



Got spuds (no wax-it melts)? Our foam ones are in need of replacement for the spud locker which is off site and being refinished and lacquered by Pete S.



Robert M. is pursuing his degree in grant writing. AFMM is his project. We need his expertise and focus to continue the life of *LCI 713*.

Even after the latest Eagle Scout project, more painting is being done by John R.



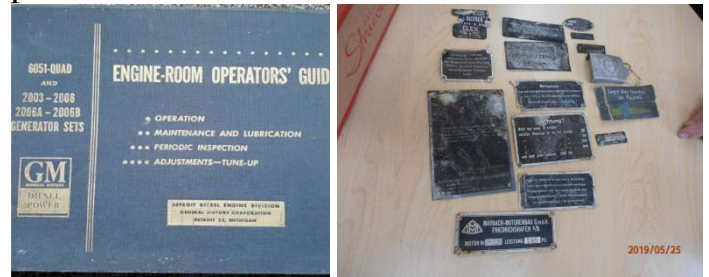
Safety is job one. New signs, fire extinguishers, ramps with hand rails, and highlighted potential trip hazards.



A separate breaker panel has been installed for heaters to better preserve the artifacts. A new disconnect was installed for welder.



Acquisitions are still arriving, and being documented, including WWII German data plates from Gordon S.



Engine room bilge pump is in place and fully functional, as a safety measure only. More pumps are in the planning stage.



Engines relocated to a dry storage shed.



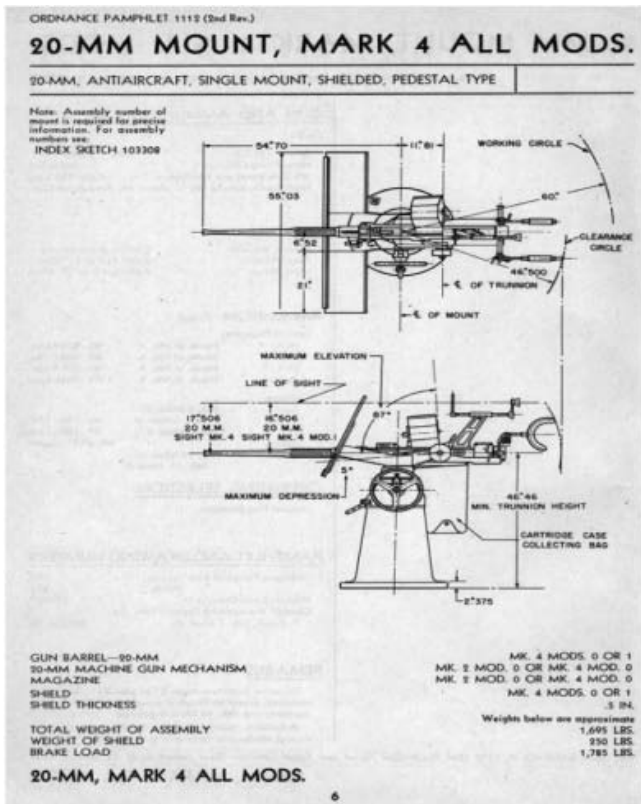
# OERLIKON Have Gun . . .will fab Shield set

By Rich Lovell

Visitors and veterans who visited *LCI-713* may wonder where the Mark-10 stand and 20mm Oerlikon gun has gone. In June 2019 the crew moved it from the forecastle to Mount 22 near the bridge area, where it is covered with a custom-fitted tarp.



Jerry Gilmartin and I did research on the proper gun shield for the Mark 10. Data is available online from NAVSOURCE.



But we also called on our Historic Naval Ships Association friends at USS *LCS (L)(3)-102* at Mare Island in Vallejo, CA, and the USS *Slater* (DE-766), at Albany, NY. An Internet search showed images of shields of a single mount, including one modification where the crew cut a large V in the shield above the gun barrel for better view.



Both ships have dual 20mm cannons, but Slater sent AFMM a link for a single mount and proper spacing of the shield. Slater also shared their CAD (Computer-aided-design) drawings, done by engineering students, for the shield and brackets. This told us that the shield and brackets are made of 1/2-inch steel plate. Each shield weighs 92-pounds. AFMM has asked for a quote from Versa-Tech. This Portland company has fabbed items such as tables in the crew's galley.



Mount 22, welded in place.

# In Memoriam

LCI Flot 3 aboard LCI 428  
Robert Knickrehm

LCI 89, 320  
Wayne Caldwell USCG

LCI 192, 658  
Edwin Tolockzo

LCI 404  
Dean DeSirant

LCI 445  
Edward Kelley

LCI 521, 575  
Harold H. Hyde

LCI 627  
Renice Reed

LCI 632,234  
Ronald Graham

LCI 689  
Robert Carroll

LCI 725  
Herman (James) Athy

LCI 731  
Clayton Ellingson

LCI 807  
Walt Shults

LCI 948  
Vernon Malmquist

LCI 976  
Paul P. Yankowski

LCI 1020  
Donald Wilcox

LCI 1032  
Edwin Melin

LCI 1054  
John (Jocko) Ulseth

LCI 1055, 679  
Robert (Bob) Avila



# Last Amphibious Landings of WWII

By Jeff Veeseemeyer



*LVTs hit the beach at Iheya Shima with the Marines 2<sup>nd</sup> Division on 3 June 1945.*

**0910 Iheya Shima:** LAND THE LANDING FORCE. This uncoded message was sent to the 77 ships taking part in Phase III of Operation Iceberg. They were positioned on the eastern shore of a small island located 15 miles from the northern tip of Okinawa. The date was 3 June 1945.

Operation Iceberg had begun on 1 April with the Phase I invasion of Okinawa. Over 1400 ships made up the largest invasion fleet of the Pacific War. Phase II ended 21 April with the capture of an airfield on the island of Ie Shima and seizure of the

northern half of Okinawa. Phase III was planned for May with the seizure of outlying islands north and west of Okinawa. But by mid-May the ground troops on Okinawa were still trying to conquer General Ushijima's first line of defense...the Shuri

Line. The ridge line defense stretched the width of Okinawa. A network of caves, tunnels and fortifications contained artillery, mortar and machinegun positions that provided crossfire at every approach. It was the most formidable fortress ever seen by U.S. forces. It was like an unsinkable battleship. U.S. casualties were horrific. The entire Okinawa campaign was stalled. This 30-day campaign was already nearing 60 days and had no end in sight.

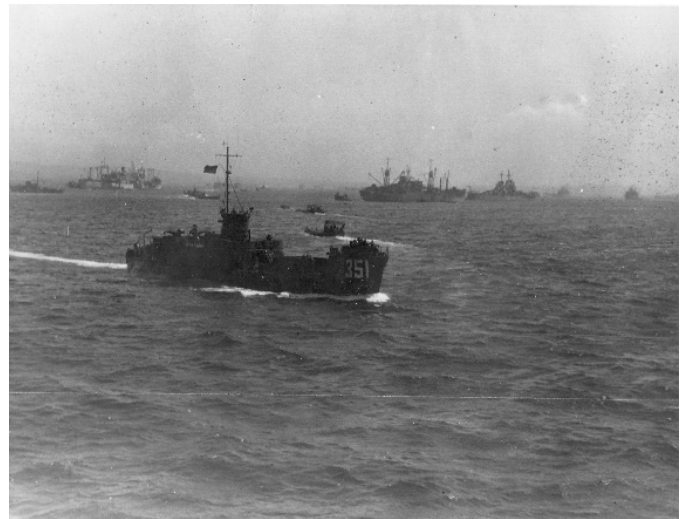
Plans for securing the smaller islands had become secondary. But the Navy was taking a beating too. Daily kamikaze raids were damaging and sinking ships assigned to radar picket duty. Photo recon had spotted a radar tower on Iheya. It was thought that poorly trained Jap pilots were using the radar signals on Iheya to help them navigate their way to Okinawa. If a U.S. radar site could be established on Iheya, it might eliminate the need for picket ships on Radar Picket Station #1. RP1 was deadliest of the 15 stations encircling Okinawa. As of 4 May, 18 ships had been hit on RP1. Five of them sank. Hundreds of sailors had been killed or wounded. Now plans for the invasion of Iheya moved rapidly.

An invasion force of 77 ships would land the 8<sup>th</sup> Combat Team of the 2<sup>nd</sup> Marine Division. The attack group consisted of 27 LSTs, 8 destroyers, 3 destroyer escorts, 4 LSM(R)s, 12 LCI(M)s, 6 LCS(L)s and 17 various support ships. The gunboat duties would include protection throughout action, AA screen, smoke screen, fire support during landings and “flycatcher.” At Okinawa, anchored ships were being attacked by small suicide boats and suicide swimmers carrying explosive charges.

Gunboats were on constant (flycatcher) patrol with orders to swat anything in the water.

The rocket ships began loading up with their 5-inch spin stabilized rockets. LCI(M)s filled their magazines with mortar rounds. The initial invasion date was set for 1 June. Poor weather delayed the attack for two days. Attack Group 31.25 got underway about 0100 on 3 June 1945.

The attack force arrived off the shores of Iheya Shima early in the morning of 3 June. Visibility was moderate. Skies were overcast. The light breeze made for a calm sea and good conditions for bombardment accuracy.



*LCI 351 was among a dozen mortar gunboats participating in the Iheya Shima landing.*

The amphibious gunboats included *LSM(R)s* 196, 197, 198, 199, Division 3 *LCI(M)s* 351-356, and Division 7 *LCI(M)s* 807- 810, 1088, 1089. The LCI(M)s took position on either flank of the landing lanes. At 0815 destroyers began a steady bombardment with 5-inch shells. For one hour they targeted probable gun emplacements on the beach area and high ground beyond. This was followed by

aircraft strikes on the beach and inland positions using, napalm, rockets and strafing. When landing craft began their approach to Red 1 and Red 2 Beaches, the LSM(R)s unloaded salvos of 500 rockets each. LCI(M)s hit the beach with mortar rounds and walked their barrage inland behind the beach ridge line.

The crew of *LCI(M) 352* had a front row seat. The 352 was flagship for the gunboats. Admiral Joy was the SOPA (Senior Officer Present Afloat). Signalman Richard Williams recalled they were the closest ship to the shore throughout. “The island itself was an odd one. The radio beacon facility was the only thing visible in any direction. It sat on the highest point the island offered, which was perfect for what it was there for,” said Williams.

The other LCI(M)s were well removed from the beach and positioned directly to the rear. They followed plan Charlie and began their mortar bombardment at 1028. Occasional pauses in the firing took place as American aircraft bombed and strafed targets ashore. It was difficult to determine the effect of the bombardment since there were no enemy positions observable and no return fire was encountered.

Iheya Shima is the largest of a group of islands that is encircled by barrier coastal reefs. It is 7.5 miles long and only 1.5 miles wide near the middle. There is a high terraced central area that rises to 965 feet on the south end. The lower southeast end has a shallow beachhead suitable for landings. A ridge just behind the beach hid a wide plain beyond.

*Richard Williams SM2/c LCI(M) 352: The island had no visible growth. It was as bare as a billiard ball. But the topography was a real problem. The immediate beach was strictly water meets shore. It sloped upward from that point for about 50 yards at a slope of at least 30 degrees. Then came the question mark, and it was our main concern. At the top of that slope, it literally dipped into a massive “trough” which ran the entire width of the island. A perfect place for enemy troops to be concentrated waiting for Marines to show their heads. We were worried.*

LSTs had disgorged their LTVs loaded with Marines. They were streaming toward their line of departure 4,000 yards from the beachhead. On 3 June the Japanese had launched their 9<sup>th</sup> Kikusui Special Attack with 50 kamikazes. Their targets were aircraft carriers or transports at Okinawa. As they approached from the north, Marine CAP pilots were scrambled from Okinawa to intercept them. Inexperienced kamikaze pilots in older Zeros were no match for highly trained Marines in Corsairs. Most never reached the fleet. Many attacked any ship they encountered rather than being shot down. On this morning, one kamikaze slipped through the picket line and stumbled on 77 ships – many of them anchored.

*Richard Williams SM2/c LCI(M) 352: We were surprise attacked by a Zero. It was only one plane, but we were essentially sitting ducks. Then, another surprise - a Marine Corsair showed up, and a most intriguing air battle ensued. It would be either the American or the Jap who would end it. We could not fire for fear of hitting our Corsair. The Marine more than matched*



*the Zero's maneuvers. Finally, in an attempt to escape him, the Zero went to the surface of the water. Without hesitation the Corsair went with him. The Jap was now a sitting duck. The fight was over.*

The LTVs were still few thousand yards out when another Corsair came in over LCI(M) 352's starboard beam. "Running at top speed over the huge "gully" behind the beach, he filled it with napalm, said Williams. "Guaranteed! No opposition. The invading Marines could have brought box lunches."

It is thought there had been a small garrison of about 1,000 troops on Iheya Shima. They had been manning observations posts, radio and radar installations. They were apparently transferred to Okinawa before the invasion on 1 April. The Marines had the entire island secured that same day. But not without some casualties.



*LCI firing rockets through a smoke screen. Poor visibility and communication errors caused some friendly fire casualties at the Iheya Shima landing.*

Marines were most vulnerable while hitting the beach. Gunboats provided fire support during this critical time. This kept enemy heads down on artillery, mortar and machine gun emplacements. Unfortunately, close in shelling caused "friendly fire" casualties on this landing. One LVT was hit by a short round. A rocket salvo landed just in front of the first wave of Marines and a plane rocket hit Marines already moving inland. There were 2 KIA and 16 WIA.

On 5 June the Task Group began to stand down and return to Okinawa for resupply. They received a WELL DONE for the efficiency of the operation. Next on the agenda was the Aguni Shima Operation. This island was located 30 miles west of Okinawa. It would provide another ground-based radar site that would help relieve the destroyers being attacked on picket stations. This island was about 1/3 the size of Iheya. A scaled down invasion force would be deployed on 9 June for the Aguni Attack Group.

**0100 TASK GROUP UNDERWAY FOR AGUNI SHIMA:** About 30 ships were part of this task group. There were fewer LSTs but all the LSM(R), LCS, and LCI(M) gunboats from the previous invasion were attached. Their mission again was to screen and provide fire support. While underway all ships had strict orders to maintain radio silence, observe black out condition and to not fire on anything...unless attacked. Numerous reports of raids back at Okinawa were received. AA flashes could be seen in the distance.

***Signalman Leonard VanOteghem LSM(R)***

***196:*** We could see the AA fire from our batteries and ships back at Okinawa. We could also hear the roar of engines approaching. The roar came closer and closer. We knew it wasn't one of ours. It had no running lights. We couldn't see it until the plane zoomed close by our port bow. It cleared by only a few feet. We all thought it was going to hit. It was twin engine bomber.

The Jap plane was probably flying low over the water to avoid radar. The pilot might have been as shocked by the near miss as the crew of *LSM(R) 195*. The task group arrived off the shore of Aguni Shima a few hours later. Ships took position and began preparation for pre-landing hour naval gunfire and air support.

Aguni was a triangular island about 2.5 miles wide. It was surrounded by coral formations and fringing reef. Only a narrow beachhead was available for amphibious landings. It was estimated that there might be an enemy strength of about 150 troops. Bombardment by 4 destroyers and air attacks would neutralize any gun emplacements. Gunboats were to provide landing craft support.

Due to the casualties at Iheya Shima the gunboats received exacting instructions for their gunfire support. All firing would be halted when LVTs were 700 yards from the beach. Each unit would station a safety observer to note and report results of the fire support. The *LCI(M) 351-356* gunboats were instructed to keep the shortest falling mortars on the beach line. Then shells would be "walked" inland 500 yards and cease firing when landing craft are 700 yards offshore.



*LCS and landing craft approached the beach at Aguni Shima unopposed on 9 June 1945.*

No enemy activity or return fire was encountered. Some of the planned barrage was cancelled. Troops landed unopposed and had the island secured by noon. There were no casualties, although observers reported several short falling rockets between waves of LTVs. Work began immediately to establish a radar site and build an airfield. This was the last landing for the Okinawa campaign. The gunboats returned to Okinawa. That fight was still three weeks from completion. LCIs would be patrolling the southern shore of Okinawa as Japanese troops were pushed into the sea. *LSM(R)s* were sent home to be refitted as ammunition carriers for the invasion of Japan. But LCIs were still participating in other landings 1600 miles south of Okinawa. The last major amphibious landing of the war was underway at Borneo. Landing craft hit the beach on 1 July 1945.

**0855 Balikpapan, Borneo:** The first waves of the Australian 7<sup>th</sup> Division stormed ashore five minutes early. The Aussies had lobbied for a chance to be more than a participant in a landing. Balikpapan became the last large-

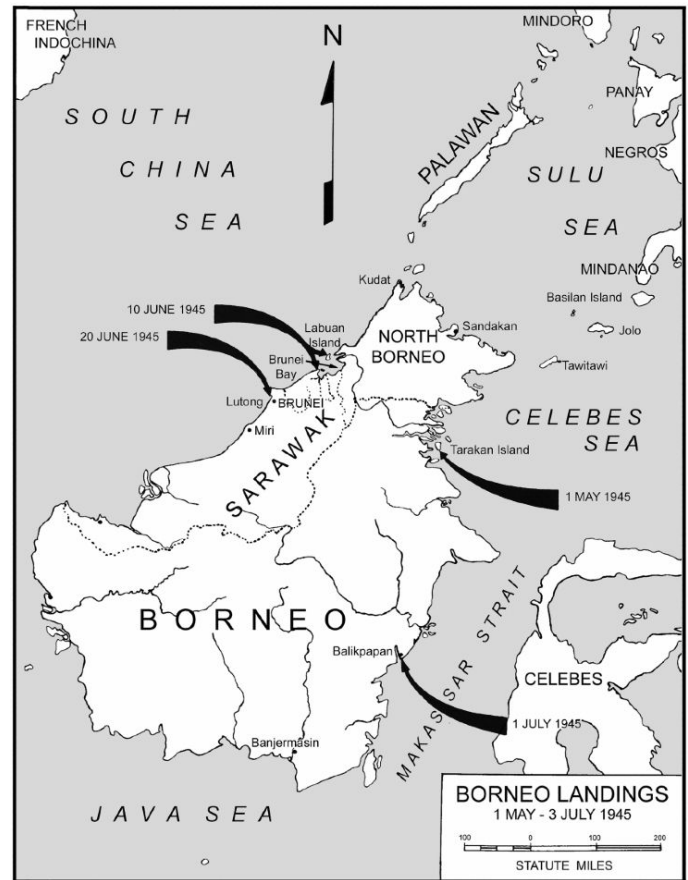
scale allied operation of World War II and became Australia's largest amphibious assault. By nightfall the Aussies had 10,500 troops, 700 vehicles and 1,950 tons of supplies on shore.

The OBOE TWO plan required over 33,000 personnel, plus their supplies and heavy equipment in the assault. This included 21,000 men of the Australian 7<sup>th</sup> Division. Another 4,000 air force personnel from the Royal Australian Air Force, United States and Netherlands East Indies units. The naval Attack Force of over 150 ships included an Amphibious Task Group, a Cruiser Covering Group, and an Escort Carrier Group. There were 98 landing craft and miscellaneous vessels.

Balikpapan was the final phase of the Borneo campaign. Three other landings had been made in May and June on the northern end of Borneo at Tarakan Island, Labuan Island and Brunei Bay. These were smaller invasions intended to get a foothold and draw attention away from the main objective. They also provided an airbase, deep water harbors, plus oil and rubber reserves.



*A crowded LCI 746 heads to the beach at Labuan after the landing had been secured.*



*The four-pronged assault on Borneo began at Tarakan Island. This was to provide a diversion from the main landing at Balikpapan.*

The Balikpapan invasion followed a plan that had been perfected all across the Pacific. On 25-26 June the underwater demolition teams went in to do recon and clearing of obstructions. First a squadron of B-24s pounded the beach with a bombing run. Then the LCI and LCS gunboats took positions to provide fire support for the UDTs. At Iwo Jima the Japanese mistook the UDT support gunboats for the start of the invasion. Nine of 12 LCIs were hit by Iwo Jima shore batteries. LCI 474 was sunk and dozens of sailors were killed or wounded. To avoid a repeat of that disaster, ships approached the Balikpapan landing area an irregular formation.

The UDT swimmers went into the beach in swim trunks, with flippers, a note board and a knife. They would measure water depth, take beach samples, record locations of coral reefs, obstructions and mines. The next day they would return to blow up obstructions and disable mines. They could perform their specialized and dangerous tasks in about an hour. All that time the gun boats sprayed the beach with gunfire and mortars. Return fire was light at Balikpapan. But two of the gunboats were hit several times and sustained damage.



*LCI(R) 338 fires a salvo of rockets on a landing beach during the Borneo Invasion.*

On 1 July the beach was bombarded by cruisers, destroyers and LCI(R)s. B-24 bombers and Corsairs pounded the land behind the beachhead. The Australian troops went in unopposed with no casualties. Lessons learned from Guadalcanal and dozens of Pacific landings had perfected the amphibious landings. This would become the last landing of WWII.

On 4 July Admiral Noble ordered a 4<sup>th</sup> of July fireworks display for the Aussies. The cruisers and destroyers fired 21 salvos each from all guns at the Japanese positions. An ammo dump was hit killing many Japanese troops. As the Japanese fell back into hills, they put up a stiff resistance. The 7th

Division made steady progress against a dangerous enemy. On 22 July the enemy was finished, and all resistance had ended. For the first time, all land, sea and air within the South West Pacific command was under allied control.



*An underwater demolition team's LCP(R) leaves its fast transport (APD), towing a rubber boat, 3 July 1945. This shows the way the rubber boat is positioned for UDT swimmer discharge and the pickup below.*



*Swimmers wait in the rain to be taken aboard their fast transport, off Balikpapan, The swab mounted on the stern means "Clean sweep,*

*day's work done". They are watching casualties going aboard from another LCP(R).*

# Sailors love models



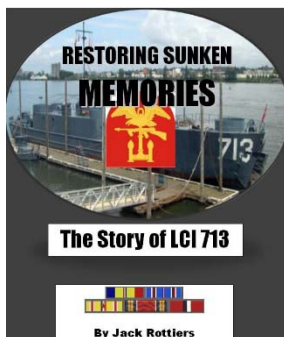
*LSM-14*

It took our AFMM volunteers, Russell and Jack Rottiers, approximately 100 hours of painstaking care to assemble this model of WWII *LSM-14* which is to be proudly added to the displays aboard the *LCI-713*. Our sincere thanks to Russ and Jack for their efforts!



*Jack and Russell Rottiers*

The Rottiers have a family connection to LCI's via Ensign Donald J. Ragno who was Communications Officer on *LCI-43* and have been long term supporters of the *LCI-713*. Jack is just starting his career as a Methods Process Analyst at Boeing in Seattle and began his involvement as a Junior in high school when he wrote a paper on the *LCI-713*:



*The LSM model donated by LCDR Joel Hernandez. Presented to Rick Holmes, AFMM President in June 2015.*

Our thanks to Joel for his gift of the model to the AFMM. Joel has also been a long-term supporter of the AFMM and has contributed many artifacts for our historical displays. He is also commands a Naval Sea Cadets squadron in McMinnville, Oregon.



*WWII LSM-210*

The LSM's carried 4 Officers and 54 enlisted and had a defense of one twin 40mm gun and six single 20mm guns. And could carry:

- 5 medium tanks (Sherman) or
- 3 heavy tanks (Pershing), or
- 6 LVT's (Landing Vehicle-tracked), or
- 9 DUKW's (6-wheel amphib truck 2.5 ton)

*By Rich Lovell, AFMM VP*

# Red, White, and Black All Over

By Dave McKay, Jr. and J. Wandres

In World War II, Kaiser Shipbuilding Co. had two yards in Portland, and one yard in Vancouver. They launched “Liberty” ships, and amphibious vessels. Commercial Iron launched 56 LCIs and, later on, 52 LCSs. Albina Engine sent 21 LCIs down the ways and 31 LCS. (See “From Albina to Zidell,” *Deck Log*, Summer 2018). In Vancouver, Kaiser’s yard built 30 LSTs. (*USS LCI-713* was built and launched by a private boat-builder in Neponset, Mass., in 1944.)

Women workers were essential to the war effort. Some 80 Native American women from Salem were taught welding and metal trades. In all, nearly 70,000 Native Americans worked in the war effort.



*Female workers from all walks of life and all races were needed for the shipbuilding industry during WWII.*

African American males faced racial prejudices. Kaiser faced fierce opposition from the Boilermakers Union, legally able to hire only members for union jobs. The Union refused to let African-American workers join; instead, they were shunted into “auxiliary” unions. They had limited access to promotions, grievance procedures, and union affairs.



*Launching of the liberty ship SS William Clark in the Oregon shipyards.*

The Boilermakers Union was adamant: If government continued to push for equal access for African Americans, the union threatened to “take matters into its own hands.” Kaiser Shipbuilding countered. They brought 500 “enthusiastic, happy, future workers” from New York... including 30 Negroes.



*Another liberty ship hull launched. The Kaiser northwest shipyards built and launched 752 ships during WWII.*



## Who was Rosie The Riveter?

*The official poster on left, was only displayed for several of weeks and seen by thousands. The Norman Rockwell painting for the cover of Saturday Evening Post was seen by millions.*

A teenage telephone operator was on duty in Arlington, Vermont one evening in May 1943 when a call came in. Her neighbor, the famous illustrator, Norman Rockwell, asked Mary Doyle Keefe if she would pose for an illustration for a cover of the magazine *Saturday Evening Post*. At Rockwell's studio she sat on a stool, a length of pipe across her lap, eating a sandwich. Barely noticed: Rosie's shoes rested on top of *Mein Kampf*, Adolf Hitler's screed about superiority of the "Aryan" race.

The 110-pound Mary Keefe would live on in America's imagination as the iconic, goggles-wearing "Rosie the Riveter." She died in April 2015 at the age of 92, but her legacy lives on. "Rosies" worked in war plants all over the country. Janice Rickard of La Grande, Oregon, was a riveter at the Boeing plant in Renton, WA. Like Mary Keefe, She died in 2016 at the age of 92.

## The Navy's Patriotic Pooch

(Thanks to super-sleuth Dave McKay, Jr., and "cat-catcher-in-the-wry," J. Wandres.)

It was the barking of "Pollywog," a mutt on board an LCI in the Pacific, which saved the ship from being sunk by the enemy. Pollywog would "bark like hell" when a stranger came aboard," according to the LCI's skipper, LT (jg) James Barnum, Jr., from Lakeland, Florida.

It was during an assault of a Japanese-held island, where Pollywog proved his worth. One night; hearing splashing sounds alongside the LCI, Pollywog started to bark. The crew saw and killed an enemy demolition squad trying to set explosives against the hull, and other swimmers pushing rafts filled with explosives. At a later offensive Pollywog was killed by shrapnel. He was buried at sea with full military honors.

Animals were not uncommon on U.S. ships. "Duke," a dog, served on *LCI-750*. "Camouflage" served in a Coast Guard LST. "Pooli" was a crew member on an attack transport that earned four battle stars. "Tarawa" did not get along with top-dog, "Kodiac," and jumped ship.



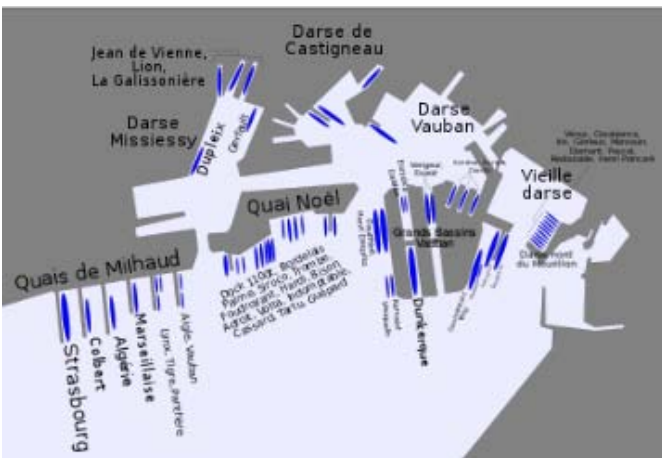
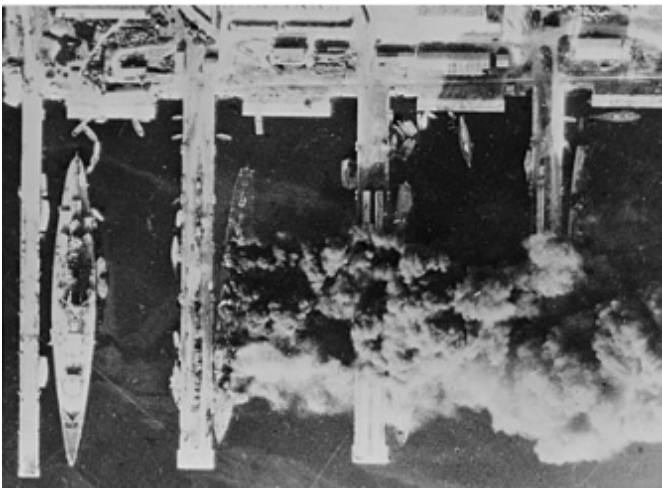
*USS LCI(L) 750 beached at Mindoro April of 1945*

## Landing Craft Infantry (Large) SALVAGE AND FIRE FIGHTERS

Story told by Gordon Smith QMC LCI 43,  
Chairman Emeritus LCI and AFMM.

*Data gleaned: Dave McKay, Jr., AFMM  
Historian and Rich Lovell AFMM.*

It was 27 Nov 1942 in Toulon France  
(Mediterranean Riviera). The Free French  
decided to scuttle their ships at pier side,  
blockading the use from Nazi Germany in the  
Mediterranean. 77 ships were destroyed.



The following year, Allies bombed the  
piers, destroying much of them, and 500  
residents were killed. Toulon was liberated  
by the Free French Forces 28 Aug 1944.

By 7 Dec 1943, Navy Dept. Bureau of Ships  
was formulating the use of LCIs for salvage  
and firefighting. A British coaster had been  
hard aground and two AT's with two sets of  
beach gear had tried for over a week to free  
this ship. A LCI performed the task in TWO  
HOURS.

These ships, with shallow draft could 'scour  
out' muddy or sandy bottoms. The goal was  
the salvage of LCVP, LST, and LCT.  
The 1000 lb. stern anchor would need to be  
un-shackled and a 10,000 lb. dual line pull  
purchase gear would be set in place. If single  
line purchase was used, the existing 3/4-inch  
wire rope could be utilized. Four-ton Ells  
anchors designed for salvage, and the wire  
rope setup could be carried on a salvage  
vessel and transferred by LCVP to the LCI  
when required. An 8" or 10" hawser would  
be carried on board LCI for standard towing  
operation. Closed chocks would need to  
relocated from aft port and starboard to stern.  
Per Commodore Sullivan, two LCI's would  
be modified for each beach.

Gordon's *LCI 43*, along with *LCI 41* (John  
R.'s father) were part of the re-outfitted force.  
Hard hat divers were utilized. Several 'round  
the clock' days were necessary to dynamite  
'pound' the ships into the mud, thus allowing  
enough draft at pier side for ship moorage.





## Excerpts from deck log of *LCI 43*

3 July 1944 Ensign Trimble was temporary Salvage Officer aboard *LCI 43*.

Ensign Donald J. Ragno was Communications Officer at that time. (AFMM John R.'s dad)

3 Aug 1944 *LCI 43* received an electric welder and salvage equipment. They disembarked 4 men to LCT 268 and pulled away from *LCI 41*, underway from Naples to Pozzuoli.

30 Aug 1944 *LCI 43* transported 2,245 French troops at St. Tropez in one day. Some trips held 500 troops at a time.

Sep 1944 *LCI 43* and 41 transiting to Toulon.

18 Sep 1944 *LCI 43* and 41 were awaiting salvage orders in Toulon. *LCI 43* proceeded to Mercantile Pier 4.

19 Sept 1944 *LCI 43* stood clear of pier 4 for dynamite charges being set off on sunken vessel. Four men were transferred off ship, completing their salvage duties.

20 Sep 1944 Divers from *LCI 43* working on sunken vessel. More dynamiting. Air compressor, diving gear and electric welder transferred to diving barge. ATR-1 aground. Refloated by LCI.

21 Sep 1944 at mercantile pier 4. Remainder of salvage equipment transferred to warehouse and workshop. Moored alongside *LCI 41*. Salvage operation completed.

22 Sep 1944 underway with *LCI 41* to Pozzuoli Italy. Speed from 10 to 5 knots.

5 Oct 1944 Finger pier 4 west was open for one Liberty ship.

Deep water firefighting would require multiple ships for each of 3 task force's protection. For each task force, combined fighting would require 2000 gallons of water per minute, 30 lengths of hose, 150 cans of foam (oil/fuel fires), assorted fittings and nozzles and rescue breathing apparatus for individuals for each group.

Firefighting would have a tri-pod monitor on top of Bridge, or aft with 2 or 3 full pressure lines forward. One pump location was suggested aft in case of a forward enemy hit.

Task force 85 was covered by *LCI 41* & 37, *ATA 125*, two ATF and two HMRT. The LCIs would handle shallow water defense. Upon completion of duties, ships were rerouted to Toulon and other ports. "Personnel and equipment for the limited use required performed admirably". Two SP(F)s (specialist fire fighter) were wounded on D Day.

An Ensign, while fighting a fire on a LCVP donned a war gas mask. Inhaling a lot of smoke, first aid was necessary. Improper equipment can defeat the task. An Oxygen Breathing Apparatus (OBA) should have been used.



# American Ingenuity Opens Toulon Harbor

## The history behind the scuttling of the Free French fleet

By Jeff Veesenmeyer

The War in Europe was far from over in summer of 1944. Thousands of troops and supplies were being shipped into France. Deep harbors with piers were needed for docking and unloading the Liberty Ships. Toulon Harbor located in southern Vichy France fit the need. Unfortunately, there were obstacles. Shallow draft LCIs were called on to provide a solution.



*The south eastern Free Zone was occupied by the Italian Army until liberated in 1944.*

France fell to Germany in June of 1940. An Armistice was signed that divided France in two zones, one occupied by the Germans and the Free Zone administered by the Vichy regime. The French naval fleet (about 120 ships) was disarmed and

confined in Toulon Harbor. For the next two years of the war the allies feared that the Germans would take over the fleet. It included some very modern battleships and cruisers. The allies invaded French North Africa, November of 1942. Now Hitler feared the allies would attack Toulon and capture the poorly defended fleet. He ordered the occupation of Vichy France. On 11 November German and Italian troops encircled Toulon and began advancing on the harbor.

The armistice required French Navy officers to not let their ships fall in the hands of any foreign nation. By this time in the war, many of the French officers wanted to set sail and join the allies. But they lacked full crews and fuel. It was decided to scuttle the whole fleet rather than allowing Germany to take them. Many ships were simply flooded and sunk. Explosives were used to sink the larger ships. They burned for days and the harbor was oil polluted for two years.



*A French warship billows smoke after being scuttled at Toulon.*

**LCI(L) 43 shipmate, Gordon Smith remembers going to Toulon Harbor.** “As I recall, when the Free French scuttled their fleet, they sank all the ships in the harbor.

The ships sank alongside their pier, so they scuttled the docks as well. We and another LCI, possibly the number 41 went in and we had divers and compressors on board.”

Initial orders to the French engineers were to scuttle by capsizing the ships. But thoughts of recovering the ships after the war caused the orders to change. They were sunk on an even keel. Many of the ship’s superstructures were visible above water and slightly angled the way they had settled in the harbor mud. Other ships in deeper berths had settled even keel and well below the surface. These were the ships the UDT divers on board the LCIs would be inspecting.



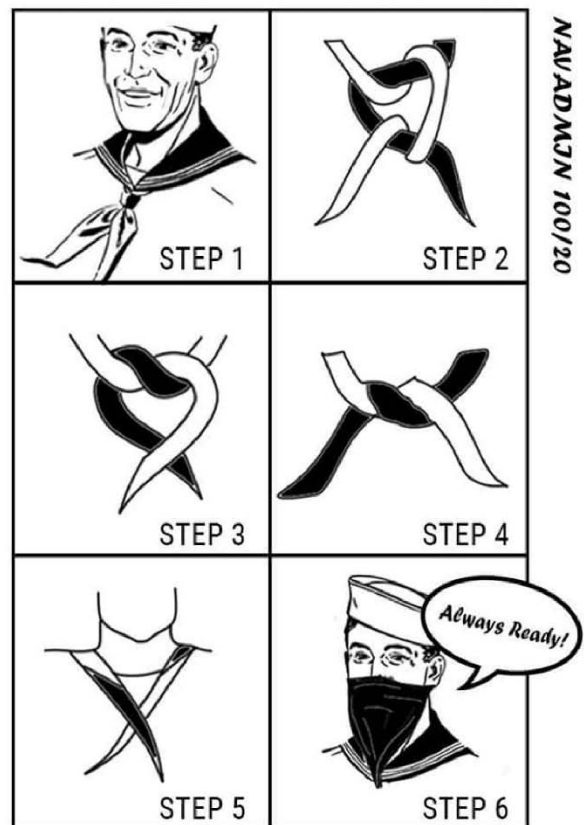
*French destroyers Vanquelin and Kersaint scuttled in Toulon Harbor.*

A solution was needed to clear a few piers so liberty ships could dock. The divers decided that they could pound the ships down into the mud.

***Gordon Smith SM1/c LCI(L) 43:*** *The divers put dynamite in chain line form on the hulls and blasted them. Around the clock we pounded those hulls down in the mud. Three days later we had Liberty Ships using piers.*

Swabbies are well known to be opportunists. All the underwater blasting brought up buckets of dead fish. It was looking like a fresh fish dinner was in the making. “A lot of fish came up during the blasting. They turned out to be full of bones and not edible,” said Smith. Still looking for an opportunity from this adventure, the crew turned to the diver’s air compressors still on board. After installing valves on gas masks, they hooked up the compressor air hoses to them. Then the crew took turns going deep sea diving in the Toulon Harbor. “We could not go any further down than about around 10 feet, because of the pressure on our ears, says Gordon Smith.”

Fortunately, nobody drowned.



*The original Navy uniform was designed for survival and versatility.. It could still provide alternative use in these modern times.*

## My Observation from Officers Country - Robert E. Wright Jr.

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Treasures in the Attic was a children's book written about a grandfather who shared stories about his childhood toys. Those stories enabled the grandchild to share some very personal experiences with their grandfather. Children are curious and look for ways to connection to the world around them. Recently the Association has received a number of inquiries by the grandchildren who are very curious about the "Treasures" that they have discovered hidden away in their family's attic for 75 years. Most importantly, who was the young man in those pictures and what was his contribution during WWII.

Mimi Wilson sent an inquiry. Her grandfather was Edward W. Wilson. LCDR Wilson had served in WWI. He rejoined the US Navy after Pearl Harbor. The Navy in all its wisdom decided that he should be assigned to the new Amphibious Force and assigned him to the Staff of Captain Lorenzo Sabin of the original Flotilla One, which later became Flotilla Two. LCDR Wilson was then assigned as CO of LCI Group 4. When Sabin was transferred, Edward Wilson became the Commander of Flotilla Two.

Greg Maury sent us an email inquiry seeking information about Arthur Wilson, RdM1/c who served aboard USS *LCI(M) 1059*.

Then some quirk of fate, Mike McGreevy sent an inquiry within a few

days about Ens. Robert J. McGreevy who served as an officer aboard the *LCI(M) 1059*. Mike had pictures and original documents from the time his grandfather was aboard and was attempting to make sense of all of those. I sent Greg Maury the contact information for Mike. These grandchildren were even luckier, because the Association has two of the living crewmembers of the *LCI(M) 1059* as members, Robert S. Wright in FL and James Nance in CA. They both were willing to share their experiences aboard the *1059*.

Arthur Wollam who was acting as the family's historian sent an inquiry about his uncle (Bill) William Vincent Healy who he knew had served aboard *LCI-624*. The records revealed that William Vincent was rated a Storekeeper First Class. He was assigned to Flotilla 24 which used the *LCI(L) 624* as the Flotilla Flagship.

Jen Chenette sent the Association this message via our web site: *My grandfather, Lt. Edward G. Slingerland was aboard LCI#457. He never really talked about the war. He received a Purple Heart and a bronze star. ... I am going through old paperwork...I would love to know more about his particular ship and crew.*

The story that follows is Jen Chenette's Treasure in the Attic. Someday maybe, you too, will share some of yours..

# WWII MEMORIES

## (retold at age 82)

Lt. Edward (Ned) Slingerland – US Navy  
LCI(R) 457

I sat down with my paternal grandfather, Ned, in 1996 to “interview” him about his life. Here is what he had to say about WWII.

When the war started on December 7, 1941, Ned volunteered and enlisted in the Navy. He was commissioned as an ensign and went to Princeton for indoctrination. They were called the “90 Day Wonders” because such training usually took four years at Annapolis. He was assigned to the Amphibious Force and sent to Solomons Island in Maryland for training for one year, while awaiting a ship.

Ned finally got a ship that was built in Perth Amboy, NJ and they picked it up at the shipyard and took it to NY Harbor for supplies, which took a few days.

### **“They didn’t waste the torpedoes on us”**

Ned left NY Harbor and sailed to San Diego. They hit a bad storm off Cape Hatteras and the only two men who didn’t get seasick were Ned and the ship’s M.D. There was a crew of 40, plus the M.D., and 3 officers. The ship was *LCI 457* (landing craft infantry). Also, on the way down to San Diego they encountered a German submarine, but they “didn’t waste the torpedoes on us!” They stayed in Key West for a few days and then went through the Panama Canal to San Diego.

They received their orders and their ship was changed from a landing craft for infantry to a landing craft gun boat. There

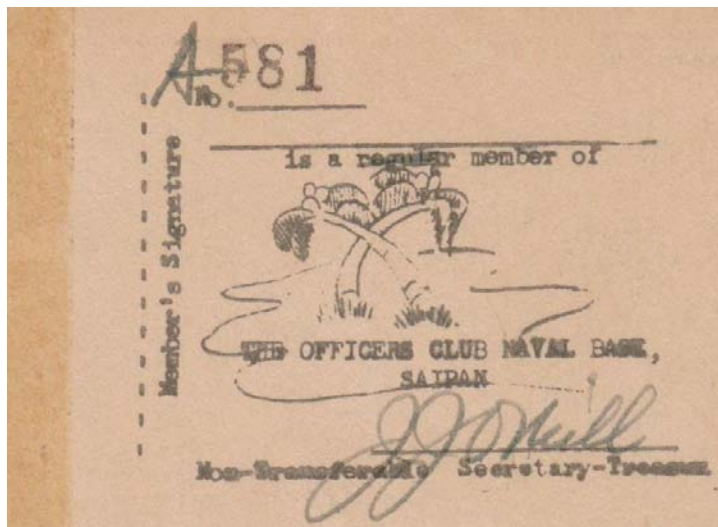
were two ladder-like gadgets that would hit the beach and then the ramps would be lowered, and the infantry would walk off. It was a 150-foot ship with a shallow draft and flat bottom, which made it tough when the sea was rough. They converted the ship by putting rocket launchers on each side instead, which took the men a few weeks.

Ned left San Diego for Pearl Harbor, and the trip “took forever”, as they traveled in a convoy with about 4-5 other LCIs and LSTs (larger version). They went out to the Marshall Islands and invaded. It involved many other US Navy battleships, plus the Marines. They gave gun fire support from the rocket launchers and had an underwater demolition team called “Frog Men”. They released the rockets at the beach from the water’s edge about 50 yards back so when the troops landed, there was no immediate opposition. After it was over, they stayed for a few days and set up barracks. The CB’s (carpenters and builders) came in and constructed roadways, airplane runways, and barracks.



*This modest officer’s club was built on Saipan. L-R: Ensign Sullivan LCI(G) 346, Lt.(jg) Bell Captain LCI(G) 441, Lt. Krick LCI Group 8 MD, Lt. (jg) Garver Captain LCI(G) 346, Lt.(jg) Slingerland XO LCI(R) 457, Graves, Klosek, and lots of Schlitz beer.*

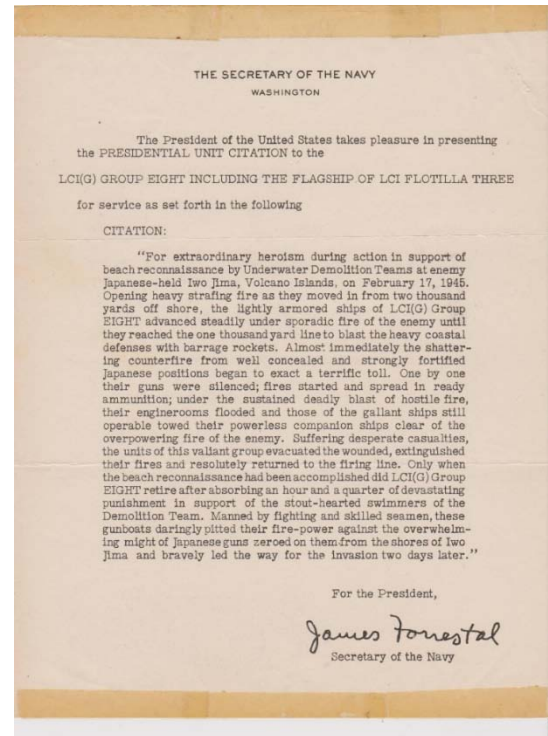
They then received word to move on to Japan and invade the island of Saipan, which involved a large naval force. Another time they invaded Tinian Island and had the duty of patrolling it at night to make sure no Japanese escaped. Saipan was very hilly and mountainous, with caves that the Japanese would hide in. The Marines would go in with flame throwers and “blast them out”. The Japanese would jump off the cliffs as suicide, rather than surrender.



*This is the membership card issued to Lieutenant Edward G. Slingerland for the Officers Club Naval Base Saipan.*

The U.S. forces built up tremendously on Tinian. They had a runway for planes and B-27 Bombers. Those planes took off and bombed Iwo Jima for about 90 days in a row but made no impression at all due to the rocks. They later invaded with the underwater demolition team and Ned stated that they were not going to land, but rather just launch rockets. However, the Japanese were fearful and opened-up their “big guns” and Ned’s ship was badly damaged. They returned to Pearl Harbor for repairs and Ned received a Purple Heart due to shrapnel in his left arm. Ned then received orders to go home for leave and reassignment, since he had served enough time.

My grandfather recounted all of this quite casually, minimizing his injury and not discussing any of the PTSD he suffered from afterwards.



*On 17 February LCI 457 was among a dozen gunboats helping to prepare the landing beach for invasion of Iwo Jima. All the ships were hit and Slingerland was wounded. The Flotilla received the Presidential Unit Citation. Their courageous stories became the book, “The Heart of Hell,” by Mitch Weiss.*

**Submitted and written by Jennifer Chenette,** Edward (Ned) Slingerland’s granddaughter. A few summers ago, I drove home to NJ with my Daughter – to help my Dad clean out his office attic. That is where I found my grandmother’s scrapbook – she kept so many news articles while her husband was at sea. My dad was born in July of 1943 – and Ned was able to get leave while in Perth Amboy, before shipping out. He was able to stop by the hospital and see his new son through the nursery glass. The Presidential Citation Letter was folded up in an envelope, along with other documents. What a find. I read Mitch Weiss’ book “The Heart of Hell.” I laughed and I cried. He beautifully pieced together veteran’s memories and the letters home. It helped me piece together my grandfather’s memories.

# After the Landings: Omaha Beach



This is a US Army Signal Corp photo taken from above the beach at Omaha. It is from the French archives' of D-day. It attempts to ID the various craft in the picture. The Landing Craft types included are LCI's, LCT's and a Rhino Barge. Sortie is a beach exit.



The above photo is an enlarged a section of the same Signal Corps photo. Showing some of the LCI's that were lost and still remaining on the beach after the initial landings. Circled L. to R. are *LCI(L) 497, 93, 416* on Red Beach. *Submitted by Robert Wright Jr.*

# Flotilla 10 Utah Beach

Introduction: by John France

In February, 2019, I contacted Pete Hendley during my research of *LCI 85* to provide information to *National Geographic* for their television episode “Drain the Oceans: Secrets of D-Day” and the subsequent article I wrote for publication in the “Elsie Item,” June 2019 – “LCI 85: The Four Leaf Clover.” Hendley’s father was Coit Hendley Jr., the Skipper of *LCI 85* on D- Day. Hendley was able to provide invaluable information for both projects. During our conversation, Hendley told me that he was organizing his father’s wartime memoirs, documents and photos into a book that he intended to publish. When the book was published in the summer of 2019, I was astounded by what I read. Not only did the book have specifics in regards to the actions of *LCI 85* and her crew on Omaha Beach on D-Day, it also chronicled in great detail the participation of LCI Flotilla Ten at Utah Beach. Coit Hendley Jr., the journalist, was also a gifted historian. In this book, we get a unique view of LCIs at Utah Beach from eyewitness accounts that are not found anywhere else. I urged Pete Hendley to provide this history in the form of an article for the “Elsie Item”. He graciously provided the following.

*John France, Historian, USS LCI National Association.*

## **Pete Hendley Flotilla Ten on Utah Beach**

Lt. (jg) Coit Hendley Jr. participated on D-Day as commander of the *LCI (L) 85* at Omaha Beach. The 85 landed at 8:30 a.m. and quickly came under intense fire from 88s and hit two mines while beaching. It

backed off and made it to the hospital ship *USS Samuel Chase* ten miles offshore and offloaded 15 dead and 30 wounded. The remaining troops made it to shore on LCVPs. The crew intended to beach the 85 for salvage but shortly after leaving the *Chase* it turned upside down and sank. All the remaining crew on board escaped safely.



*The LCI 85 listing from the hull damage caused by two mines. Photo taken just prior to transferring dead and wounded to the Samuel Chase.*

Hendley worked as a journalist for the *Washington Star* in Washington, D.C. prior to the war and would return there after his service. For three weeks after the sinking of his ship, Hendley was assigned to *LCI 88* which acted as a signal station ship off the beach. During this time, he wrote that he set about “interviewing many of the more than 1200 officers and men attached to our 36 ships. It’s all in my files.” He created a series of articles that remained unpublished until 2019 when they were included in their original form in the book, “The Military



Career of Lt. (jg) Coit Hendley Jr. During the Invasions of North Africa, Italy, and Omaha Beach on D-Day: His Papers and Photos” by Pete Hendley.

In one of the articles, “Flotilla Ten on Utah Beach”, Hendley provides detailed information about these landings at Utah, provided to him by Flotilla Ten veterans shortly after D Day.

### **Flotilla Ten on Utah Beach**

From Omaha beach, the bloody doings of the LCIs landing there, the activities of the *LCI (L) 87* and Captain Imlay, it is a fifteen-mile jump down the coast to beach Utah and the other 12 ships of the Flotilla.



*This is the battle flag that flew from the halyard of LCI(L) 87 on D-Day at Utah Beach.*

The plan of attack there was practically the same as on Omaha with the exception that the LCIs beached later in the assault on Utah.

As a consequence, the Utah group did not find it quite as exciting, although for the one LCI (not from Flotilla Ten) which hit a magnetic sea mine and was blown into metal fragments that statement is not true.

But as a whole the unloading of Utah was easier, quieter, and more or less routine – because few of the LCIs beached. LCMs were used on the orders of the group commanders when it became apparent that it



*LCIs 83, 85, 89 and 492 loading in England during final preparations for D-Day landings.*

was impossible for the LCIs to get in close enough to unload properly because of the flat beach.

All but a handful of the LCIs disembarked their troops by LCMs with few casualties.

The ships reported that the German mortar fire and artillery fire was heavy on the beach itself, but few projectiles were falling in the water or among the ships of the beach. Small craft (LCVPs and LCMs) could sneak in and out again before the guns could get the range.

Only two sectors of the Utah area, Uncle and Tare, were used for the assault although it was broken into six. Sector Sugar was opened a few days after D-Day and later in the follow-up phase others were opened.

The Force U was divided into two assault groups, Red and Green, but to follow the ships of the Flotilla it is not necessary to differentiate between them. The beaches were adjoining and organized practically identically. In the Red Assault group were four of the Flotilla *LCIs*, 325, 326, 350, and 349. They were carrying reserve troops and were on call – no definite beaching time was scheduled. They unloaded late the afternoon of D Day.

Seven of the Flotilla ships were in Green assault group and assigned to waves. The first LCI waves to hit the beach at H plus 210, 10 a. m., was composed of five of the Flotilla ships – *LCIs 322, 319, 321, 320,* and *323*. The other two ships, *LCIs 96* and *324* were in on a later wave at H plus 240, 10:30am.



*LCI(L) 322 gun-crew fires 20mm rounds into enemy positions on Utah Beach.*

The *LCI 95* did not carry troops but was designated headquarters ship of the Ferry Control Unit.

That was the situation on Utah beach as far as the ships of the Flotilla were concerned.

In force U were a total of 48 LCIs. A comparison of the times shows that the LCIs of Utah beached later than the LCIs of Omaha. The first waves on Utah were scheduled to land at H plus 210, 10 a.m., while on Omaha this first group landed at H plus 65, 7:35 a. m.

After this first wave at 10 a. m., the other LCIs unloaded at regular intervals throughout the afternoon of D Day.

The *LCI 322*, commanded by Lt. Grant C. Kidston, USCG, was one of the ships in the first LCI wave to go into Tare Green Beach. Chief Quartermaster Ferry

Christianson, who was at the helm said that for his ship D-Day of the invasion was just routine and “to be truthful was easier than Sicily or Italy.”

“It seemed unusually quiet as we came in from the rendezvous area,” he said. “We could not see any firing along the water’s edge at first.”

Five LCIs were approaching the beach in this group and as they approached closer bursts of smoke could be seen from the shells falling in the area and on the sand.

“The PC acting as primary control vessel instructed us to stand in but not beach as it was impossible to get close due to the poor gradient.”

“We stopped about 500 yards from the shore and waited for the LCMs to come alongside.”

In this matter the *LCI 322* was unloaded.

Christianson said that he saw a number of the LCMs get hit at the water’s edge, but as a rule they were able to get in safely. It is his opinion that had his wave of LCIs beached as planned, they would have run into a bad time.

“As we were backing from the beach a spray of six or more shells spattered the water around us but that was as close as we came to being hit while unloading,” he said.

The decision to unload the early waves of LCIs by LCMs was a wise one according to Tom B. Hutchin, engineering officer on the *322*. “It was obvious that the 88s would give us a good reception,” he said. “By unloading by the small boats, we undoubtedly saved a couple of LCIs for later work.”

The *LCI 320*, commanded by Lt. W. K. Scammel, Jr., USCGR, and the *LCI 323*, commanded by Lt. W. H. E. Schroeder, USCGR, reported that they were able to land

their troops also by LCM without much trouble.

The same was true of *LCI 321*. “We arrived at the line of departure with the other ships of our wave on time,” Lt. James E. Hollis, Jr., USCGR, commanding officer said. “On the way in we passed a LCT put out of commission by a mine but still afloat with many survivors in the water. These men were being picked up by a LCVP. Further in we saw numerous bodies that had been washed out by the tide.”

“Our wave was getting ready to beach when an LCM came from the control vessel and informed us that it was impossible for us to get close enough in to beach because of the runnels and sand bars.”



*The smaller, shallow draft LCVPs and LCMs were needed for taking troops to shore where LCIs were blocked by sandbars.*

“We stood off the beach about one half mile and unloaded by LCMs. Several salvos from German guns fell near us, but nothing very close. We unloaded without casualties. After unloading, we resumed the duties of deputy assault commander of the Green group and carried out routine duties as directed by Commander Bresnan.”

The fifth ship in this wave was *LCI 319*. The commanding officer, Lt. (jg) F. X. Riley, USCG, said that they were stopped

about 2000 yards off the beach by the control vessel and began unloading by LCM.

“This was going so slowly that it was impossible to get the troops in on time,” Riley said. “I thought that I might make a try at beaching. We were assigned to salvage work and had to go in anyway. We went in closer, but the assault commander ordered us not to beach. We finished unloading by LCMs.

Riley reported that the enemy was firing sporadically at the ships in the area one thousand yards from the beach at this time.

After unloading the *319* began salvage work.

Other LCIs of the Green assault group followed this first wave of five Flotilla ships and the majority used the same methods of getting troops ashore.

The next two Flotilla ships came in to beach at H plus 240, 10:30 a. m.

The *LCI 324*, commanded by Lt. (jg) C. W. Rinaca Jr., USCGR, in contrast to most of the ships, was able to disembark her troops rapidly by LCMs. Rinaca reported that they were able to send ashore 194 men in 18 minutes. They had no excitement whatever in their run to the beach.

Lt. M L. Lee, USCGR, commanding officer of the *LCI 96*, took his ship to the line of departure, was stopped by the control vessel, then unloaded by LCMs without any trouble. Lee reported that occasional shells were falling in the sea in their vicinity but that most of the fire was on the beach itself.

Thus, briefly, the LCI (L)s of the Flotilla assigned to Green assault group are disposed of.

Shifting over to the Red assault group – four LCIs of the Flotilla were attached to this group and on call.

Lt. William V. Lorimer, USCGR, commanding officer of the *LCI 325*,

described what happened on the LCIs that were on standby.

“We lay at anchor near the transports until H plus 8 hours, 2:30 p. m., waiting for somebody to call us. It seemed evident that we had been forgotten so we suggested to the *LCI 326* that we request orders from the assault commander of the Red Group. The last scheduled wave of landing craft had left the transport area more than two hours previously.”

“We formed into our wave and headed down the channel for the beach areas. After receiving orders to unload by LCM, we went in close.”

### **“We slid over several sandbars with the engine going ahead full”**

“We found only one LCM available for five LCIs. All the others had departed for other places. The tide was low and beginning to rise, so I decided to attempt to land troops over the ramps. At 5:11 p. m., we let go the stern anchor and beached. We slid over several sandbars with the engine going ahead full to force our way in as close as possible.”

“After stopping we put the ramps over and the safety line over and found that the troops could land through chest deep water. We disembarked them through the water and backed off the beach easily at 5:36 p. m.”

The *LCI 326*, commanded by Lt. Sam V. Allison, USCGR, led the first wave of the on call ships to Red Beach. At first there was only the one LCM available for unloading, but the number of LCVPs came into the area shortly afterward and the ship disembarked the troops by them. After



*Texas and Oklahoma troops from the 90<sup>th</sup> Infantry Division on board LCI(L) 326 await orders to land.*

getting the soldiers ashore, the ship began salvage work.

Lt. (jg) Thomas H. Walsh, USCGR, took the *LCI 349* close to the beach and unloaded by the small boats also. Lorimer's ship was the only one of the on call boats which beached.

The *LCI 350*, commanded by Lt. M. H. Weil, USCGR, ran into the same difficulty with small boats. “We lay about 600 yards from the beach. Only one LCM was available at first and then a LCVP began helping. This was at 3:30 p. m. At 5:30 p. m. they still had not been able to get to us as they were unloading the other ships first. We took beaching stations and headed for the beach although it was seen that troops would not be landed in less than shoulder deep water.”

“We were just about to drop the anchor and beach when we saw the *LCM 88* coming off the beach just ahead of us. We

hailed the coxswain and he came alongside and unloaded us in two trips.”

After this the *LCI 350* went back to the collecting area for further work.

Weil said that the unloading of the LCIs with small boats is very satisfactory and highly recommended on beaches where the gradient is as bad as that on Omaha beach, provided small boats are kept available.

The method of handling the LCIs on standby was not good, Weil reported. “The experience of my ship on this operation and on the operation at Salerno was that craft not in a pre-arranged wave and on call or in reserve seem to be forgotten when the action gets hot. We had difficulty in obtaining definite orders on when to unload and were to unload.”

The *LCI 95* was on Utah beach carrying the Ferry Control command. Their duties were to route the craft unloading the incoming ships.

That concludes the actions of the Flotilla during the first hours of the assault.

After D-Day they were assigned to any job that came up, any job that an LCI could handle, and some that were impossible.

### **“The message was addressed to “Tugmaster on LCI(L) 490”**

Part of the Flotilla was attached to the Far shore organization working around the beaches of France. They served as barracks, tugs, fire boats, control vessels, buoys, dispatch boats, food supply ships, signal towers, anything that was needed. Others joined the Shuttle Service which ran between England and France, acting as escorts and navigational aids for other types of landing craft and carrying troops.

Only occasionally were the LCIs baffled by an assignment. The *LCI 490* was forced to protest one day when she received orders to tow a Liberty ship to England from Omaha Beach. The message was addressed to the “Tugmaster on *LCI (L) 490*”.

“That was one we couldn’t handle,” Lt. Werner E. Cedarberg, USNR, commanding officer said.



*Father (Major) Edward J. Waters, a Catholic Chaplain from Oswego, New York conducted Divine Service for first assault troops about to depart for Normandy and the D-Day invasion. In the background are USS LCI(L)s 490 and 494 tied to the pier at Weymouth, England.*



*The crew of LCI(L) 88 had a famous visitor while in England. The officer in the middle is former World Boxing Champ, Commander Jack Dempsey.*

# On This & Every Memorial Day We Pause and We Remember

*They shall grow not old, as we that are left grow old:  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them.—Byron*



This is a list, but not the complete list. It is simply the compilation of names assembled by many members of the Association from official reports filed during the war years 1942 to 1945. It is separated by the theater of the conflict between the European Theater of Operations (ETO) and the Pacific Theater of Operations (PTO). If known, it includes the Action and Date of the event, that resulted in the casualties. The list also includes the LCI's that sunk if there were casualties resulting from the loss of the ship. *The ship losses are noted in italics*

To make additions or corrections contact President, Robert Wright.

## ETO: Atlantic, European, Mediterranean and North African Waters

### LCI(L) 1

#### **Sicily 7/01/1943**

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

*Sunk 8/7/1943*

*Birzerte, Tunisia by bombing*

### LCI(L) 5

#### **Bermuda 2/27/1943 Drownings**

John J. Gray  
Clifford H. Radford  
Frank Kopriva

### LCI(L) 9

#### **Sicily**

KIA Ernest L. Fletcher

### LCI(L) 10

KIA Charles Bates

### LCI(L) 16

KIA Stoy Kay Alexander

### LCI(L) 18

KIA John W. Paige  
KIA Robert J. Maher

### LCI(L) 19

KIA George W. Solmn Jr

### LCI(L) 20

*Sunk 1/22/1944*

*Anzio, Italy by bombing*

KIA Donald F. Hamilton  
KIA Harold R. Kalshnek

### LCI(L) 32

*Sunk 1/26/1944*

*Anzio, Italy by mine*

MIA Olindo P. Martello  
KIA Paul L. Nardella  
KIA William L. Nisbet  
KIA Charles W. Seavey  
MIA John F. Guethlein  
KIA Robert H. Jackson  
MIA Warren G. Johnson  
MIA David A. Purcell  
MIA Eugene L. Sales  
MIA Herbert Stake, Jr.  
KIA Charles J. Gilbride  
KIA Ralph Harding  
MIA John E. Campbell  
MIA Lawrence M. Kennedy

### LCI(L) 33

KIA Walber Kaczyski  
KIA Merle Levell

### LCI(L) 47

#### **Italy West Coast**

KIA Harry Ekey

### LCI(L) 76

#### **Italy West Coast**

KIA Miles Beck

### LCI(L) 88

#### **Normandy**

KIA Richard I. Frere USCG  
KIA Warren J. Moran USCG

### LCI(L) 88 (continued)

KIA Rocco Simone USCG  
KIA William B. Cole Lt USCG

### LCI(L) 91

*Sunk 6/6/1944*

*Normandy by shore battery*

KIA James E. Atterberry USCG  
KIA Leslie Fritz USCG  
KIA Ernest Johnson USCG  
KIA Stanley Wilczak USCG  
KIA Bernard L. Wolfe USCG

### LCI(L) 94

#### **Normandy**

KIA August B. Buncik USCG  
KIA Fletcher Burton, Jr. USCG  
KIA Jack DeNunzio USCG

### LCI(L) 193

#### **Sicily**

KIA Raymond J. Doherty

### LCI(L) 209

#### **Normandy**

KIA George McAllister

### LCI(L) 211

#### **Anzio**

KIA Gervase J. Keefe  
KIA Charles J. Vesneske  
KIA Loren B. Owens

#### **Bermuda 2/27/1943 Drownings**

Otis H. Merrill  
Alton J. Wright

**LCI(L) 211 (continued)**

Oliver E. Burton

**LCI(L) 212**

**Normandy**

KIA Peter Edmond James  
KIA Edward James Martin

**Bermuda 2/27/1943 Drownings**

Jesse A. Ryman  
Wilbur A Light  
Willie Stafford

**LCI(L) 213**

**Bermuda 2/27/1943 Drownings**

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

**LCI(L) 214**

**Bermuda 2/27/1943 Drownings**

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

**LCI(L) 215**

**Bermuda 2/27/1943 Drownings**

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

**LCI(L) 216**

**Palermo Sicily**

KIA Maurice G. Boutell

**Bermuda 2/27/1943 Drownings**

James A. Hayes  
Robert L. Jones

**LCI(L) 218**

**Bermuda 2/27/1943 Drownings**

David H. Muth  
Earl L. Roberts

**LCI(L) 219**

*Sunk 6/11/1944*

*Normandy by bombing*

KIA Johnson B. Wiles  
KIA Cornelius B. Dorcey  
KIA Lester R. Bumps  
KIA Albert Combs  
KIA Cyril J. O'Connor Jr  
KIA Rolan C. Sikes Jr.

**MIA John M. Longman**

**Bermuda 2/27/1943 Drownings**

Russell L.  
Bloom  
Lawrence R. Wallar

**LCI(L) 232**

*Sunk 6/6/1944*

*Normandy by mine*

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

**MIA Norvie Blaine Tinney**

**LCI(L) 237**

**off Taranto, Italy 10/27/1943**

KIA Clyde H. Roberson

**LCI(L) 319**

**Gulf of Salerno 9/9/1943**

KIA John C. Scheuerman USCG

**LCI(L) 408**

**Normandy**

KIA Raymond Aubin

**LCI(L) 416**

**Normandy**

KIA Arthur Virgil Shields  
KIA John Hawkins

**LCI(L) 523**

**Normandy**

Dave J Moyer

**LCI(L) 951**

**Southern France**

KIA Floyd Mage

**FLOTILLA 1 STAFF**

**Aboard LCI(L) 5**

**Normandy**

George F. Edwards

**FLOTILLA 2 STAFF**

**Bermuda 2/27/1943 Drownings**

John J. Grey  
Clifford H. Radford

**Aboard LCI(L) 32**

**Sunk Anzio 1/26/1944**

KIA Thomas J. Brown  
KIA George Cabana  
KIA Jack Elkins  
KIA John W. Finck  
KIA Delbert Mallams  
KIA Hamp L. Richardson  
KIA Earl W. Ruebens  
KIA George L. Marsh  
KIA Ralph DiMeola

**FLOTILLA 11 STAFF**

**Southern France 8/17/1944**

KIA William Hendrix

**PTO: Pacific, Southwest Pacific and Japanese Home Waters**

**LCI(L) 22**

**SWPA Philippine Islands**

KIA James A. Barber

**LCI(G) 23**

**SWPA Babatngon, Leyte**

**Philippine Islands**

**10/23/1944 by Bombing**

KIA Theodore Morano  
KIA George H. Gootee  
KIA Loys V. Hayes  
KIA Ruben C. Kale  
KIA Anthony J. Pulice  
KIA Arnold G. Retersdorf  
KIA Harold L. Reynolds  
KIA Antonio R. Fabian

**LCI(G) 23 (continued)**

KIA Robert T. Riordan  
KIA Stanley C. Winkler  
KIA William E. Dutro

**LCI(L) 24**

**SWPA Rendova, Solomons**

KIA Mahlon F. Paulson

KIA Ernest Wilson

**LCI(L) 34**

**SWPA New Guinea**

KIA Sherman C. Wagers  
KIA Edmund J. Baldwin

**LCI(L)(G) 65**

**SWPA Rendova, Solomons**

**7/4/1943 by Bombing**

**LCI(G) 65 (continued)**

KIA Hurley E. Christian

**Leyte Gulf 10/24/1944**

KIA Lester Eugene. Aiston

**Lingayen Gulf, Philippines,**

MIA James O. Vincent

**LCI(L) 69**

**SWPA Bougainville, Solomons**

MIA Thomas W Stanborough

**LCI(L)(G) 70**

**SWPA Bougainville, Solomons**

KIA D. H. Shook  
KIA Joseph Byars  
KIA Eugene Henry Whalen

**LCI(G) 70 (continued)**

**Lingayen Gulf, Philippines**

**by Japanese Kamikaze**

KIA Robert Muir Craycraft  
KIA Walter G. Kiser  
KIA Densil Ray Phillips  
KIA Charles Adolph Poole  
KIA George Pressley  
KIA James Oliver Vincent

**LCI(L) 71**

**SWPA 10/24/1944**

KIA Lawrence Weingartz

**LCI(L) 72**

**SWPA Lingayen Gulf**

**Philippine Islands 1/9/1944**

KIA John R. Mansell

**LCI(L) 73**

**SWPA New Guinea**

KIA Kenneth Talley

**LCI(L) 74**

**SWPA**

KIA Bernard Yank

**LCI(L) 82**

*Sunk 4/4/1945*

*Japanese Home Waters*

*Okinawa by suicide boat*

KIA Freeman W. Baker  
KIA Bernard G. Brockwehl  
KIA John T. Eastman  
KIA Robert G. Heaberlin  
KIA Clyde E. Irvine Jr  
KIA Joseph M. Rozeman  
KIA Earl H. Settles  
KIA John C. Wheatly

**LCI(L) 90**

**Japanese Home Waters**

**Okinawa 6/4/1945**

**by Japanese Kamikaze**

KIA – John P. Ross Jr USCG

**LCI(R) 338**

**SWPA Corregidor**

**Philippine Islands 02/16/1944**

KIA Philip L. Michel  
KIA John R. Rauch

**LCI(L) 339**

*Sunk 9/4/1943 SWPA*

*Lae New Guinea by bombing*

KIA Fay B. Begor

**LCI(L) 341**

*Sunk 9/4/1943 SWPA*

*Lae New Guinea by bombing*

KIA Robert W. Rolf

**LCI(L) 342**

**SWPA at Lae New Guinea**

KIA James Eatmon

**LCI(L) 344**

**SWPA Leyte Gulf**

**Philippine Islands 10/27/1944**

KIA Robert Pumphrey  
KIA Jack Lanbert  
KIA James Palmer  
KIA Edward Woodzien

**LCI(G) 347**

**SWPA Saipan 6/15/1944**

KIA Garland Eddington

**LCI(L) 352**

**Japanese Home Waters**

**Okinawa**

KIA Calos W. Jones

KIA Melvin E. Buhr Jr

**LCI(G) 365**

**SWPA Guam 7/21/1944**

KIA Charles L. Martin  
KIA Casimir Andrew Leszczynski  
KIA Edward W. Nemeth  
KIA Clifford W. Mossman  
KIA Thomas Wilkinson  
KIA John J. Gibbs  
KIA John F. Harrison

**LCI(G) 366**

**SWPA Guam 7/24/1944**

KIA William J. Barry  
KIA James F. McWatty Sr  
KIA Carmelo R. Sidoti  
KIA Richard C. Steyer  
KIA Robert W. Unger

**LCI(G) 396**

*Sunk 1/18/1945 SWPA*

*Palau Islands by mine*

KIA James R. Wirtz  
KIA John P. Mannino  
KIA Bobby G. Ozbirn  
KIA Delonda J. Self  
KIA Robert J. Calvert  
KIA Oliver E. Cole  
KIA Charles V. Foxx

**LCI(G) 422**

**SWPA Leyte Gulf**

**Philippine Islands 10/20/1944**

KIA William Jenkins  
KIA Jack G. Johnson

**LCI(G) 438**

**SWPA Saipan 6/26/44**

KIA Robert R. Meili

**LCI(G) 439**

**Hawaii 3/25/1944**

DNC Dewey L. Mayes

**SWPA Guam 7/24/44**

KIA Jessie J. Marzie  
KIA Donald Rhodes  
KIA Lawrence M. White

**LCI(L)(G) 440**

**SWPA Eniwetok 2/22/1944**

**by friendly fire**

KIA Paul M. McGowan  
KIA Robert F. Graham  
KIA Joseph Mercoli  
KIA Thomas F. Smay  
KIA Robert Zielinski  
KIA Earl L. Miller  
KIA Fred J. Spicer  
KIA W. Edward Pappen

**Japanese Home Waters**

**Iwo Jima 2/17/1945**

KIA Lee Yates

**LCI(G) 441**

**Japanese Home Waters**

**Iwo Jima 2/17/1945**

KIA William T. Connors  
KIA William E. Griffin  
KIA Jack D. Starbuck  
KIA Julian R. Scott  
KIA Clinton E. Snider  
KIA Glenn O. De Long  
KIA Moses Trexler

**LCI(L) 442**

**SWPA Eniwetok 2/22/1944**

**by friendly fire,**

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

**LCI(G) 449**

**Japanese Home Waters**

**Iwo Jima 2/17/1945**

**by shore battery**

KIA Byron C. Yarbrough  
KIA Frederick Cooper  
KIA William G. Corkins  
KIA Lawrence Bozarth  
KIA John T. Flock  
KIA Bruce Goodin  
KIA Clarence J. Hoffman  
KIA William H. Hudson  
KIA Robert R. Minnick  
KIA Ralph Owens  
KIA Lareto F. Paglia  
KIA Carl F. Park  
KIA Howard W. Schoenleben  
KIA William Tominac  
KIA Glenn H. Trotter  
KIA Charles E. Vogel  
KIA Frederick F. Walton  
KIA Leroy Young  
KIA Lee C. Yates  
KIA Harry L. McGrath  
KIA Edward P. Brockmeyer USMC



**LCI(G) 449 (continued)**  
DNC Raymond Twyman

**LCI(G) 450**  
**Japanese Home Waters**  
**Iwo Jima 2/17/1945**  
KIA Jack H. Musselman

**LCI(G) 457**  
**Japanese Home Waters**  
**Iwo Jima 2/17/1945**  
KIA Willard D. Helvey

**LCI(G) 466**  
**Japanese Home Waters**  
**Iwo Jima 2/17/1945**  
KIA Thomas E. Coppinger  
KIA Huey P. Hester  
KIA Charles E. Barton  
KIA Glenn A. Foldessy  
KIA Robert E. Pipelow  
KIA Horace J. Long

**LCI(G) 468**  
*Sunk 6/17/1944 SWPA Guam  
by aerial torpedo*

KIA Dean L. Beemer  
KIA Leslie G. Foss  
KIA Dewey A. Hayhurst  
KIA Joseph A. Hunter  
KIA Lyan S. Long  
KIA Robert G. Marquis  
KIA Robert Barnett  
KIA Robert G. Davis  
KIA J. B. Gladdis  
KIA Hollis W. Hicks  
KIA Steven A. Karko  
KIA Woodrow B. Maggard  
KIA Ralph E. Parks  
KIA Ralph E. Spaugh  
MIA James H. Schuerman

**LCI(G) 469**  
**SWPA Guam**  
DOI Robert A Meaux

**LCI(G) 471**  
**Japanese Home Waters**  
**Iwo Jima 2/17/1945**  
KIA Jessie L. Adamson  
KIA James F. Bernethy  
KIA Richard Cano  
KIA Louis P. Hagan  
KIA Billie J. Harris  
KIA Troy L. Morehouse  
KIA William P. Morrissey  
KIA Donald Nygard  
KIA Richard H. Pond  
KIA Jerry A. Terracciano  
KIA James W. White

**LCI(G) 473**  
**Japanese Home Waters**  
**Iwo Jima 2/17/1945**  
KIA Joseph Edward Davis  
KIA Dominick S. Gonzalez  
**LCI(G) 474**  
*Sunk 2/17/45*  
*Japanese Home Waters*  
*Iwo Jima by shore battery*

KIA Daryl G. Huish  
KIA Fred H. Gray  
KIA Donald S. Rappold  
KIA Lester H. Welch

**LCI(G) 475**  
**Japanese Home Waters**  
**Okinawa 3/25/1945**  
KIA Leo P. Selan

**LCI(L) 559**  
**Pacific**  
KIA Donald M. Gross

**LCI(G) 568**  
**Japanese Home Waters**  
**Okinawa 4/4/1945**  
KIA Edward L. Kolodziej  
KIA James M. Sweatt

**LCI(G) 580**  
**SWPA Leyte Gulf**  
**Philippine Islands 10/20/1944**  
KIA George C. Thomas  
**LCI(L) 600**  
*Sunk 1/12/1945 SWPA Ulithi  
by Japanese midget submarine*

KIA Seth Bailey  
KIA Glen DeQuaisie  
KIA Edwin Janacek  
**LCI(L) 621**

**SWPA Mindoro**  
**Philippine Islands 1/4/1945**  
KIA Raymond Carter  
**LCI(L) 682**  
**ATB Solomons MD 5/26/1944**  
Drowning Thomas H. Reese

**LCI(R) 707**  
**Japanese Home Waters**  
**Okinawa 5/3/1945**  
KIA Harry M. Karnemont

**LCI(R) 726**  
**Japanese Home Waters**  
**Okinawa 5/3/1945**  
DOW Robert A. Compton  
DOW Jerome J. Pruchniewski

**LCI(M) 807**  
**Japanese Home Waters**  
**Okinawa 4/1/1945**  
KIA Andrew Karsen  
**KIA Philip R. Kenny**  
**KIA Thomas E. Perry**  
**KIA Hugh F. Martin**  
**LCI(L) 812**

**Pacific**  
DOI Walter Siek  
**LCI(L) 821**

**SWPA Palau Islands**  
**5/7/1945**  
KIA Wayne A. Seath  
KIA Lee Henley Raigins  
KIA Robert E. Kriniak  
**LCI(L) 974**  
*Sunk 1/10/1945 SWPA*  
*Lingayen Gulf*  
*Philippines Islands*  
*by Japanese suicide boat*

KIA William W. Baft  
KIA Sidney F. Brennan  
KIA Emidue J. Falini  
KIA Richard E. Kern  
KIA Charles Passwater  
KIA Thomas F. Sheehan  
**LCI(L) 979**

**SWPA Philippine Islands**  
KIA Martin J. Fleishman LTJg  
KIA Martin F. Deem  
KIA William C. Nordan

**LCI(L) 1056**  
**SWPA Philippine Islands**  
DOW Robert Owens

**LCI(L) 1060**  
**SWPA Mindoro**  
**Philippine Islands**  
KIA Alexander J. Osowiecki  
**LCI(L) 1065**  
*Sunk 10/24/1944 SWPA*  
*Leyte Gulf Philippine Islands*  
*by Japanese Kamikaze*

KIA Sigurd J. Bjertness  
KIA Wallace W. Hamlett  
KIA Michael M. Jalad  
KIA Floyd J. Parker  
KIA Lester S. Tumblyson  
MIA Gordon A. Judson

Codes: **KIA:** Killed in Action  
**MIA:** Missing in Action  
**DOI:** Died from injuries non Combat  
**DOW:** Died of Wounds from Combat  
**DNC:** Died Not from Combat

# The Battle for Toilet Paper: USS Skipjack

In 1942, a submarine skipper grew frustrated when a requisition for an essential item was cancelled. His response is still famous in the Navy today.

His letter read:

**USS SKIPJACK**

**June 11, 1942**

**From: Commanding Officer**

**To: Supply Officer, Navy Yard, Mare Island, California**

**Via: Commander Submarines, SW Pacific**

**Subject: Toilet Paper**

**Reference: (a) USS HOLLAND (5148) USS Skipjack req. 70-42 of 30 July 1941.**

**(b) SO NYMI Canceled invoice No. 272836**

**Enclosure: (1) Copy of cancelled Invoice**

**(2) Sample of material requested.**

**1. This vessel submitted a requisition for 150 rolls of toilet paper on July 30, 1941, to USS HOLLAND. The material was ordered by HOLLAND from the Supply Officer, Navy Yard, Mare Island, for delivery to USS Skipjack.**

**2. The Supply Officer, Navy Yard, Mare Island, on November 26, 1941, cancelled Mare Island Invoice No. 272836 with the stamped notation "Cancelled---cannot identify." This cancelled invoice was received by Skipjack on June 10, 1942.**

**3. During the 11 ¾ months elapsing from the time of ordering the toilet paper and the**

**present date, the Skipjack personnel, despite their best efforts to await delivery of subject material, have been unable to wait on numerous occasions, and the situation is now quite acute, especially during depth charge attack by the "back-stabbers."**

**4. Enclosure (2) is a sample of the desired material provided for the information of the Supply Officer, Navy Yard, Mare Island. The Commanding Officer, USS Skipjack cannot help but wonder what is being used in Mare Island in place of this unidentifiable material, once well known to this command.**

**5. Skipjack personnel during this period have become accustomed to use of "ersatz," i.e., the vast amount of incoming non-essential paper work, and in so doing feel that the wish of the Bureau of Ships for the reduction of paper work is being complied with, thus effectively killing two birds with one stone.**

**6. It is believed by this command that the stamped notation "cannot identify" was possible error, and that this is simply a case of shortage of strategic war material, the Skipjack probably being low on the priority list.**

**7. In order to cooperate in our war effort at a small local sacrifice, the Skipjack desires no further action be taken until the end of the current war, which has created a situation aptly described as "war is hell."**

**J.W. Coe**

# 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!

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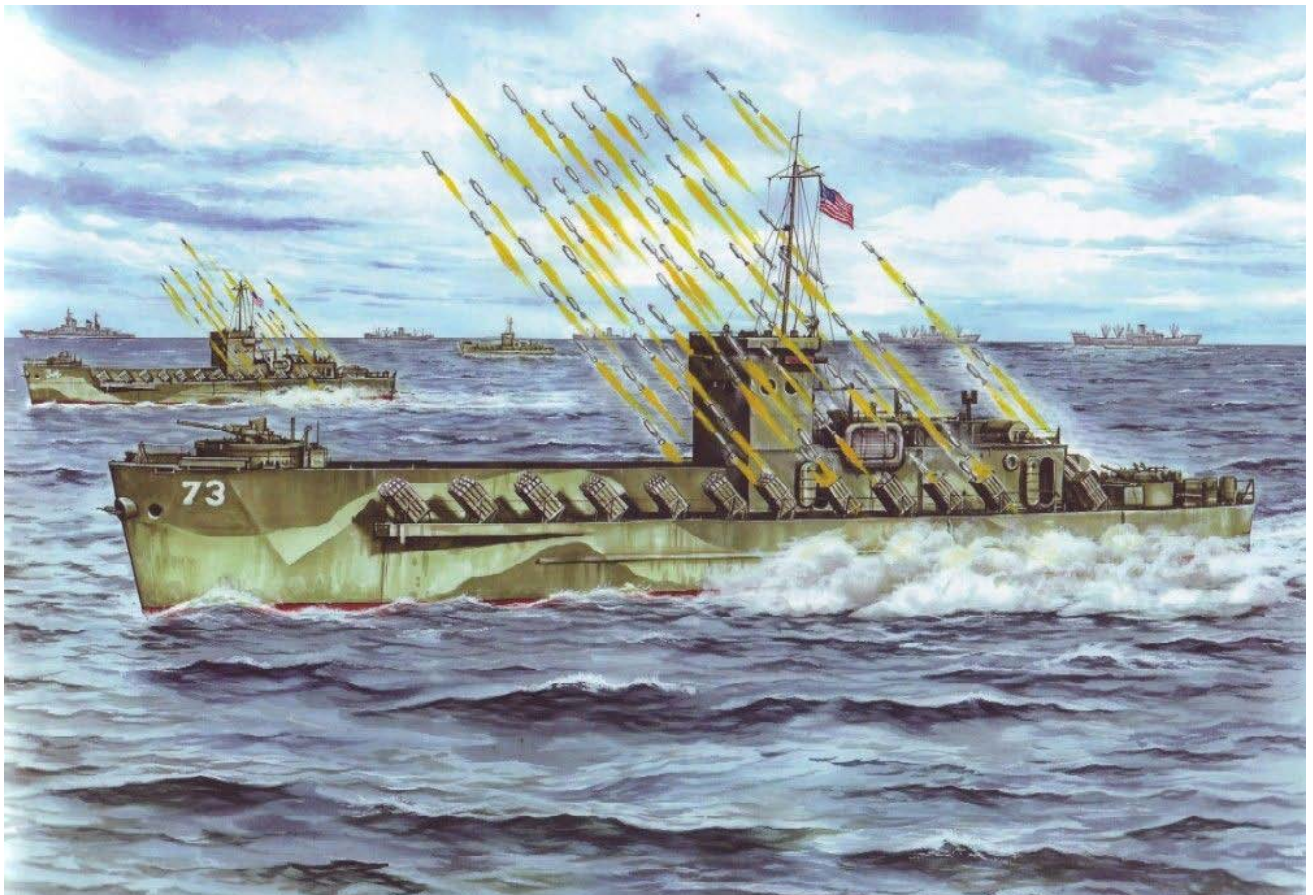
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**Attention LCI Veterans and Associates**  
**We need your stories now. Write or email John France.**

C/O Robert E. Wright, Jr. President/Treasurer  
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*USS LCI(R) 73 fires a rocket barrage. In 1945 LCI(G) 73 was redesignated as a rocket ship. She participated in landings at Luzon, Manila Bay, and Borneo. See the "Last Amphibious Landings of WWII" on pages 14-20. Painting by Peter Ball includes LCI(R) 34 and 31. Image credit is NavSource.*