

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 117

SUMMER 2022



LVTs pass thru bombardment
line of LCI gunboats at Peleliu
15 September 1944

- Inside this Issue...**
- LCI-713 restoration & updates
 - Evolution of gator gunboats
 - LCI(G) 366 model unveiled
 - LCI/AFMM reunion notice



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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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 Veesenmeyer (JeffreyMktg@gmail.com)** or the postal address below.

Contact Us



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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.

All non-profits need money!

A Message from the Amphibious Forces Memorial Museum

Dear AFMM and LCI National Association members and followers,

For those of you who like accounting stuff, I thought that you may like to see our actual numbers, so we have published the 2021 figures later in this issue. One of the things that stands out is that we are in very good financial condition. Our bottom fund (The Vanguard account) was over \$170,000 at year end and as of May 1st is now over \$185,000. This is almost entirely due to the very generous support of our membership. It is so heartening that you all care to try to help save our very important piece of history.

However, we still don't have enough money saved to get a hull repair for the LCI-713. We estimate the tipping point would be to have around \$500,000 in the bank, which would enable us to earn the remainder of the public support we need in the form of grants and matching funds. So, we have a way to go and meanwhile the clock is ticking. Every time we need to take stopgap measures to keep our ship safe, it takes away from building up that bottom fund.

We know we can rely on you for your continuing support. It is much needed and appreciated. But the AFMM needs to step up the game as well. We are forming a relationship with another non-profit, The Nautical History Preservation Society. They are very interested in assisting us and bring some of the social networking skills and contacts that we need to garner more support. Facebook, where we have well over 1000 followers now, has become a great way to get the latest LCI-713 news and interact with the crew, but we also plan to expand this audience, do some advertising and fundraising there too.

We remain very frugal with our expenditures and our restoration expenditures are minimal. Our thanks to our faithful crew who not only work every Saturday on the ship, but also donate many of the needed materials for that restoration. And, we are all volunteers, no paid staff.

Please help us get over the top and ***Launch the LCI-713*** with your continuing support.

Thank you all so very much!



AFMM President



Yes, I want to help launch the LCI 713!

Please fill out the form and return with your check or we accept secure donations online via our websites donation page: www.amphibiousforces.org

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

**Amphibious Forces Memorial Museum
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 _____

Other ways you may show your support:

- 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.

My Gift Is: In Memory of In Honor of

Person's name _____

Comments: _____

Observations from Officer's Country from Robert E. Wright Jr.

Memorial Day 2022. Each year we include in the ELSIE ITEM issue closest to Memorial Day, the List of those who died while serving aboard an LCI during the War years. As more research is conducted, we continue to uncover lost stories that provide additional names. For ELSIE 105 I wrote a page about Norvie B. Tinney who was aboard *LCI(L) 232* at Normandy when it hit a mine. Norvie Tinney was severely wounded and in July 1944 was put aboard an evacuation plane destined for New York. The plane disappeared while enroute. I was contacted by a photo analyst, who thought that he may have located the wreckage of that plane on a mountainside in Greenland. Using the plane's tail number, he had located a list of passengers, that included Tinney. While searching on the internet for information on Tinney, he found that ELSIE ITEM article. He contacted me. As a result I checked with another group that researches WWII MIA's and those who died while in service. That group, which I have worked with in the past, provided an update for our List. So with this additional information the List has grown still longer. Please take time to read each name and reflect for a minute, on those who gave everything to stop the forces of tyranny. This is the cost of Freedom we cannot repay.

USS LCI Association Annual Reunion 2022, the continuing saga...

In our last issue of the ELSIE, there was a page for our members to show their interest in attending a June or September reunion. The New Orleans option had three (3) veterans saying they would attend. Well three veterans hardly make a reunion so that option was cancelled. The September Portland, reunion had four veterans respond who were willing to attend. If we can get a few more commitments we will attempt this one. I know for the veterans at age 90+ it may be difficult to plan that far ahead, but please think about it.

As of our publication deadline we are still in the planning stage. There is a form on Page 33 of this issue, with a basic itinerary for anyone who would be interested in participating in a PORTLAND reunion at the end of September. This event will be hosted by the Amphibious Forces Memorial Museum, home of the *LCI-713*. If you possibly can attend PLEASE respond soon, so that the hosts have ample time to make all of the necessary plans and arrangements. As soon as plans are finalized we will mail the details and registration form to everyone who responds.

Recognition for a Life Well Lived

I would like to take this opportunity to recognize our oldest living Members.

Gordon Smith QM1/c of the USS *LCI(L) 43* age 101
Harold Laabs MoMM3/c of the *LCI(L) 711* age 101 this year



Gator Gossip

By Jeff Veesenmeyer

The LCI class of ships received many monikers during the war. “Lousy Civilian Idea” was one of them. I’m inclined to think that LCI could have stood for “Lots o’ Chores Indeed.” This might have been more appropriate considering the assignments they received once they delivered hundreds of dry feet on a beach.

These little ships could maneuver in crowded transport harbors to deliver mail, transfer personnel from ship to ship, take wounded to a hospital ship, fight fires on bombed ships, rescue sailors from the water, make smoke to protect warships from air attack, and of course the all-important garbage detail. LCIs would pick up garbage from all the other ships anchored in the harbor and take it out to sea for deep sixing.

There weren’t a lot of medals awarded for these duties. But the need for close-in fire support during landings made LCIs more valuable than ever. In this issue I look at how and why the LCIs added more guns, bigger guns, rockets and even mortars to their arsenal. These gunboat conversions saved lives during landings and provided targeted gun support for ground troops.

Books have been written about the LCI gunboats. There is “American Amphibious Gunboats of WWII” by Robin Rielly, “The Heart of Hell” by Mitch Weiss (with Dennis Blocker’s historic help) and now “When the Beaches Trembled” by Zach

Morris. These sailors and their ships left their mark on history.

Not only are the gunboat stories being preserved, but their good looks are being preserved in detailed scale models. Tom Seivert has spent the last 20 years building a 1/98 scale model of his dad’s *LCI(G) 366*. Check out the story and photos in this issue.

With D-Day remembrances and history made 78 years ago, we’ve included a story of a family who returned to Normandy. William O. Barnes Jr. was there as an officer on *LCI(L) 412*. His four sons took him back during the 55th anniversary of D-Day.

Brian O’Mara emailed the following note to Robert Wright Jr.

Hi Robert – Your “Forgotten War” article in the Spring issue of *Elsie* Item #116 is very well done, interesting, and covered events I hadn’t read about before. I’ve always been interested in that corner of the world, primarily because of WWII. I’ve been to several islands in the Solomons but not quite far enough to land on the Treasuries.

Thankyou - Bill O’Mara, Gilroy, CA

Hi Jeff – Any word about a reunion this year. As time goes by my travel plans diminish but I sure would like to attend a meeting! I would love to visit the last LCI afloat in Oregon, but that’s a long way from Virginia! I look forward to each magazine you publish – it’s a great read.

Dixon Hemphill LCI(G) 514

Editors Note: See reunion updates inside.

SEND LETTERS & PHOTOS TO:
JeffreyMktg@gmail.com or my mailing address (Contact Us) inside front cover.

LCI-713 Restoration Update

It was a long cold wet winter here in Portland (surprise, surprise) but we still managed to accomplish quite a bit on restoration and repair:

We've been chomping at the bit to get the decks repainted and are just getting rolling on that project. In order to give the crew some better tools to do the job, we have acquired a new air compressor and sand blaster and other associated items. Most of these items were donated so we haven't impacted any bottom funding.



Steve with Vacuum blaster in action. Slow, but it works well on welds.

We also spent quite a number of man-hours on items that came out of our survey required by our insurance company. These included cleaning up our shore power cables, installing another automatic backup pump, and installing water sensors with real-time notification ability. This also required us to add internet capability on board and we have the PT-658 to thank for allowing us to tap into their connection.



Here's what the pumps look like. The white circle on the hull bottom is the Moen water sensor.

Our new 20mm Oerlikon and mount is now safely onboard. The gun is on display in the clipping area and the mount is installed in the #3gun tub.



Bringing the mount aboard. Thanks to Combined Forestry and Marine for the crane time.



The new Oerlikon on display!

We are very close to having an operational stern winch!

Powered by the same model Chrysler flathead six that was a re-build by Steve Adams (pictured). The new engine was craned aboard along with the new Oerlikon.



Our chief painter aboard, John Ragno, has been doing many touch up jobs, including refurbishing the crew mess tables.



Shore Power upgrade including chafing gear & strain reliefs. 300 feet of networking cable added. We now do ZOOM meetings.



Anyone remember these?

We also received a number of non-cash donations which included historical items and equipment for the ship:



And Our sand blaster.



More quality from Rick Dulaney for our Arms Locker.



Ear Wardens. Who knew they had ear protection available in WWII. We don't believe many received this benefit. Also, a Navy flag from American Legion Post 14.



Black Cat Flotilla painting from Craig Heath.

AFMM
Statement of Financial Position
As of December 31, 2021

	Dec 31, 21	Dec 31, 20	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Bank - Savings	0.00	45.87	-45.87	-100.0%
General Fund (Checking)	31,530.46	23,943.22	7,587.24	31.7%
Paypal	1,052.50	1,661.40	-608.90	-36.7%
Total Checking/Savings	32,582.96	25,650.49	6,932.47	27.0%
Other Current Assets				
12000 · Other Current Assets				
12010 · Merchandise Inventory	684.33	684.33	0.00	0.0%
12020 · Supplies Inventory	46,943.38	46,943.38	0.00	0.0%
Total 12000 · Other Current Assets	47,627.71	47,627.71	0.00	0.0%
Total Other Current Assets	47,627.71	47,627.71	0.00	0.0%
Total Current Assets	80,210.67	73,278.20	6,932.47	9.5%
Fixed Assets				
13000 · Fixed Assets				
13010 · LCI 713	119,900.00	119,900.00	0.00	0.0%
13020 · Historical Equipment Inven...	39,844.94	34,844.94	5,000.00	14.4%
13030 · Tools & Equipment	27,705.03	27,705.03	0.00	0.0%
13040 · Furniture and Equipment	900.00	900.00	0.00	0.0%
Total 13000 · Fixed Assets	188,349.97	183,349.97	5,000.00	2.7%
Total Fixed Assets	188,349.97	183,349.97	5,000.00	2.7%
Other Assets				
Other Assets	939.95	939.95	0.00	0.0%
Vanguard	170,988.86	159,791.58	11,197.28	7.0%
Total Other Assets	171,928.81	160,731.53	11,197.28	7.0%
TOTAL ASSETS	440,489.45	417,359.70	23,129.75	5.5%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable				
Accounts Payable	-1,605.98	-1,605.98	0.00	0.0%
Total Accounts Payable	-1,605.98	-1,605.98	0.00	0.0%
Total Current Liabilities	-1,605.98	-1,605.98	0.00	0.0%
Total Liabilities	-1,605.98	-1,605.98	0.00	0.0%
Equity				
Unrestricted Net Assets	418,965.68	402,722.40	16,243.28	4.0%
Net Income	23,129.75	16,243.28	6,886.47	42.4%
Total Equity	442,095.43	418,965.68	23,129.75	5.5%
TOTAL LIABILITIES & EQUITY	440,489.45	417,359.70	23,129.75	5.5%

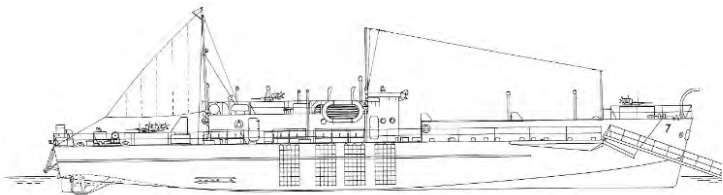
LCH-185

This is a story of a ship

By Dave Mckay

No, not Noel Coward's ship in the movie "In Which We Serve." This is a story of a real ship with real sailors. The similarity to the movie is that the ending was the same, only more tragic.

While the majority of LCIs sailed under the United States flag in World War II, half of the first 300, generally known as square conns, were loaned to the Royal Navy. The designated 114th LCI to be built was *LCI 185*. Construction started on November 20, 1942, at Federal Shipbuilding and Drydock, Kearny Point, New Jersey. She was launched on January 4, 1943, and after outfitting, was transferred into the Royal Navy on January 13, 1943.



LCI(L) 185 original blueprint drawing.

After completing operational training by an inexperienced crew of Royal Naval Volunteer Reserves, this ship set off for the Mediterranean on March 27, 1943, along with sixteen other LCIs as part of the sixth delivery of this new type of amphibious vessel. After a long and slow passage, the ship arrived first at Gibraltar and then Algiers. After a period of refit and further training, she was assigned to the newly created British 5th LCI Flotilla.

This was none too soon as the ship was assigned to participate in Operation Husky, the invasion of Sicily. The "Husky" landing was the first large scale amphibious assault for LCIs. It involved landing allied troops on five separate beach areas on the southeast corner of the island. "Dime, Cent and Joss beaches were the responsibility of the US Navy. Acid and Bark beaches were assigned to the British.

A significant problem in researching the operational history of British LCIs is the lack of documentation on file. Unlike the US National Archives, there are no real "Deck Logs" or ship's war diaries available at the British National Archives. "After Action" reports are few and, if available, are found as part of a more senior officers reports. British operational plans will list the number of LCIs involved but not the identification of the ships. The recollections of sailors can help quite a lot, but at this stage they are far and few. Thus, the record on any British LCI will be incomplete.

Sailing from Malta, LCIs of the 5th Flotilla landed troops of the 51st (Highland) Infantry Division on Bark South near Pachino, Italy on July 10, 1943. While specific information on *LCI 185's* activities has not been found, other LCIs of the Flotilla are and it can be presumed that after

landing its original complement of soldiers, it returned to the larger troop transports and transferred those soldiers to the beach and did other assigned duties until ordered to depart.

After the Sicily landings, the ship was transferred to the 4th LCI Flotilla and soon preparations began for Operation Avalanche, the invasion of Italy at Salerno. Again, no records of have been found to date mentioning the ship in British records. But there is a photo at London's Imperial War Museum showing the ship being loaded with troops at Tripoli before the landing. Tripoli was the marshalling location for the British 56th (London) Division. This unit landed at Salerno to the left of the US Army at Montecorvino.



This is the photo from London's Imperial War Museum showing LCI 185 being loaded with troops at Tripoli for the Salerno landing.

Towards the end of October, *LCI 185* had left the Mediterranean in route to Chatham dockyard where it was converted into a "Landing Craft Headquarters" (LCH). In her new configuration, she would act as an off-shore headquarters for army troops in the upcoming invasion of Normandy. This

required the installation of a number of army and navy radio sets, a depth sounding system and radio navigation aids. It was also equipped with radar and the crew complement was expanded.

Initial responsibility was to control the first waves of the assault

By the end of March 1944, the various British ships and craft destined for Normandy began to be organized into assault groups and advanced training commenced. In the early morning of June 6th, *LCH-185* was before Sword Beach as the flagship for assault group S-3 under the command of Commander Edmund Currey RN. With Currey was Brigadier General George Prior-Palmer, commander of the 27th Armoured Brigade.

Currey's initial responsibility was to control the first waves of the assault which consisted of duplex drive (DD) swimming tanks that were to suppress enemy fire as the first landing craft carrying troops hit the beach. Once the tanks were ashore, Currey's next responsibility was, as commander of S- Force's Support Squadron, to provide gunfire and anti-aircraft support to the landing area. Also, to assist in providing a defense against German motor torpedo boats that might come from the east along the "Trout Line" at the eastern most edge of Sword Beach.



The LCI 185 after being converted to a Landing Craft Headquarters (LCH).

The greatest danger to ships off Normandy during the subsequent days after the beach assault were sea mines; the invisible enemy. Mines previously laid, mines dropped by air and mines delivered by other means. During June 23 and 24th, five ships set off mines, four of which sank. On June 25th it was *LCH 185's* turn. At approximately 1300 hrs. the ship was rocked by a powerful explosion that destroyed the pilot house on the port side and caused catastrophic damage throughout most of the ship. Within five minutes the ship had turned over and sank. Five officers and sixty men perished with the ship. Only one officer and four men survived the sinking.

The response to the sinking from the Royal Navy was a couple of short remarks in diaries and reports as they had other, more important things to deal with. Where the sinking took place is not mentioned other than at Sword Beach. After the war, no effort was made to expand on the sinking as they had other, more important things to do.

So, where is it? DUNNO. If I were to hazard a guess, it would be off Sword

Beach more toward the center rather than the eastern edge. But the latest search and publicity has ensured that while it is still lost, it is not forgotten.



A memorial to those who were killed when H.M.L.C.H. 185 struck a mine on the 25th June 1944 off the coast of Lion-sur-Mer.

The Memorial reads....

TO THE MEMORY OF THOSE WHO PERISHED ABOARD HMLCH 185

Struck by an acoustic mine on 25th June 1944. Shipmates never to be forgotten. Unveiled June 2018 by Telegraphist Patrick Thomas a survivor of the sinking.

There are no roses on a sailor's grave nor wreathes upon the storm-tossed waves.

No heartbroken words carved in stone. Just shipmates lying there alone.

The only tributes are the seagulls' sweeps and teardrops when a loved one weeps.

In Memoriam

LCI 560
William Atkins

LCI 607
Richard Duncan

LCI 678
William Richardson Jr

LCI 727
Leo Huntington

LCI 741
William Hoyt

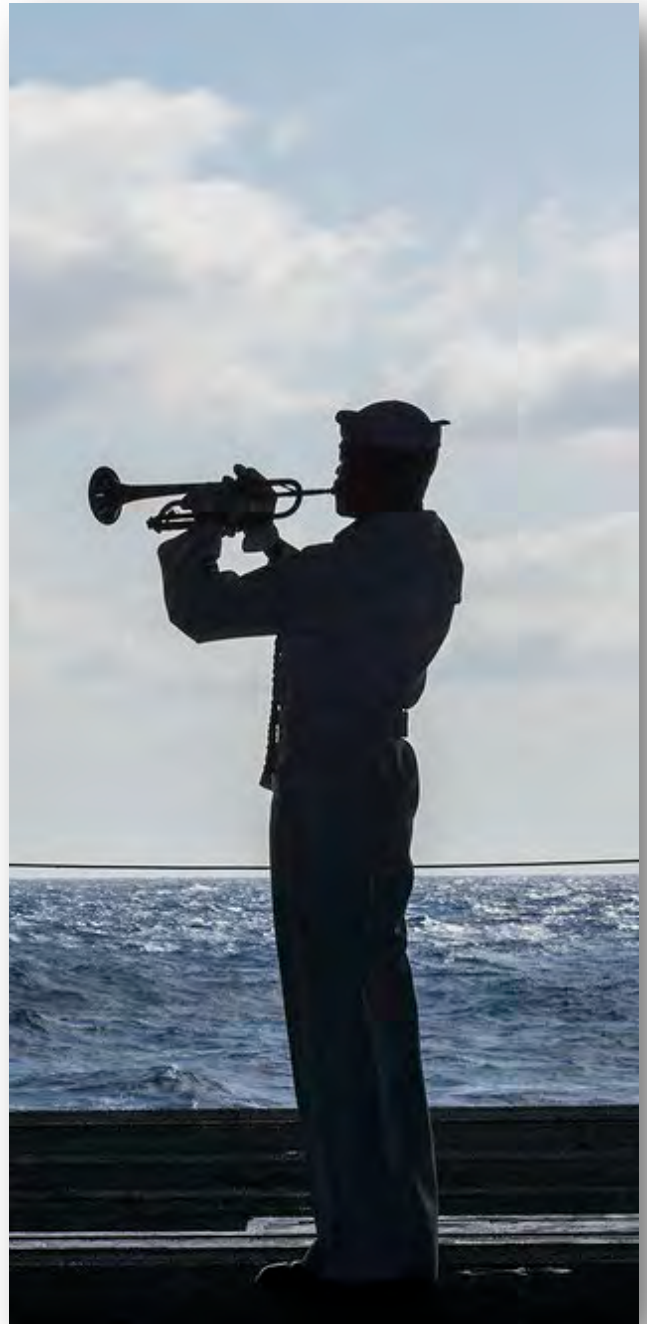
LCI 796
Bernard Wierson

LCI 951
Kenneth Arnold

LCI 1059
Herbert Wilson

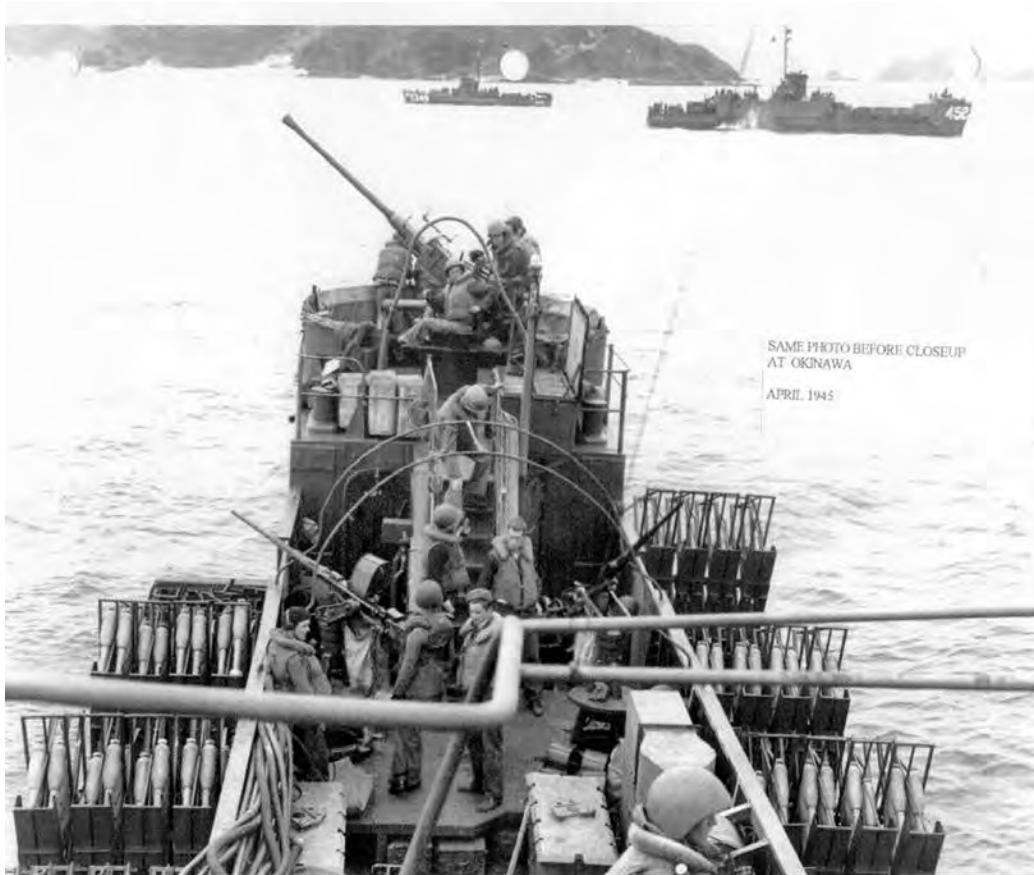
LCI 1080, 580
Ralph Roylance

LCIs 591, 661, 951
Paul Straub



Evolution of Gator Gunboats

By Jeff Veesenmeyer



The LCI(G) 561 has guns manned and rockets in launchers off the coast of Okinawa April 1945. The LCI(G) 452 is off their starboard bow and sub chaser SC-1349 is dead ahead.

The naval bombardment had just ended. Betio Island at the tip of Tarawa atoll was shrouded in smoke. Battleships and cruisers had pounded the tiny spit of land for three hours during the morning of 20 November 1943. Sailors and Marines with the 200-ship invasion fleet looked on in awe. All of Betio Island was now ablaze and according to one sailor, “the pretty palm trees were just tore up.” Marines waiting in their landing crafts were assured there wouldn’t be more than 50 Japs left to fight. The smoke was so thick they waited a

mile offshore until they could see their landing beaches.

But over 100 defensive bunkers and pill boxes on Betio had been constructed with concrete, coral, and layers of palm logs covered with earth. Only direct hits had taken out any of the gun emplacements. Now a 30-minute “lull period” gave the Japanese time to dust off, man their guns, and move reinforcements to the targeted landing beaches. Admiral Shibasaki Keiji had vowed to defeat any invasion at the

waters edge. He boasted that his fortress couldn't be defeated with a million men in 100 years. His orders were to fight to the last man.

The Marines would prove Shibasaki wrong in only three days...but at a cost that was appalling. The first line of defense was a coral reef. An unexpected low tide only provided one foot of water clearance. This was no problem for the brand new armored, landing vehicle tracked (LVTs), in the first wave. But the reef became a killing zone for both the LVTs and the grounded, Higgins boats that followed. The reef was zeroed in for artillery, mortars, and machine guns. Marines who could escape damaged or grounded boats had to wade 500 yards in chest high water while being hammered by every type of ordinance the Japs could throw at them. Companies would reach the beach with only a platoon in strength left that could fight. Ninety of the LVTs were destroyed. None of those making it to the beach could get past the seawall. Marines suffered over 3,000 casualties, 17% of the landing force.

Tarawa was a colossal failure of planning. Japan was still over 3,000 miles away. Many more islands would need to be invaded. Amphibious landings had to be fixed. Fortunately, several important lessons were learned at Tarawa. There was a critical need for reconnaissance of the landing beaches. Precise prelanding bombardment would be required on fortified positions. Close in gun support with landing craft was necessary to keep enemy heads down until first waves hit the beach. The LCIs became a big part of the solution.

Noumea, New Caledonia

New Caledonia was a former French prison colony located in southwest Pacific east of Australia. It was inhabited by prisoner descendants and Malaysians. It had remained Free French after France fell to the Germans. The island is encircled by a barrier coral reef. Noumea Harbor is on the southern tip. This became the Navy's principal fleet base in the South Pacific. They established a fuel oil depot, ship repair base and airfield. There were 50,000 troops stationed there during the war. The fleet that turned back the Japanese at the Battle of Coral Sea was based at Noumea.



A You Tube video shows "Conversion of LCIs to gunboats, Noumea, New Caledonia 1943."

During the battles of Guadalcanal and New Guinea, Japan would send large transport ships with destroyers to resupply their garrisons. After losing eight transports, four destroyers and 3,000 men to an air attack in the Bismarck Sea they switched tactics. Shoal draft barges could travel close to islands at night and avoid detection from warships and planes. PT boats were used against barges, but their light armament and wooden hulls were no match for the enemy's counterfire. A heavily armed, shoal

draft gunboat was needed. The LCI(L) was the answer.

Noumea Harbor had a navy shipyard and repair facility. *LCI(L)s* 21, 22, 23, and 70 were sent there for conversion to gunboats. A gun capable of sinking a barge was needed. The 3-inch/50 cal. had proven itself as a small vessel deck gun. The bow 20mm gun tubs were removed. The 3"/50 gun replaced those. Additional armament included 40mm, 20mm and .50 caliber machine guns.



The LCI(G) 23 was one of the first four LCI conversions to gunboats.

The complement on an LCI(L) was 4 officers and 25 enlisted. After gunboat conversion each LCI(G) increased their crews to 5 officers and 65 enlisted.

3-inch/50 caliber dual purpose gun

The 3-inch gun had a range 14,000 yards for anti-aircraft, and 7,000 yards for low angle surface targets. It was semi-automatic auto loader. A 5-man crew could fire 45-50 rounds a minute. The fixed ammo rounds weighed 34 pounds each. The powder case and shell were all one.

The primary mission of LCIs equipped with a 3-incher was to sink barges. Stopping the resupply and reinforcement of island garrisons was crucial. Guadalcanal had become a six-month nightmare due to

the enemy's ability to bring in fresh troops and supplies.

An additional role for LCI(G)s was discovered during the Treasury Islands campaign. The gunboats arrived from Noumea just in time to participate in this operation. During the assault, one LCI(G) led landing craft, and another covered the flank. Just prior to the landing the LCIs knocked out a 40mm twin-mount that would have killed many men in the first wave. Later, two LSTs were being hit by mortar rounds while unloading on the beach. *LCI(G) 23* moved in and fired 3-inch shells at smoke hanging above the jungle.

Charles R. Ports, first loader 3"/50: Two LSTs beached and were unloading while under mortar fire. We moved into visual position and placed several rounds of 3"/50 into an area where smoke was coming. The mortar attack resumed so we put several more rounds into the suspected position, after which no further action was detected. We were so close to the beach that small arms fire was ricocheting off our structure. As we strafed the beach, we could see bodies falling from the trees.

The actions of the new gunboats did not go unnoticed. Admiral Fort described what he saw. "Their performance during this operation, for which they had no time to train was nevertheless especially creditable." The close support rendered by the LCI gunboats had undoubtedly kept down casualties during the assault. The original LCI gunboats would be joined by many more over the next two years. Their missions, armament and design would evolve along with changing tactics.

A scarce piece of equipment was added to the *LCI(G) 23* for night patrols. It was equipped with radar. They would patrol the coast of Bouganville night after night gathering intelligence on enemy troop movements. On 29 November 1943 they supported a raiding force of 739 Marines who were put ashore in the Empress Augusta Bay area. The Marines came under heavy attack. They were outnumbered three to one. The raid became a retreat and retrieval.

Charles R. Ports, LCI(G) 23: We made several starboard runs, bombarding the area to soften up the pressure on the Marines. Each round of the 3"/50 ammunition was passed under the gun to the first loader which was ME, requiring a knee bend each time. At the end of the day, I could hardly stand from the trembling after doing so many squats.

Underwater Demolition Teams

The failure in beach recon at Tarawa was a major factor in the development of Underwater Demolition Teams (UDT). These early frogmen were the forerunners of the current US Navy SEALs. It was glaringly clear that there was a need for hydrographic reconnaissance and underwater demolition of obstacles prior to any amphibious landing. No matter how well a landing was planned, if amphibious crafts could not get over a reef or through obstacles the entire operation was doomed to failure.

The men chosen for this specialized force had to be powerful swimmers and have tremendous grit, determination, and bravery. They would swim into a beach

wearing trunks, masks, and fins. They carried knives, demolition kits, and waterproof slates for mapping... not much else. They'd go in during broad daylight for initial "sneak and peek" recon of reefs and obstacles in the water. They measured water depth and mapped obstacles. They'd be back for "wham and scam" to blast channels in reefs, blow up obstacles, and map best locations for a landing. At night they would swim up to the shoreline to get beach samples, measure gradient, and map terrain. Their only defense would come from an escort of LCI(G) gunships.



UDT frogman preparing to blow a mine.

Gunboat tactics for the UDT operations varied. On remote undefended beaches the LCIs would create decoy diversions away from the swimmers. When there were known or likely enemy gun emplacements the gunboats would provide cover fire.

During the Guam UDT operation there was no return fire. The enemy had learned not to expose their positions too early. They would survive preinvasion bombardments by staying concealed until troops were hitting the beach.

When demolition work began, the gunboats were on their assigned positions 24 hours a day. They shot at anything that moved in the jungle or on the beach. The Japs could not be allowed on the beach after the frogmen left. Military planners didn't want them undoing demolition charges or replacing obstacles. Gunners would fire a burst every few minutes. Nobody slept. When the reef was blown it sent coral and water several thousand feet in the air. The men cheered, then went back to the monotony of shooting at palm trees.

Underwater Demolition Teams supported by LCI gunboats saved thousands of American lives as US forces leapfrogged across the Pacific.

4.5" Spin Stabilized Rockets

The success of the three-inch gun support from LCI(G)s during amphibious landings led to rocket conversions. Increasing gunboat firepower would be a plus. Rocket launchers had been developed for ground forces and some shipboard mountings. Rockets on the LCIs provided a welcome advantage of no recoil. When a three-incher was fired from the deck of a 158-foot LCI every sailor and all the ship's rivets felt the shocking recoil. More importantly the increased firepower gave the LCI(R) bragging rights with battleships and cruisers. The LCI(R)s could fire up to five hundred 4.5-inch rockets in a single rocket run into

the beach. Each rocket packed a punch like 105mm shell. They were ripple fired which created a steady cascade of explosions blanketing the beach area.

Japanese defenders could no longer use the "lull period" to regroup

The unsophisticated rocket launcher racks were installed in place of the side ramps or on LCI well decks. They had no guidance system and were simply aimed by direction of the ship. The LCI(R)s could provide furious suppressive fire. They would begin firing rockets when the heavy naval and aerial bombardments ceased, and right up to the moment the first wave troops came ashore. Japanese defenders could no longer use the vulnerable "lull period" to re-group and re-organize. This was another valuable lesson learned from the Battle of Tarawa.

The first LCI(R)s were utilized near the end of 1943, during the seizure of New Britain Island (New Guinea). They became crucial weapons for the remainder of the war.

Leroy Tichenor LCI(G) 23: When we invaded Morotai in autumn of 1943 I was impressed by the destruction the rocket ships caused. We learned that, when they were firing, you don't want to be on either side of the rocket launchers as those rockets don't always travel in a forward path.

Rocket launches produced enough heat to buckle decks. Flames shot out of the end of missiles. Crews were ordered to take cover prior to the launch. At Tinian LCI(R)s 345, 346, 348, 438, 441, 453, 457 and 449 lined up 75 yards apart and opened their throttles for White Beach II. The gun captain

on the bow of 449 yelled “OK you bastards, here we come!” When the charging ships were 1700 yards from the beach 20mm and 40mm guns opened-up on Japanese pill boxes and bunkers along the shore. Then the order came “Take cover. Take cover.” Gun crews ran to the safety of the deckhouse. They had to leave their positions to keep from burns during the rocket launch. A button on a console was pressed and held until all the flaming rockets had cleared the launchers. Beyond the beach, palm trees could be seen being sheared off and on fire. “Back to battle stations,” came the order. Guns opened up again until they were several hundred yards from shore. The gunboats made a 180 turn. Rocket crews began reloading rockets and preparing for a second run. Once regrouped they made another rocket attack followed by the first waves of landing craft.

These were the new landing tactics that became standard procedure from island to island across the Pacific. LCIs provided cover fire for beach recon, led the way for first wave landings, and brought in additional waves for every landing.

4.2-Inch Mortars

The Japanese were masters of using terrain for their defensive positions. Whenever possible they placed artillery and mortar emplacements, on reverse slopes. They were well protected from naval guns and rockets. A new weapon was added to the LCI conversions. The 4.2-inch mortars were mounted to the well decks of gunboats. This enabled LCI(M)s to lob mortar shells over shoreline ridges, cliffs, and hilltops to take out enemy positions on the other side. They were also effective in providing fire support

on the flanks of landing craft and troops grouped heavily on the landing beaches.

In 1942 the Navy and Army began experimenting with mortars mounted on landing craft. It was thought that mortars could also support assault landings during the crucial first wave landing. They field tested several amphibious types before deciding on the LCI.



A 4.2-inch mortar is fired at Iwo Jima.

Mortars could not be placed directly on the deck of a landing craft. A solution was needed to keep the recoil from kicking mortars backwards or damaging the deck. An oblong wooden frame filled with sand became the base firing platforms for a battery of three 4.2-inch mortars on LCIs. The deck was reinforced with steel plating. The two forward troop compartments became magazines for 1200 rounds of mortar shells.

The first combat use for *LCI(M)* 739, 740, 741, and 742 was during the Palau campaign. The mortars were manned by Army mortarmen from 111th Infantry Regiment. These four ships made history by being the first to fire the 4.2-inch mortars from sea against enemy emplacements. They made an initial run at the island of Peleliu at a speed of three knots. The LCI(M)s fired

100 rounds from positions of 3,000 to 1,300 yards offshore. Their pounding fire support provided cover on the northern flank of White Beach.

When our infantry got pinned down by rifle and machine guns the mortar boats were called in to within 500 yards of shore. They bombarded a defiladed area with 5-6 rounds per minute per mortar. When the barrage lifted, the previously pinned down troops advanced with no opposition. It was recommended that LCI(M)s be positioned on the flanks of all landings within 400 yards of assault troops.

At Leyte on 20 October 1944 the mortar boat groups received written commendations. Adm. Forrest B. Royal commander of Group 6 stated: "The performance of LCIs equipped with 4.2 inch Army mortars was excellent. The mortar fire was delivered in a rapid, accurate, and effective manner." He also pointed out that while both LCI(R)s and LCI(M)s were very effective in supporting a landing, the rockets were of no further use after a single barrage firing. They were unable to reload in time for successive waves, but mortars could fire without letup.

During Lingayen Gulf on Luzon, three mortar boat groups supported the Sixth Army landings. Navy crewmembers were now being trained on mortars. They would be able to step in if casualties to Army mortar men occurred. On 9 January 1945 LCI(M)s blanketed the landing beaches to a depth of 350 yards. At 400 yards to the beach the mortar boats lay to and continued their fire as the first wave passed through to the beach. The mortar boats stood ready to

support troops beyond the beach, but ground opposition was light.

Opposition from the air and water was a different story. The invasion force was attacked by kamikaze planes and all ships were warned of possible suicide boats. The LCI gunboats assumed another mission during the night. They made smoke to hide the capitol ships and transports from attacks. *LCI(M) 974* had gone seaward about 6,000 yards from the beach to lay smoke until dark.

Lt(jg) J.F. Brown, USNR, LCI(M) 974:
We laid smoke in the transport area and anchored for the night in about 20 fathoms of water. Around 0400 a small wooden suicide torpedo boat sneaked in and hit us on the port side amidships. My crew included 21 Army enlisted and their 2 officers. All but 6 or 7 men were injured. We lost all power and began to sink. There was no time for damage control. The ship went down in six minutes. A number of ships came to our rescue. I had a full magazine of mortar ammunition. We were fortunate that it did not explode.

Iwo Jima and Okinawa

The success of the gunboats in assault operations led to an increase in the numbers of rocket and mortar boat conversions. Gunboat groups had become an important part of the overall planning for Iwo Jima and Okinawa. The men who would be firing the mortars were now exclusively Navy men, trained in Hawaii by the 189th Chemical Mortar Company.

There were five groups of six LCI(M)s assigned to the Iwo Jima assault. The island was small and hilly. Offshore

mortars could reach most defilade positions to support ground troops. That would be a primary mission once the beach had been secured.

A dozen rocket gunboats were assigned support for the UDT swimmers prior to the invasion. This action would provide another costly but valuable lesson for future UDT operations. The gunboats approached the beach to cover swimmers doing the recon. The LCIs were spaced out the way a first wave of infantry would hit a beach. The Japanese thought this was the beginning of the assault. They opened-up with every mortar and artillery piece that was within range.

Every LCI in Group 8 was hit. Two ships nearly sank, 43 men were killed, 152 were wounded. The ships stayed on position until all the swimmers were back. By doing so, shore gun emplacements had been located. The next day many Japanese guns were silenced by larger ships. That might have been the most important result of the recon mission. Destroying those coastal defenses saved many lives on the actual invasion day 19 February 1945.

A lesson was learned and applied to the numerous landings during the Okinawa campaign. Aligning the UDT gunboats in an irregular formation eliminated the appearance of a landing force. There is no advantage to appearing like a first wave of infantry while covering UDT operations.

The amphibious use of mortars and rockets was a major contribution to the Pacific War. The steady increase in the number of LCI(M)s and LCI(R)s that were committed

to Pacific assaults show how effective these mighty midgets were.



Rockets are being prepared for loading on to launchers.



4.2-inch mortars are being loaded in tubes.

LCI 366 (Gunboat) The “Galloping Gator” at Okinawa

By Tom Seivert, son of Lt(jg) Jack Seivert, USN

The atmosphere was tense as a flotilla of LCI(G)s on picket duty patrolled off the shore of Kiese Shima. Suddenly, just after midnight on Sunday, 1 April 1945 - invasion day morning - the bow lookout on one of them shouted out, “Reef dead ahead!” Despite immediately reversing engines, the ship’s momentum grounded her firmly on the reef – a sitting duck for either Japanese shore fire (if they chose to reveal their positions) or any short rounds of the 2000 lb. shells soon to rain down on Okinawa from the armada of battleships.

This was the only story my father, Lt(jg) John (Jack) Seivert, told me about his war experience as I was growing up. He had served as a Communications Officer aboard a number of LCIs acting as flotilla flagships during the island-hopping campaign from Leyte Gulf to the end of the war, but he didn’t provide many details. I began to wonder if his Okinawa story was apocryphal.

Trying to research his war experiences after he had died in 1998, I found that his service record had been lost decades previously in a fire of personnel documents in the St. Louis depository. I slowly began to reconstruct his assignments from the addresses on the envelopes of my mother’s letters and follow up on those clues by reading the individual ship deck logs in the National Archives in College Park, Maryland.

Eventually I had my eureka moment. The incident had happened just as my Dad had told it.



The gators of LCI(G) 366 at Kerama Retto April 1945. Lt(jg) Jack Seivert is in the back row, third from right, looking over a shoulder.

Decklog of LCI(G) 366

Sunday 1 April 1945. 0004 Patrolling due East and West, North of Kiese Shima on various courses and speeds – 2 engines per quad. – 0034 Bow lookouts report reef dead ahead – 0035 All engines full astern – 0038 Aground on reef: L. 127° 35' E, Lat 26° 16' N – ... 0128 General Quarters – 0200 Secured engines – 0205 Dinghy sent to LCI 440, standing off reef, with messenger from anchor cable ... - 0245 Stern anchor cable secured to LCI 440 – 0250 LCI 440 taking strain on cable and awaiting flood tide – tide now at low water ... 0340 Cmdr Starkus and Lt(jg) Seivert left this vessel for LCI 440.

At long last I had placed my dad on his ship at Okinawa!

LCI 366’s career

The *LCI 366(L)* was built in the summer of 1943 at the George Lawley & Sons shipyard in Neponset, MA. She’d served in the battles for Kwajalein and Eniwetok in the Marshalls before being converted and redesignated as a gunboat version in Hawaii in June 1944. On July 24, 1944, she suffered a direct hit by Japanese mortar fire while patrolling off Guam, killing three instantly and two later, wounding eleven and destroying two of the

40mm guns. After repairs, she also participated in the Leyte and Lingayen assaults before the final Okinawa campaign.

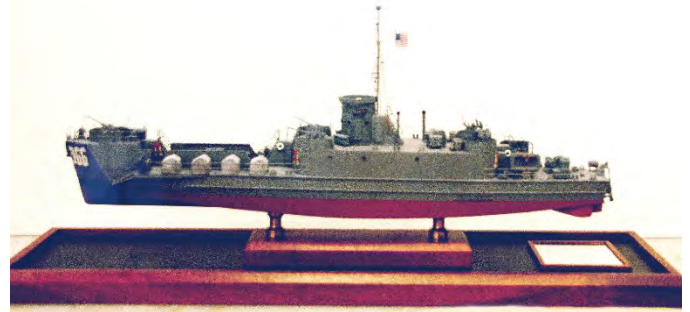
Building the 366 Model

I had been on the hunt to identify the LCI my dad was on at Okinawa. I wanted to scratch-build a model of that ship from the actual dockyard construction blueprints and LCI photographs held in the National Archives. Although this project required skills and expertise that I lacked, I had the great good fortune of sustained assistance from the expert modelers at the US Naval Academy Museum. It's due entirely to the museum volunteers' help that the model you see featured here has come to be, with special thanks to the Museum's Master Modeler, Don Preul; my mentor, Jack Hudock; retired Naval Architect, Howard Chatterton; and Arjun Reitmann.

After reducing the hull section measurement drawings to 1/8" to the foot scale (1/96 scale) templates for each five feet of the ship, I carved the hull from wood to create a template for casting in resin. With team help we created the component sections of the superstructure and armaments by making scale dimensions from photographs or from detailed design documents. We obtained the original California Institute of Technology plans, for the 4.5-inch rocket launchers.

The Completed Model

A few components of the model are sub-assembly wonders of precise model making, particularly the conning tower, the stern anchor winch, the rocket launchers, the signal light system and the display case.



Conning Tower



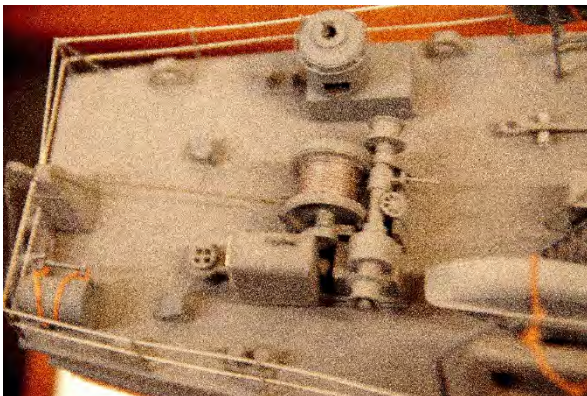
Fashioned from a section of PVC pipe clad with thin styrene sheeting, we fashioned the open interior of the conning tower by making a scale drawing, based on photographs, and attaching each of the elements fixed to the interior wall to a strip of clear plastic. We then slipped this plastic strip inside the pipe, which molded itself to the curved surface with all the components

in their proper place. Note also the door hatches, cast from a scale template and fixed with wire locking dogs. The portholes, which include the “eyebrow” lip on the top half to deflect rain, were machined by another museum volunteer whose profession is making precision components for NASA satellites.

Stern Anchor Winch



Based entirely on measurements taken from photographs, Jack Hudock machined the winch drums from copper on an industrial lathe. We simulated the steel cable to the anchor by coating thread with beeswax and graphite.



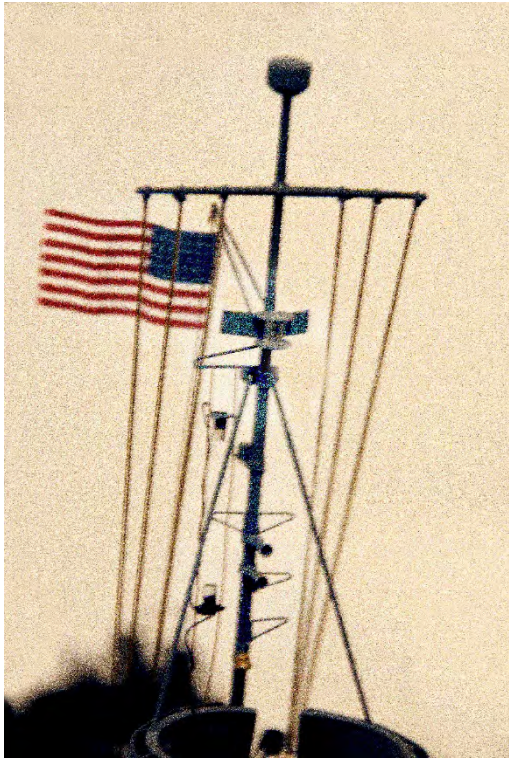
Rocket Launcher Frame and Rockets



Jack machined a single 4.5-inch rocket on this same lathe, after which Don Preul cast four more in a metal alloy. We then positioned these together at the correct launching angle as a group of five and Don and I cast them as a single unit, which we placed inside the frame, two sets of five rockets per launcher.

Making the launcher frame was the model’s most high-tech – and delicate – assembly. We scaled the CalTech design drawings properly and input the data into the laser printer software. Howard Chatterton then cut the frame from card stock, which was then folded in position and coated with a diluted solution of white glue to further stiffen the frame. Given the difficulty of making these, we opted to make only two and position one exposed launcher on each side of the ship. The other eight launchers are shown as having tarps over them, as they would have been protected when the ship was underway.

Status Signal Lights



These lights were not permanently placed but would be run up on a halyard with an up haul and down haul to fix the spacing of the two lights. Guide halyards on either side would keep them positioned facing the bow. The light globes were machined on the lathe from a clear plastic rod and the three halyards were made from ultra-thin wire with the lights and electrical cable assembled as a single unit on a specially made jig. The entire component was then placed as a unit between the sideways oriented pigstick on the mast and the windscreen of the conning tower.

Display Case

A custom case is created for each model built in the Academy's model shop. (See back cover.) I chose a base of South African mahogany, beveled and shaped in the workshop. The museum quality Plexiglas case with flush seams was custom built by an outside vendor. Given that we wanted to

display the unique "tunnel" shape cut into the hull to accommodate the long shafts and the three heavy skegs to protect the propellers when beached, we positioned a mirror framed by the same mahogany under the stern so a viewer can see the underside of the hull.

The U.S. Naval Academy Museum

With one of the world's finest collections of ship models, particularly the contemporaneously built British dockyard models from 1650 through the Napoleonic Wars era, the museum concentrates on capital ships of the line and other combatants. It's my hope that this model will go on display in the future as part of an exhibit to commemorate the contributions and sacrifices of the unglamorous amphibious "Gator" navy of WWII. Whenever that happens, I'll let *Elsie Item* readers know so anyone visiting the Naval Academy Museum can view it.

My journey on this project began in 2003, with the first two years being devoted to research in the National Archives and work on the hull. I'm certainly the world's slowest modeler, given that this ship has taken me almost 20 years to complete. But I do have the partial excuse that my work and a year in Afghanistan interrupted efforts on the model for long periods.

Glacial as my progress has been however, the end result has made it all worthwhile. It's now a lasting tribute to my father and to all the greatest generation veterans who served aboard LCIs.

D-Day's anniversary: Cherishing memories of my father, my hero

By Timothy L. Barnes



William O. Barnes Jr., center, at Pointe du Hoc in Normandy, France, in 1999 with his sons, from left, Jeff, Pat, Tim and Bill.

By Star-Ledger Guest Columnist

William O. Barnes Jr. – He was part of the naval forces who landed troops at Normandy on D-Day in June of 1944.

Updated by Timothy L. Barnes

June is a month for fathers and Normandy heroes. My dad was the best of both.

On June 6, 1944, William O. Barnes Jr. was a Naval officer on an LCI landing craft, stationed in Portsmouth, England, as part of the allied invasion of France. He never discussed his war experiences with his four sons until 1999, when we took him back to Normandy to commemorate the 55th anniversary of D-Day. Only then did we learn from him firsthand about the horrors of war, the heroism of the Allied

forces and the hurt he retained over all the years.

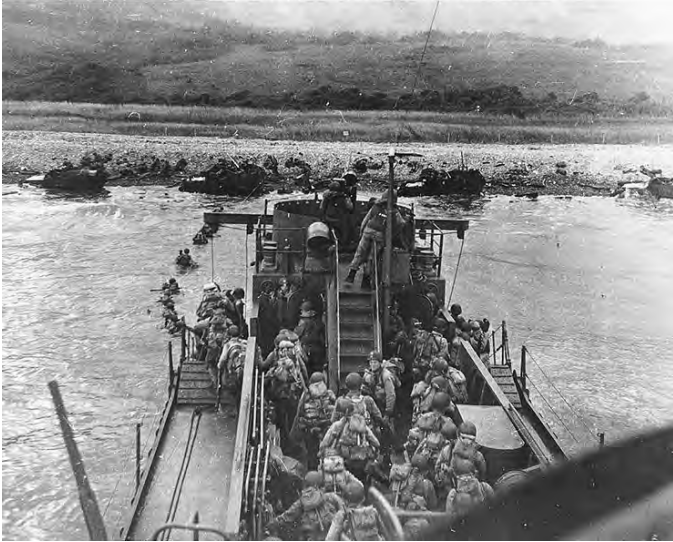
In 1998, Steven Spielberg's "Saving Private Ryan" inspired us again to ask our father about his Naval service at D-Day and his war experiences in France. We wanted to understand why, of all the events in his full life, this was the one he would never talk about.

Without hesitation, he accepted our invitation to share those experiences with his sons, on a tour of the landing sites, the museums, and the cemeteries of Normandy. It was Father's Day, and our father's day, to return to the scene of "The Longest Day," a day that changed history.

We knew he landed near Omaha Beach, and a good Stephan Ambrose book provided us a useful sense of the

geography, the villages, and landmarks of the Normandy coast. But we could not appreciate the magnitude of the fight, the incredible bravery of the American men and the odds they overcame to take Omaha and Utah beaches. We knew that men lived and died for freedom, for peace and for us. But we could not comprehend just how they put their lives at peril.

Photo # 80-G-421289 USS LCI(L)-412 lands troops on Omaha Beach, 6 June 1944



Troops landing on Omaha Beach during D-Day. Half tracks are at waters edge, troops are dug in, and the 412's bow 20mm is engaging enemy targets.

We began our journey as Dad did, at Pointe du Hoc — the windswept, remote cliffs hundreds of feet above the sea that served as the destination for his ship at 0625 hours the morning of D-Day. The cliff now serves as a national park. While majestic in its elevation, Pointe du Hoc is battle-scarred, pockmarked with bomb craters and German artillery pill boxes. We explored the preserved cement war rooms of destruction housing the guns used against the invading Allies and against our dad and his shipmates.

Dad stepped into a pillbox — there were no tears, just silence and astonishment

as he saw from up close the location he had seen from below, 55 years earlier.

He continued to explore. He walked to the largest crater at the end of the cliff. Slowly, eagerly, he stood in silence along the fence, peering over the cliff into the icy blue waters below. More disbelief and silence. He raised his hand as if to salute. “There,” he said. “Right there.” We gazed, we watched, we looked at the waters below. “Right there. That is where we were at 0625. And right here is where the German gunners were shooting at us.”

He remembered it like it happened yesterday. The weather had been awful the previous days. The men were sick. They were nauseous and the seas were rough. Their uniforms were heavy, and backpacks were overloaded with food and supplies for a week. They were all under 25 years old.

“These are the cliffs we saw from the ship,” he remembered. “They look like they did 55 years ago. Eisenhower was right. If we invaded here and won this bit of land, we could march inland, and the rest would fall in due time. Eisenhower was right. What a great decision. What a great man.”

It took a while to leave, to put that part of history behind him. We then drove down the coast to Omaha Beach, through the Vierville draw, along roads only wide enough for our van. Or wide enough for a Sherman tank. We were thrilled to see a Higgins boat landing craft, one of the few remaining, which was depicted by Spielberg in his movie. Farther down the coast we drove to Arromanches, Ste.-Mère-Eglise, and west to Utah to the widest landing beach still littered with shipwrecks.



And finally, we paid our respects at Colleville-sur-Mer, the largest American cemetery on foreign soil. It was glorious, still, and pristine in its beauty. We parked the van, listened to the birds chirp and were quiet. The sign reads, "Silence and Respect." The notification was not necessary. One doesn't visit Colleville unless you feel that way. You are there because they are there. You owe your lives, your freedom, your history, your legacy to those men. They are Dad's legacy. They are Dad's friends. There are too many.

We turned the corner through the gates and stared. The view is breathtaking. There are white crosses and stars of David. Too many of them — hundreds, thousands. They are lined up at perfect angles for long distances. "What a waste," Dad whispered. All those lives, all of those graves, over 9,000 in this cemetery. "What a waste of youth, of men, of families, of lives."

He was quiet again. He looked skyward and started to walk. We let him be alone, so he could have time to see his friends, and reflect on their lives and his. He walked around the perimeter past the 9,000 men and disappeared behind a tree. We wondered if he was all right, but we knew he was. This was where he had

wanted to return to for 55 years. This was where he needed to be one last time.

Now there were tears, on our part and on the faces of all the visitors. Dad returned with perhaps a tear on his face. "What a waste," he whispered again. He couldn't say anything else.

We said nothing except thanks. Thanks, Dad, for giving of yourself in service to your country. Thank you for all your friends and the military leaders. Thank you for the 9,000. And thank you for coming back here with your sons and for sharing yourself with us. We wouldn't have come here without you.

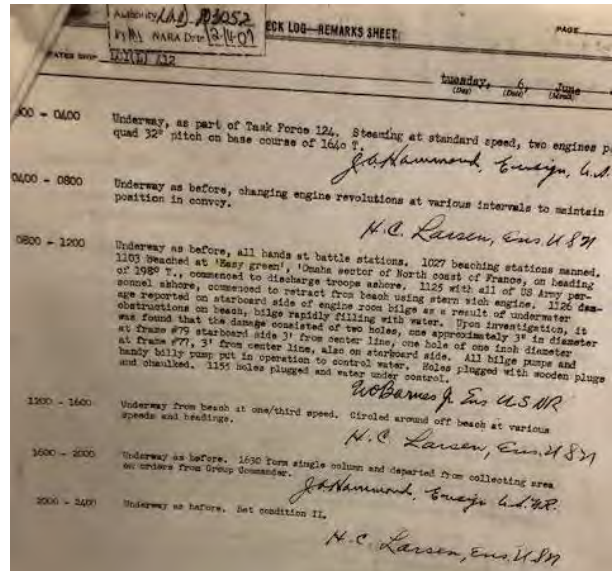
It was not a waste for us. It was the most meaningful time a son could spend with his dad, a hero, our hero. Now we understood why you never spoke about it. We knew why it hurt so much. It still hurts more than you can describe. We know. We feel it too.



Lt. William O. Barnes Jr.



The crew of LCI(L) 412. Photo taken at Weymouth, England in May of 1944. The 412 was built at Bath Maine and launched 26 January 1944.

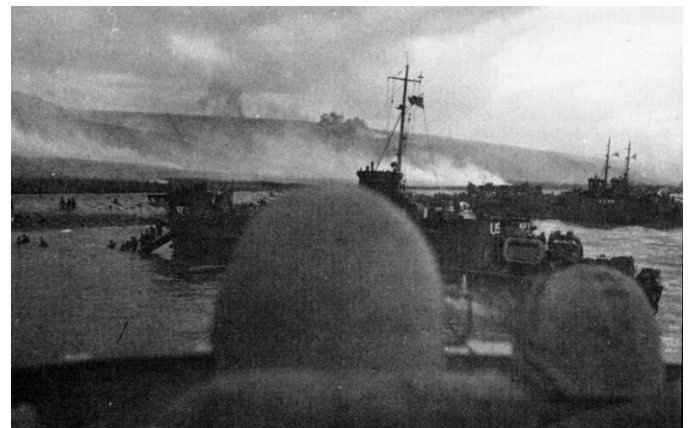


DECK LOG LCI(L) 412: 0600-1200 Underway as before, all hands at battle stations.



An unopposed landing. Possibly during a training exercise.

Timothy L. Barnes is an attorney in Morristown, New Jersey and lives in Madison. His father, William O. Barnes Jr., was minority leader of the New Jersey state Assembly from 1951-57.



LCI(L) 412 on the approach to Normandy beachhead. USS LCI(L) 553 is beached to starboard while disengaging troops.

Photo No. SC 222893 USS President Warfield (IX-169) circa winter 1944-45



The USS Warfield is moored on the Seine River in France. It served as a base ship for LCI(L)s 412, 408, 539, 401, and 556.

Mistaken Identity May Have Saved a Ship

By Ken Pickle (as told by Bill Hoyt)

The invasion of Okinawa began on Easter Sunday, April 1st of 1945. Less than 24 hours into the battle, at 0043, the USS *Achernar* (AKA-53) was attacked by a Japanese suicide plane. The aircraft penetrated the attack cargo ship's starboard side creating a large hole above the waterline. The resulting explosion then blew a large hole on her port side. The *Achernar's* size made an inviting target. The ship's length was 459 feet, had a beam of 63 feet, and a crew of 429.



The LCI(M) 741 underway in the Palau Islands 27 October 1944.

LCI(M) 741 under the command of Lt. R.M. Laird, was anchored nearby on *Achernar's* starboard side. The skipper and Lt(jg) W. L. (Bill) Hoyt, Jr. were on the bridge. Lieutenant Laird turned to Hoyt and said "We've got to get out of here! If that ship blows, we're all goners!" Lieutenant Hoyt responded "Well, if I'm going to get blown to hell, I'd rather be facing the blast



Lt(jg) Bill Hoyt on the bridge of LCI(M) 741.

than running away from it!" They did not know the identity of the stricken ship, but thought it was the USS *Nitro* (AE-2), an explosives and ammunition ship nearly the same size as the *Achernar*. They could see a fire burning and hear ammunition going off. The *Achernar's* crew were leaving the ship as it began to list slightly to port.

Thinking their only chance for survival was to get the fires out, the coxswain of *LCI (M) 741* drew alongside the *Achernar*. A damage control party boarded her using their rope ladders. They began to fight the fires using their billy pumps.

Another ship (perhaps another LCI) on her port side saw what they were doing and came aboard the port side to help fight the fires. Against all odds, and with a lot of water, they were successful. The deceased

Japanese pilot was still in the cockpit of his aircraft wearing the “meatball” flag.

The crew of AKA-53 began coming back aboard via the rope ladders. They lost five killed and 41 were injured, but the ship was saved. The USS *Achernar* had a long and productive life. One of its crew was awarded a Navy Commendation Medal for all the welding work he accomplished in making repairs on the ship. She was decommissioned in July of 1963, transferred to Spain, and finally scrapped in 1982.

We will never know if the crew of *LCI (M) 741* would have gone aboard to fight the fires if they had known she was not the ammunition ship they thought it was. There was rumor the crew would be put in for an award for their actions, but it appears it was never acted on.

Authors note: I learned of this story in the Fall of 2014 in casual conversation with Bill Hoyt. He had never shared his experiences publicly as he was concerned that some might consider it bragging. Bill felt everyone was just doing their job. He was the second (and final) skipper of his LCI and was very proud that it made it back to the US under its own power, the only one of 12 in his group to do so.

He passed peacefully on Jan 20, 2022. He was 99.5 years old. He was active until just a few weeks before his death. Every morning, he did pushups to equal how many years he was old.

He was a successful independent insurance agent and felt that his experiences on *LCI (M) 741* helped him in his career. For example, learning about the LCI engines helped him when writing coverages for a

boiler manufacturing company. I met him through insurance and was fortunate to call him a friend.

Ken Pickle, CAPT, USNR-R



Millon Carrell Lewis BM3/c was the coxswain on LCI(M) 741.



Bill Hoyt visited the LCI 713 during the Portland reunion held on May 16, 2017.



**2022 USS LCI National Association
Reunion Announcement
Portland, Oregon
September 28 to October 1, 2022**



Hello LCI shipmates, family, and friends...

It's reunion time again! Our friends at the Amphibious Forces Memorial Museum and the LCI-713 are sponsoring this event. We hope you can make room in your schedules to come spend some time with your fellow LCI Veterans. The reunion is scheduled to be held at the *Sheraton Hotel Portland Airport*.

The reunion is extremely tentative as we go to press with this ELSIE ITEM 117 issue. We have a small window of time for LCI Association and AFMM Members to make a commitment to the Sheraton Portland Airport Hotel for Room Reservations. They have made available, to our group, a block of rooms at the rate of \$179.00 plus tax, per night including morning breakfast, until the CUT OFF DAY of August 15, 2022. If the hotel has not received twelve individual room reservations for all four of the nights, they will cancel our event. We are limited to having our event at the Sheraton Portland Airport Hotel due to their availability of meeting rooms, banquet facilities, an operating in-house restaurant and lounge, and room rates that are reasonably priced.

This is the reality of trying to put together an event in 2022.

Tentative Schedule of Events

Wednesday September 28, 2022: Afternoon Arrivals and Registration

Thursday September 29, 2022: Late Arrivals

****Daily events are still in the planning phase****

Friday September 30, 2022: Welcome Back aboard an LCI

Saturday October 1, 2022: Meetings and Banquet

****Daily events are still in the planning phase****

Sunday, October 2, 2022: Departures

****Daily events are still in the planning phase**** means that without some confirmed number of attendees we are unable to plan outings and side trips for the reunion attendees. Once we have that number, we can make those arrangements.



**2022 USS LCI National Association
Reunion Announcement
Portland, Oregon
September 28 to October 1, 2022**



If you would like to receive the information for attending the 2022 reunion, please fill in the attendee information below. Then Mail or email it to The LCI National Association at the address at the bottom of the page.

As soon as we have the required number of commitments for the hotel, we will then finalize the other events and determine the final cost for the complete event.

Hotel Cost will be **\$179.00, including morning breakfast plus tax, per night.**

I would like to attend from LCI Number _____

Attendee Hotel Room #1

Name(s): _____

Contact Email: _____

Contact Cell Phone#: _____

Mail Address

Street: _____

City: _____ State: _____ Zip: _____

Home Phone#: _____

Additional Attendees for Hotel Room #2:

Name(s): _____

Contact Email: _____

Contact Cell Phone#: _____

Contact Information:

Mail Address

Street: _____

City: _____ State: _____ Zip: _____

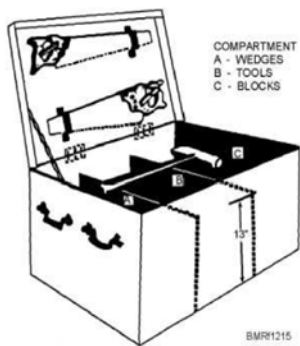
Home Phone#: _____

Mail to USS LCI National Association
PO BOX 407
Howell MI 48844-0407

Email: rewrightcpa@gmail.com

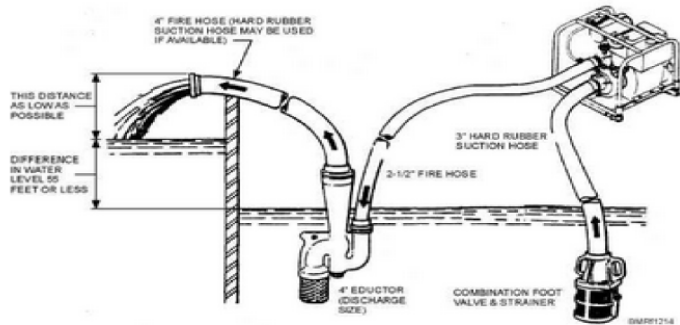
DAMAGE CONTROL

The news has reported sad endings to many ships in the museum fleet. The Sullivans is struggling to refloat. In Portland, OR the USCG Alert and tugboat Sakarissa became derelict after the owner passed away with no will or contingency plan. Both are underwater now in the Columbia River. WWII was a major learning curve for the US Navy. Wood furniture and fancy work readily burned during attack. Metal furniture replaced this and Damage control went from a specialty rating to training the fleet—eventually.

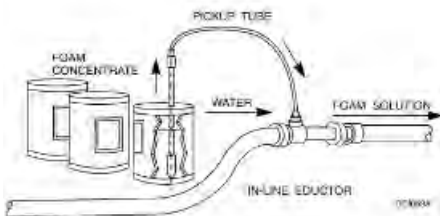


ITEM	QUANTITY	NAME	CLASSIFICATION	ISSUE RESPONSIBILITY
ACCESS				
1	2.000	Access 2.000 L	2	REPAIR
2	2.000	Access 2.000 L	2	REPAIR
3	2.000	Access 2.000 L	2	REPAIR
WATERLOOING EQUIPMENT				
4	2.000	2.000 L (2.000 L)	2	REPAIR
5	2.000	2.000 L (2.000 L)	2	REPAIR
TOOLKIT				
6	2.000	2.000 L (2.000 L)	2	REPAIR
7	2.000	2.000 L (2.000 L)	2	REPAIR
8	2.000	2.000 L (2.000 L)	2	REPAIR
9	2.000	2.000 L (2.000 L)	2	REPAIR
10	2.000	2.000 L (2.000 L)	2	REPAIR
11	2.000	2.000 L (2.000 L)	2	REPAIR
12	2.000	2.000 L (2.000 L)	2	REPAIR
13	2.000	2.000 L (2.000 L)	2	REPAIR
14	2.000	2.000 L (2.000 L)	2	REPAIR
15	2.000	2.000 L (2.000 L)	2	REPAIR
16	2.000	2.000 L (2.000 L)	2	REPAIR
17	2.000	2.000 L (2.000 L)	2	REPAIR
18	2.000	2.000 L (2.000 L)	2	REPAIR
19	2.000	2.000 L (2.000 L)	2	REPAIR
20	2.000	2.000 L (2.000 L)	2	REPAIR

Closures were listed in every compartment for watertight integrity during steaming conditions and during full battle.

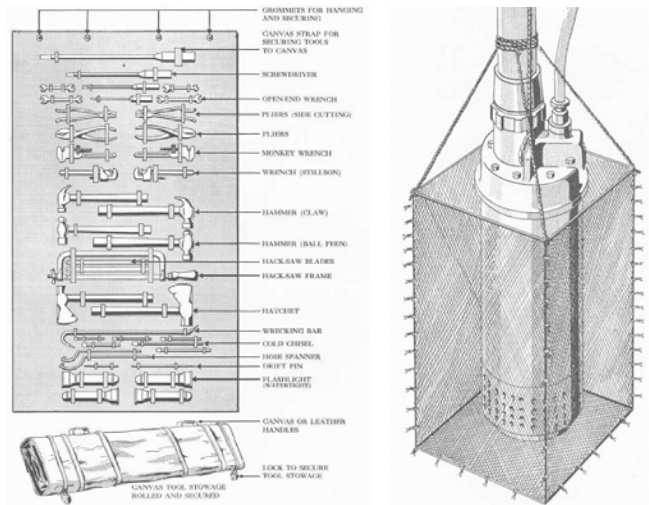
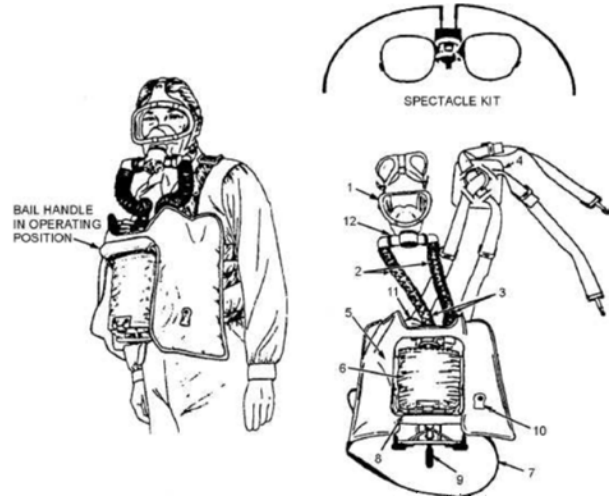


Eductors could be utilized to double up dewatering. Foam solution was used to fight fuel fires and CO2 for electrical.



Communication in print, training and qualifications became primary. Fire and

flooding can take out a ship at sea and the mission is lost. Oxygen Breathing Apparatus allowed sailors to fight fire in oxygen deprived spaces. A steel tether line assisted rescue.



Tools were sometimes hand made to do the job. Suction strainers do not work when floating clothing, bedding and debris blocks the function.

Wood plugs, mattresses, shoring and readily available anything was used to save the ship. Spent .50 caliber casings were used to plug holes to stop flooding. Wood plugs of all sizes were on station in Repair Lockers placed at pre-determined locations on the ship. A proactive team solves problems while they are smaller, utilizing Preventive Maintenance. This includes watertight doors, fire strainers, and all equipment kept in tip-top shape. LCI 713 is focused on this.

MY FRIEND, HERB WILSON LCI(M)-1059

12/21/1926 - 4/17/2022

Greg Maury, Grandson of Shipmate Art Wilson

My Maternal Grandfather was **Art Wilson** (unrelated). He served aboard *LCI(M)1059* in the Pacific, September 1944 - November 1945, and with Herb Wilson, during Okinawa, Spring 1945. My Grandpa passed away in 1990 at 74.

Thanks to Robert Wright and the LCI Association, I have been on a mission to meet the three remaining shipmates of my Grandpa's *1059*:... **Jim Nance, Bob Wright** and **Herb Wilson**, and tell their stories. Since May 2020, I have had the honor of speaking with all three of them, and meeting Bob and Herb in person.

I first contacted Herb and his Wife Maggie by telephone in February 2021. He was thrilled when I introduced myself as the grandson of one of his shipmates! Thanks to Bob & Nat Wright, and my Aunt Anita, I had many photos – so I sent Herb an introductory letter with photos of my Grandpa and others from *LCI 1059*.

October 2021, I had the honor of visiting Herb Wilson, his Wife, his daughter Jeanne, other family members. Their neighbor, James Hall helped arrange my visit, at Herb's home in Marks, MS. I experienced one of the most fulfilling and funniest four hours of my life! Herb Wilson had me in stitches the whole time, sharing his stories aboard *LCI 1059*, and afterwards...!! He also shared a touching



Maggie and Herb Wilson, with their daughter Jeanne at their home in October 2021.

heart-warming story that gave me goose-bumps!

Since my visit in October, I had the pleasure to speak with Herb several times on the phone. Each call, he told me how he wanted to visit me in California!

My Wife and I arranged to visit him again in Marks, MS, on Thursday, 4/21/22, and with Bob & Nat Wright, in Dunedin, FL, later that week.

Early Easter Sunday, 4/17, I got a call from his neighbor, James, that Herb had passed away that morning. His Daughter, Jeanne and I chatted. She shared that he had been planning to tell me more stories when we arrived! I plan to share some of his stories in the next issue of *Elsie Item*.

It is an understatement that I was honored to meet and know Herb Wilson. It is even more of an honor to call this American Hero, my friend.

On This & Every Memorial Day The Heroes We Remember

This is our list, but it is not the complete list. It is simply the compilation of those names, compiled through the efforts of many members of our Association from official reports filed during the war years, 1942 to 1945. As additional names are found, the list grows ever longer. It is presented by the theaters of the WAR, European Theater of Operations (ETO), Pacific Theater of Operations (PTO) and now includes the American Theater of Operations (ATO). If known, it includes the Action and Date of the event, that resulted in the casualties. This list only includes the LCI's that sank if there were casualties from the loss of the ship. **Twenty Five additional names (BOLD)** were added to the list.

"We leave you our deaths. Give them their meaning."
— ARCHIBALD MACLEISH
FROM THE POEM *THE YOUNG DEAD SOLDIERS DO NOT SPEAK*



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

Birzerte, Tunisia 8/17/1943

Sunk by aerial bombing

LCI(L) 5

Bermuda Drownings 2/27/1943

DNC John J. Gray
DNC Clifford H. Radford
DNC Frank Kopriva

LCI(L) 9

Sicily

KIA Ernest L. Fletcher

LCI(L) 10

KIA Charles Bates

LCI(L) 12

DNC Robert E. Hoffman

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

Anzio, Italy 1/22/1944

Sunk by aerial bombing
KIA Donald F. Hamilton
KIA Harold R. Kalshnek

LCI(L) 32

Anzio, Italy 1/26/1944

Sunk by naval 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) 39

KIA Wallace W Hanna

LCI(L) 47

Italy West Coast

KIA Harry Ekey

LCI(L) 76

Italy West Coast

KIA Miles Beck

LCI(L) 88

Normandy 6/6/1944

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

LCI(L) 91

Normandy 6/6/1944

Sunk 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 6/6/1944

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

LCI(L) 193

Sicily

KIA Raymond J. Doherty

LCI(L) 196

North Atlantic

DNC James W. Baker

LCI(L) 209

Normandy

KIA George McAllister

LCI(L) 211

Italy, Anzio

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

Bermuda Drownings 2/27/1943

DNC Otis H. Merrill
DNC Alton J. Wright
DNC Oliver E. Burton

LCI(L) 212

Normandy

KIA Peter Edmond James
KIA Edward James Martin

Bermuda Drownings 2/27/1943

DNC Jesse A. Ryman
DNC Wilbur A. Light
DNC James C. Rogers
DNC Willie Stafford

LCI(L) 213

Bermuda Drownings 2/27/1943

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

LCI(L) 214

Bermuda Drownings 2/27/1943

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

LCI(L) 215

Bermuda Drownings 2/27/1943

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

LCI(L) 216

Palermo Sicily

KIA Maurice G. Boutell

Bermuda Drownings 2/27/1943

DNC James A. Hayes
DNC Robert L. Jones

LCI(L) 218

Bermuda Drownings 2/27/1943

DNC David H. Muth
DNC Earl L. Roberts

LCI(L) 219

Normandy 6/11/1944

Sunk by aerial bombing

KIA Johnson B. Wiles
KIA Cornelius B. Dorcey
KIA Lester R. Bumps

LCI(L) 219 (continued)

KIA Albert Combs
KIA Cyril J. O'Connor Jr
KIA Rolen C. Sikes Jr.
MIA John M. Longman

Bermuda Drownings 2/27/1943

DNC Russell L. Bloom
DNC Lawrence R. Wallar

LCI(L) 232

Normandy 6/6/1944

Sunk by naval 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 Italy 9/9/1943

KIA John C. Scheusman USCG

LCI(L) 408

Normandy 6/06/1944

KIA Raymond Aubin

LCI(L) 415

Normandy, Sunk 6/6/1944

KIA Arthur Virgil Shields

LCI(L) 416

Normandy, Sunk 6/7/1944

KIA John Hawkins

LCI(L) 523

Normandy 6/09/1944

DOI Dave J. Moyer

"We have not forgotten, we will never forget, the debt of infinite gratitude that we have contracted with those who gave everything for our freedom"

Rene Coty President
- Republic of France
D-Day Ceremony June 6, 1954

LCI(L) 951

Southern France

KIA Floyd Mage

FLOTILLA 1 STAFF

Aboard LCI(L) 5

Normandy

MIA George F. Edwards

FLOTILLA 2 STAFF

Bermuda Drownings 2/27/1943

DNC John J. Grey
DNC Clifford H. Radford

Aboard LCI(L) 32

Anzio Italy 1/26/1944

KIA Thomas J. Brown

KIA George Cabana

KIA Ralph S. DiMeola

KIA Jack Elkins

KIA John W. Finck

KIA Delbert Mallams

KIA Hamp L. Richardson

KIA George L. Marsh

KIA Earl W. Ruebens

KIA George L. Marsh

KIA Ralph DiMeola

FLOTILLA 3 GR 7 STAFF

Aboard LCI(L) 77

DNC Joseph F. Nestor

FLOTILLA 11 STAFF

Aboard LCI(L) 530

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(L) 23

Pacific Solomons

KIA Theodore Morano

LCI(G) 23 (continued)

SWPA Babatngon, Leyte

Philippine Islands 10/23/1944

by aerial bombing

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

KIA Robert T. Riordan

KIA Stanley C. Winkler

KIA William E. Dutro

LCI(L) 24

Pacific 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

Pacific Rendova, Solomons

KIA Hurley E. Christian

Philippines Islands

Leyte Gulf 10/24/1944

KIA Lester Eugene Aiston

Lingayen Gulf

MIA James O. Vincent

LCI(L) 69

Pacific Bougainville, Solomons

MIA Thomas W. Stanborough

LCI(L)(G) 70

Pacific Bougainville, Solomons

KIA Joseph Byars

KIA D. H. Shook

KIA Eugene Henry Whalen

SWPA Philippines Islands

Lingayen Gulf

by Kamikaze aircraft

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

Japanese Home Waters

Okinawa 4/4/1945

Sunk 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

MIA Bennie Helton

LCI(L) 90

Japanese Home Waters

Okinawa 6/4/1945

by Kamikaze aircraft

KIA John P. Ross Jr USCG

LCI(R) 338

SWPA Philippine Islands

Corregidor 02/16/1944

KIA Philip L. Michel

KIA John R. Rauch

LCI(L) 339

SWPA Lae New Guinea

9/4/1943 Sunk by aerial bombing

KIA Fay B. Begor

LCI(L) 341

SWPA Lae New Guinea

9/4/1943 Sunk by aerial bombing

KIA Robert W. Rolf

LCI(L) 342

SWPA Lae New Guinea

KIA James Eatmon

LCI(L) 344

SWPA Philippine Islands

Leyte Gulf 10/27/1944

KIA Robert Pumphrey

KIA Jack Lanbert

KIA James Palmer

KIA Edward Woodzien

LCI(G) 347

Pacific Saipan 6/15/1944

KIA Garland Eddington

LCI(L) 352

Japanese Home Waters

Okinawa

KIA Carlos W. Jones

KIA Melvin E. Buhr Jr

LCI(G) 359

SWPA Philippines

DNC Allard W. Risen

LCI(G) 365

Pacific Guam 7/21/1944

KIA Charles L. Martin

KIA Casmir Andrew Leszczynski

KIA Edward W. Nemeth

KIA Clifford W. Mossman

KIA Thomas Wilkinson

KIA John J. Gibbs

KIA John F. Harrison

LCI(G) 366

Pacific 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) 372

Pacific

DNC Noel H. Graham

LCI(G) 396

Pacific Palau Islands

1/18/1945 Sunk by naval 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 Philippine Islands

Leyte Gulf 10/20/1944

KIA William Jenkins

KIA Jack G. Johnson

LCI(G) 429

SWPA

DNC George W Grell

LCI(G) 430

SWPA Philippine Islands

Leyte Gulf 08/26/45

UNK John T. McGrath

LCI(G) 438

Pacific Saipan 6/26/44

KIA Robert R. Meili

LCI(G) 439

Pacific Guam 7/24/44

KIA Jessie J. Marzie

KIA Donald Rhodes

KIA Lawrence M. White

LCI(L)(G) 440

Pacific 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 UDT-14

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

LCI(L) 441 (cont.)

KIA Moses Trexler

LCI(L) 442**Pacific 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**

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*

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**Pacific Guam 6/17/1944**

Sunk 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**Pacific Guam****DOI Ben T Morris Jr**

DOI Robert A Meaux

LCI(G) 470**Japan****DOI Martin N Minsky****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**Japanese Home Waters****Iwo Jima 2/17/45**

Sunk 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 Philippine Islands****Leyte Gulf 10/20/1944**

KIA George C. Thomas

LCI(L) 600**Pacific Ulithi 1/12/1945**

Sunk by midget submarine

KIA Seth Bailey

KIA Glen DeQuaisie

KIA Edwin Janacek

LCI(L) 606**Pacific Solomons**

DNC Herbert N. Masterson

LCI(L) 612**Pacific**

DNC Donald R. Klock

LCI(L) 615**SWPA Philippine Islands**

MIA Dewey R. Gantt

LCI(L) 621**SWPA Philippine Islands****Mindoro 1/4/1945**

KIA Raymond Carter

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(L) 727**Pacific Guadalcanal Solomon**

DNC M. L. Ward

LCI(M) 807**Japanese Home Waters****Okinawa 4/1/1945**

KIA Andrew Karsen

KIA Philip R. Kenny

KIA Hugh F. Martin

DOW Thomas E. Perry

DOW Robert J. Madsen

LCI(L) 812**Pacific**

DOI Walter Siek



Taps, Memorial Day 2017 Manila American Cemetery The names of the LCI Sailors Missing in Action in the Pacific are engraved on the wall of the Monument here.

- Photo by Russell de La Virgen

LCI(L) 979

SWPA Philippine Islands

Leyte Gulf 11/24/1944

Hit by Aerial Bombing

KIA Martin J. Fleishman

KIA Martin F. Deem

KIA William C. Nordan

LCI(L) 1056

SWPA Philippine Islands

DOW Robert Owens

LCI(L) 1060

SWPA Philippine Islands

Mindoro

KIA Alexander J. Osowieki

LCI(L) 1065

SWPA Philippine Islands

Leyte Gulf 10/24/1944

Sunk by Kamikaze Aircraft

KIA Sigurd J. Bjertness

KIA Wallace W. Hamlett

KIA Michael M. Jalad

MIA Gordon A. Judson

KIA Floyd J. Parker

Codes Used in the List:

KIA: Killed in Action

MIA: Missing in Action

DOW: Died of Wounds from Combat

DNC: Died Non Combat

DOI: Died from Injuries non Combat

UNK: Unknown

LCI(L) 821

Pacific Palau Islands

5/7/1945

KIA Wayne A. Seath

KIA Lee Henley Raigins

KIA Robert E. Kriniak

LCI(L) 875

Asiatic Theater

UNK Harrison M. Carr

LCI(L) 971

SWPA Philippine Islands

DNC Harold V Powell LCDR

LCI(M) 974

SWPA Philippines Islands

Lingayen Gulf 1/10/1945

Sunk by 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) 88

San Diego California

DNC William B. Cole Lt USCG

LCI(L) 336

DNC Billy E. Claxton

LCI(L) 355

DNC Elmer E. Loshaw

LCI(L) 419

Hawaii, Pearl Harbor

DNC Richard J. Zoner

LCI(L) 439

Hawaii, Waianae 3/25/1944

DNC Dewey L. Mayes

LCI(L) 459

DNC Manuel A. Reyes

LCI(L) 490

DNC Charles C. Groh

LCI(L) 531

Hawaii,

DNC William A. Brown

LCI(L) 644

California

DNC Gordon J. Monett

DNC Warren G. Moore

LCI(L) 682

ATB Solomons MD 5/26/1944

DNC Thomas H. Reese

LCI(L) 691

DNC Nicholas Derbis

LCI(L) 949

DNC Stanley S. Dabal

If you have taken the time to read The List you will find 352 names. They were all Sons, Fathers, Brothers Nephews Cousins and Friends of someone, here, back home, waiting and praying for their safe return. May we humbly remember that they gave all their tomorrows for those precious freedoms we have on this Memorial Day.

- Robert E Wright Jr

ATO Atlantic, Pacific and Gulf Coast Waters

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

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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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This model of LCI(G) 366 was a 20-year labor of love by Tom Seivert. He is the son of Lt.(jg) John (Jack) Seivert, who served as the communications officer aboard several LCI(G)s during the Leyte, Lingayen, and Okinawa operations. Seivert built the model with help from modelers at the Naval Academy Museum. He hopes to have it displayed there when they open an amphibious naval display. See more photos and the story of this remarkable project in this issue.