



AMPHIBIOUS FLEET NEWS



FALL

2012

Amphibious Forces Memorial Museum

Inside this Issue:

Work Continues on Restoration:
Pg 1,4 and 5

A Word from our President
Pg 3

Changes to our Board of Directors
Pg 4

Ownership and financial status
update: Pg 6

Volunteer of the Quarter:
Pg 6

Wenches or Winches? Pg 7

New Home for LCI713:
Pg 8

Maritime Heritage Festival in St
Helens, OR: Pg 8

Amphibious Ship of the Quarter
Pg 9

Joke and Quiz of the Quarter:
Pg 10

Lagging crew at work: Mark, Elizabeth & Larry



Restoration work continues!

The last year has seen lots of significant improvements to the material condition of the LCI-713. Numerous volunteers have been diligently working week in and week out to complete these various projects. Due to environmental restrictions, the crew has been restricted to doing jobs mostly inside the ship, but that still leaves a whole host of things to do! Below is a list and discussion of some of the more significant improvements.

Insulation, Lagging & Painting of Overheads & Bulkheads of all

Interior spaces: Several key crewmembers have been real troopers when it comes to doing this messy job. It involves gluing foam insulation blocks (and sometimes welded retainer bars) to the bulkheads, then covering them with muslin cloth soaked in white paste. The paste is similar in consistency to wallpaper paste. After drying, two coats of "Sea Foam Green" paint are applied to the cloth and metal T-Bar for a finished look. Mark Stevens, AFMM Treasurer, has been the ring leader for this effort, with lots of help from Elizabeth and Larry Baumann, Jerry Ubigau, John Gillon, and others.

Mark has been undaunted in this monumental task to finish the whole ship. He started with the Foc'sle, then the CO's Stateroom, and then went on to complete the XO SR, the Radio Room, the Clipping Room, and Troop Officers Stateroom. Way to go Mark!

After Steering Escape Scuttle Repair

It has been years since the old 21 inch escape scuttle on the fantail has actually worked. One of our new volunteers, Randy McPherson, has spent several weekends working to make the old scuttle operational again. The old linkage had jammed and broken, and Randy with the help of John Gillon, machined a new spider link and replaced some other parts, and now the hatch works as good as new! Thanks Randy!

Randy hard at work on the scuttle



(Restoration Story Continues on Page 3)

AMPHIBIOUS FORCES MEMORIAL MUSEUM

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On the web:
www.amphibiousforces.org

AFMM Organization: Our Mission is: To collect, preserve, protect and perpetuate the history of Amphibious Forces from World War II to the present, to educate the public on the rich naval maritime heritage which has played a large part in this country's history, to serve as a resource available to educational institutions, veteran's organizations and other museums and to serve as a tribute to the Amphibious Forces and remembrance of their sacrifices.

Our museum's centerpiece is the USS LCI (L) 713 which represents all that we strive to honor. The 713 is not only our primary display and restoration focus, but a housing for all of our display artifacts, documentation, photographs and other educational materials. If you have any artifacts, stories, photos or documentation that you'd like to share or donate, please contact us.

LIFE JACKET MEMORIAL PROGRAM

Lifejackets in use on 20mm gun



Help us restore the 713! In exchange for a \$250 dollar donation, we will permanently mount a lifejacket with an inscribed plaque. The lifejackets are authentic Navy Issue kapok vests. They will be mounted with steel brackets to the overhead in various compartments throughout the ship, including crews mess room, Officer Staterooms, Wardroom, Crews Quarters, and Troop Compartments. The plaque is 1-7/8" x 8" gold aluminum plate attached to an oak or mahogany strip which along with the two steel brackets holds the jacket to the overhead, just as was specified for Life jacket stowage on LCI ships during WWII. Be the first one on your block to have your own piece of the LCI713! You may specify up to 3 lines of text with up to 30 characters per line. Contact us for more details!

Hal's Jacket Plaque as example



Jacket in overhead with brackets on LCI629 XO Stateroom



Mounted Life Jacket with Plaque



Presidents Corner

A word from AFMM President, Rick Holmes



Greetings AFMM membership,

It was a transitional year for the AFMM and the LCI-713. Our board of directors has worked hard so that:

- We are now debt free and in firm control of our own destiny
- Our membership is now 400+ and growing
- We obtained an \$11,500 grant from the State of Oregon
- Our dedicated volunteer crew has chipped in to purchase an original WWII stern winch which we now have installed on the 713
- We have moved the 713 closer to a repair service and will be using the grant and matching donation dollars to get some much needed bottom stabilization work completed
- Grant dollars are also being used to get the 713 a new "Camo" paint job, just like it came out of the Lawley shipyard.

And we have big plans for the future:

- The bottom work will allow greater flexibility in our ability to move and show the ship
- We have several excellent prospects for a new permanent home which we hope to secure over the next year or so
- Our National Landmark status approval is still on track should open up many doors for us
- We are hiring a professional fund raiser and grant writer to get help with the larger restoration projects.

Our end goal is a fully operational ship and we have the plans in place to make it happen. But we will need help. Larger projects require larger grants which in turn require matching funds, so if any of you have foundation, corporate or other contacts please consider recommending the AFMM. Our current \$11,500 grant requires matching funds as well.

We've been a little remiss, but we are working on improving our communications, starting with this newsletter and a new email distribution. Of course, for those of you who have questions, issues or just want to find out more about current happenings, please feel free to contact me or any board member, or simply come on down to the 713 and join in!

It is your support that is making this all work, and on behalf of the AFMM board and crew, please accept our sincere thanks.

We wish you all fair winds and following seas,

Rick Holmes, AFMM President

Changes to the Board of Directors

This April, our longtime Board Member; **John Gillon** elected to allow his term to expire and not seek re-election. One of our new hard working volunteers, Mr. **Larry “Woody” Woodruff**, (a previous volunteer of the quarter) was asked to serve as John’s replacement on the Board of Directors. Thanks go out to both of these fine volunteers, and lets all extend a warm “Welcome Aboard” to Woody as our newest Board member!

Woody on the welder



Rick installing Gunners toolbox in Foc’sle



Restoration work continues! (from Page 1)

Fire Pump and Firemain System work: After realizing that we needed to make sure our ships fire-fighting system was in working order, it was discovered that much work still needed to be done before we could count on being able to use our water pump to provide fire-fighting water or dewatering a space in a flooding emergency. Volunteer Rich Lovell and Woody Woodruff stepped up to the task. Rich researched what equipment was needed, went out and obtained it, and then installed it on the ship. Rich has tested and located 6 good sets of fire hoses complete with nozzles to be used, and has them set up for instant use in an emergency. Woody helped in all of the major pipe fitting and assembly tasks at hand. They got all Firemain piping into working order, and even repaired a few leaky joints! Now the Handy Billy gas powered pump located on the fantail can pressurize the entire Firemain and supply pressurized water throughout the ship. Additional work has been done in the last 3 months to install a permanent electrically driven fire pump inside the engine room. The electric pump will be able to supply pressure to the Firemain in less time than it takes to connect the Handy Billy pump on deck. Thanks you guys for a job well done!



Woody and the Handy Billy Fire Pump

Small Arms Locker and Gunners tool cabinet Installed: Several crew of the LCI713 have been refurbishing the ships equipment to match the blueprints we obtained a few years back. A locker for storage of small arms and a Gunners toolbox were recently installed by Mark Stevens, Rick Holmes, Jerry Ubigau, Jerry Gilmartin and Rich Lovell. Rich tenderly restored the old Small arms locker and it looks good as new.



Small Arms Locker on Left by Officers Head

41st Division display with Class A Dress Uniform



Australian 9th Division's Brunei Bay Borneo Invasion Display



20mm cannon in crate and folded up bunks



Restoration work continues! (from Page 4)

Troop 2 cleanup and Museum displays: Troop Berthing Compartment #2 is a fairly large compartment in the hold of the LCI-713. As such, it lends itself to be used as a display area for several of the artifacts and historic equipment associated with the LCI and the AFMM. It is still in its infancy as a museum style display, but recently it has been cleaned and painted and set up for displaying some of our treasures. Mrs. Susan Dow graciously donated her Model of LCI-1033 (made by crewman Carl Chapple) that she won at the 2005 Portland LCI Reunion. Also on display is a model LCI-470. Rich Lovell obtained 24 numbered framed photographs of the US Army's 41st "Sunset" Division aka "Jungleers" and their exploits in the Pacific. The LCI-713 embarked elements of the 41st Division in the combat landings at Zamboanga, Philippine Islands in March 1945. Other displays cover the different types of LCI's, our 20mm cannon with spare magazines hanging on the aft bulkhead, and the flag of the LCI National Organization. Recent donations include the "Black Cat Flotilla 13 Battle Flag, and a captured Japanese Navy Battle flag from a Japanese Destroyer.

LCI 1033 and 470 Models in Troop 2 Museum



LCI National Flag and photos



Ownership and financial status update:

The LCI-713 is Debt Free!

The recent outcome of legal actions forced upon the museum have resulted in two positive exciting news items! The Amphibious Forces Memorial Museum (AFMM) is now the sole owner of the USS LCI-713. Any remaining contractual obligations to the former owners have been terminated. We are starting with a clean slate and the future appears quite promising for the entire museum. Thanks go out to Dave McKay for his yeoman work in coordinating the various legal elements in this matter!

Additionally, Dave McKay, Gordon Smith and Rick Holmes have obtained the Title for the Ship. Seen in the photo are Gordon Smith and Rick Holmes posing with the newly obtained Title as registered in the State of Oregon. They are standing on board the LCI-713 in the crews mess room. Looks pretty good, doesn't it?

Gordon and Rick with the Title to the Ship



Volunteer of the Quarter:

Dave McKay (and Mary)



After much painstaking work at a great expense to himself and his wife, Dave and Mary McKay have been named as Volunteers of the Quarter!

Dave travelled to Washington DC in late spring and visited the National Archives and Records Complex. He and his wife, Mary copied over 12,000 pages of naval documents related to LCIs. These included Flotilla Reports, individual ship Action Reports, amphibious assault plans and ship history information. He also obtained a great amount of technical and engineering data that is crucial to restoring the LCI-713 to her "As-Built" Condition. Dave even found the exact paint scheme we will use on the ship. Dave is quick to admit that it was Mary who did the most tedious work, as they stayed for an entire 2 weeks researching and photographing. This is part of a continuing effort to gather information so as to present a complete story of the LCI and amphibious warfare. Good work Dave! (And you should probably take Mary out to dinner to thank her too!). We have already started using all the priceless material that he has found, and will continue to do so in the continuing restoration of the ship.

Wenches or Winches?

Although it might be nice to have a few serving wenches aboard the ship, (and lots of grog) we really need these two engine driven anchor winches just obtained and installed!

Jerry Ubigau working on new winch brake



AFMM scores big with obtaining new deck winches:

This spring, we obtained a US Navy Engine Driven Novo Winch similar to that installed on the well deck forward, used primarily to pull in the bow anchor. The Novo Winch was made in the 1930's and is powered by a 4 cylinder gasoline engine. Woody Woodruff took the engine to his truck repair shop, NW Truck Repair, and got it into running order. Then it was lifted by crane to the ship and installed on the bow. Woody continued working until the winch was welded into place and operational on the ship. Rick purchased 750 feet of 3/4 inch wire rope cable and we loaded the cable drum and connected the other end to our 750 pound bow anchor. Now the LCI-713 has a functional bow winch to use for various jobs like pulling in the bow ramp and the anchor and mooring lines on the rope drums. It has been about 5 months of work, but now it is complete and it sure makes a huge difference! Thanks go out to the entire crew for their hard work on this winch!

The volunteer crew posing with new bow winch



How to move a 9,000 pound winch onto the ship?

In May, Rick Holmes & Dave McKay went to Seattle in to locate a 1000 pound replacement stern anchor. While looking at several Marine Yards they found one that had a several old winches. Looking closer, they discovered the exact type of winch used on the LCI 713.

New stern winch in place



The Type 5, manufactured by Bayard, was originally priced at \$10,000. Negotiations commenced and a price settled on (including a sizeable charitable donation). A collection was taken up and it raised 90% of the money needed for the winch. Rick hired a trucker, and on Sept 21, 2012, the winch arrived on a flatbed truck from Seattle! Thanks to Danish Marine, Chris Jones, Rick Holmes and John Gillon for getting the winch aboard the LCI! The foundation frame of the new winch fit the old welding scarf marks on the deck of the LCI perfectly, showing it was indeed the correct winch. We are all tickled pink to have such a rarity onboard the ship.

Forklifting from semi-truck



Lifting Base onto stern from barge



New Home for LCI713:

LCI-713 at her new mooring



Gone but not forgotten! In late August of this year, the USS LCI-713 was moved from her mooring of the last 6 years, the “Thunderbird Inn” dock located by Interstate 5 Drawbridge over the Columbia River. Rick Holmes and Dave McKay had worked with numerous agencies to make our move possible, including the Oregon Dept. of State Lands, Portland Harbor Master Ray Pratt, U.S. Coast Guard Captain of the Port, and others. We have moved to a location on the other side of Hayden island in the Columbia River Slough. It is moored adjacent to the Portland Expo Center Parking Lot on Marine Drive West and just upstream of White Marine Services. This location has no dock access, and must be accessed by boat. A 100 foot floating dock, donated by Chuck Kellogg and towed from its former location by John Gillon in his “Admiral” US Navy 1942 Captains Gig, with the help of Woody and Jerry Gilmartin, is now tied up to the LCI-713 to ease boat access for visitors. A small inboard outboard runabout was purchased by the museum to give passengers rides to and from the ship.

Maritime Heritage Festival in St Helens, OR:

Crew riding SSS Reliant to salmon dinner



AFMM reaches out to the public:

On July 14-16, the crew of the LCI-713 set up a booth with displays for the general public and participated in the 1st Annual Maritime Heritage Festival in St Helens, Oregon. The Festival was attended by hundreds of people interested in the rich maritime heritage of the area to include Native American ocean-going canoes, a steam-powered stern wheeler and a WW2 PT Boat. We made a lot of contacts and sold some souvenirs as well. The town even expressed interest in possibly becoming a new home for the LCI in the future. The Confederated Tribes of the Grande Ronde even invited all attendees to a Salmon Bake on the Deer Island across the inlet from the town harbor, and our crew was ferried to the dinner on the Sea Scout Ship “Reliant”. A good time was had by all, and we plan on attending next year.

Sea Scout Ship (SSS) “Reliant” works as Ferry boat for Dinner



AFMM Booth at Festival



Crew Dinner on the island



**Rick, Larry & Elizabeth
In the booth**

**Tom & Bev Barnett, Rick,
Dave, Larry & Elizabeth,**

Amphibious Ship of the Quarter

LHA-1 Class Characteristics

Specifications:

Displacement 38,900 tons (fl.)

Length 820'

Beam 106'

Draft 26'

Speed 24 kts.

Complement 82 Officer, 882 Enlisted

Troop Accommodations 1900 plus

Armament

2 RAM launchers

2 single 5"/54 dual purpose gun mounts

2 single 20mm Phalanx (CIWS)

6 single 25mm chain guns

Aircraft 28 amphibious transport helicopters

Propulsion two 600 psi boilers, two geared steam turbines, two shafts, 70,000 total shaft horsepower

Amphibious Ship of the Quarter: LHA (Landing, Helicopter Assault)

Description: A general purpose Amphibious Assault ship designed to put troops on hostile shores. LHAs serve as the primary landing ships for assault operations of Marine Expeditionary Units. Assaults are carried out simultaneously by landing craft and helicopters. The LHA also has a secondary role for ground support using AV-8B Harrier aircraft and anti-submarine warfare using helicopters.

There are 5 ships of this class, *Tarawa*, *Saipan*, *Belleau Wood*, *Nassau*, and *Peleliu*. Currently under construction, are two ships of an improved version of the LHA named LHA6 *America*, and LHA7 *Tripoli*.

LHA-1 Tarawa



LHA-5 Peleliu



Joke of the Quarter:



The Power of the Almighty Chief

As a crowded airliner is about to take-off, the peace is suddenly shattered by a five-year-old boy who picks that moment to throw a wild temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him.

Suddenly, from the rear of the plane, an older man in the uniform of a US Navy Chief begins to make his way up the aisle. Stopping the frustrated mother's upraised hand, the white haired, courtly, soft-spoken Chief leans down and, motioning toward his collar, whispers something into the boy's ear.

Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause. As the Chief slowly makes his way back to his seat, one of the cabin attendants touches his sleeve. "Excuse me Chief", she asks quietly, "could I ask you what magic words you used on that little boy?"

The Chief smiled serenely and gently confides, "I showed him my anchors, service stripes, and battle ribbons, and then explained to him that they entitled me to throw one passenger out of the plane."



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