



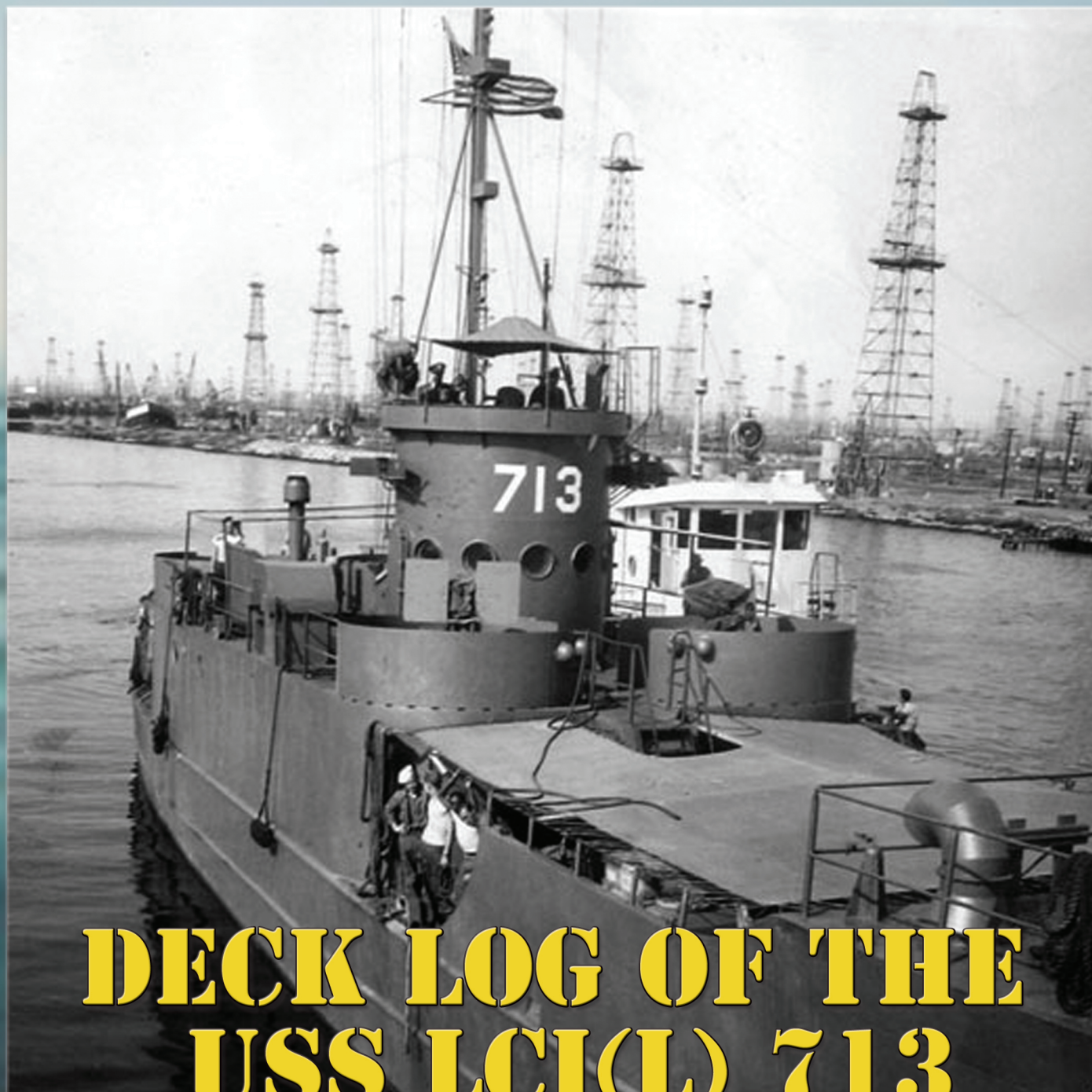
Joint Issue

ELSIE ITEM

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



December 2017



DECK LOG OF THE USS LCI(L) 713

Official Newsletter of the Amphibious Forces Memorial Museum

“Deck Log of the USS LCI(L) 713”

December 2017

This is the official publication of the Amphibious Forces Memorial Museum (AFMM), an Oregon based non-profit charitable organization. Membership is open to anyone interested in supporting our mission.

Membership information (See form on page 4) or for online memberships or donations, check our website.

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PO Box 17220

Portland, Oregon, 97217

Email: afmm@amphibiousforces.org

Website: www.lci713.com

Facebook: www.facebook.com/lci713

Phone: 541-226-5427

Thanks to our volunteer writers:

Al Berg, Rich Lovell, Bob Wheeler, Gordon Smith and J Wandres

2018 LCI National Reunion May 4-6 at the Portland Sheraton. Hosted by the AFMM.

Cover: LCI-713 returning from WWII to Long Beach

“The Elsie Item”

Number 99 December 2017

The Official publication of the USS LCI National Association, a non-profit veteran's organization. Membership in the USS LCI National Association is open to the US Navy or Coast Guard Veterans who served aboard a Landing Craft Infantry, or to anyone related to an LCI Veteran, or to anyone interested in the history of LCIs. Any material for possible publication should be sent to John France: lc1540@aol.com or by mail (see address below)

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

www.usslci.org/share-your-story.

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Facebook: LCI National Association: <https://www.facebook.com/USSLCIAssn/>

Facebook: LSI 1091 information: <https://www.facebook.com/USSLIL1091/>

Message from Rick Holmes, President Amphibious Forces Memorial Museum

Welcome to our first joint publication with the USS LCI National Association! We believe this better collaboration will make us both stronger and move the AFMM closer toward our goal of a full restored and operational LCI-713.

Wow, 56 completed restoration projects this year! (See Page 6) We had a fantastic year and we are hoping for an even better one in 2018. Our plan is to try and really up our game in fundraising and public support. We recently hired Sharon Leighy and Company to assist in this effort. Sharon brings many years of experience and contacts to the table. She has already hit the ground running by starting with grant request submissions and foundation interviews. The old sayings is “you have to spend money to make money” and we think this investment of your donation dollars is money well spent. We are also looking at some big restoration projects in 2018. We need more guns, gun mounts and shore power. But most importantly, we want to lift the LCI-713 onto a barge to begin the hull restoration process.

Your continued support is crucial to our success. We have great expectations for our new fundraiser, but we still at minimum need to raise \$20,000 in funding to pay our insurance, mooring and fundraising costs. So, so please consider upping your game too with increased support. With your help, we will save the LCI-713 for future generations. Our donation form is on the next page.

Thank you all so very much,

We wish you all fair winds and following seas!

Message from John France, President USS LCI National Association

Exciting news! Our new web site is up and running, thanks to the hard work of Mark and Stan Galik. We immediately received comments and inquiries via e mail through the site.

I received a package from Margie McElhaney, daughter of the founding father and first President of our Association – Robert V. Weisser, LCI 456 (G). She contacted us through our Facebook page. Margie was there when her parents decided to form our Association. She helped them design our Association logo. Margie will help me write the history of the early days of our Association for our web site.

Enjoy this joint issue of the Elsie Item and Deck Log. Our association with the AFMM, LCI 713 remains strong. Please support their effort to keep LCI 713 afloat.

This issue of the Elsie Item marks the end of Joe Flynn as it’s editor. Joe has been a member of our Association since 2001 and served in several capacities on the Board since 2008, including Vice president. His contributions to our Association are immeasurable. He is still with us as a Director on the Board, but he looks forward to spending more time with his extended family. Thanks Joe!

You Can Help Launch the LCI 713 This Holiday Season!

Happy holidays to all! Please join us in celebrating the amazing restoration work accomplished by our volunteers on the LCI 713. Your annual support and membership provide the critical resources needed to sustain our organization and restore the LCI 713. We need to raise approximately \$20,000 to support our ongoing operations and fundraising programs in 2018. Here's how you can help:

- Make a donation to AFMM by year's end.
- Become a member or upgrade your membership level.
- Purchase a membership for your family or friends this holiday season.
- Sign up to volunteer in 2018.

Yes, I want to help launch the LCI 713!

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

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

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

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

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Email: _____

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

LCI or Ship affiliation _____ Branch/rank _____

(You may also contribute online via our website)

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

My Gift Is: In Memory of In Honor of

Person's name _____

AFMM and LCI-713 Board of Directors

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

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Other Ways to Help Support the Amphibious Forces Memorial Museum

Your generous support of the Amphibious Forces Memorial Museum enables us to help preserve the history of the amphibious forces, educate the public about the critical role that the amphibious forces have played in our nation's history and emphasize the importance of preserving historic naval ships for future generations.

You can ensure that our work continues by making a gift to the AFMM in a variety of ways, including the following:

- **Your will.**
- **Your living trust.**
- **Your life insurance proceeds.**
- **Your retirement plan.**

Please ask your attorney or financial advisor for help with these suggestions. Save some tax dollars and help save the LCI-713 too! If you have already included the Amphibious Forces Memorial Museum in one of these ways, please let us know.

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

To make a donation online, visit www.lci713.com

Thanks for helping us save our ship!

RESTORATION REPORT

By Rich Lovell

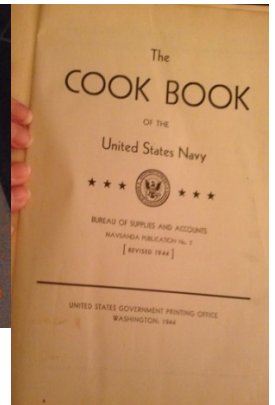
56 projects have been accomplished in ten months. Future projects include shore power-coordinated with Vigor shipyards, ventilation system-coordinated with Tri Tech heating & a proposed Intel grant, non-skid decking for the rest of topside weather decks.



We are also looking towards placing the ship on a barge to re-beam and re-plate the hull. The plating and beams have been moved closer to the ship berth.

Our small all volunteer work force is supplemented by efforts of US Naval Sea Cadets, Boy Scout Eagle scout candidate projects, Sea Scouts and other volunteer groups. This not only accomplishes completion of major projects, but provides a firsthand teaching tool to today's youth in learning about the heritage the Greatest Generation has fought and created for us all.

Chow is provided on board by us amateur cooks-hot or cold, depending on the weather. The 1944 US Navy Cookbook is often utilized.



The 2018 USS LCI National reunion will again be held in Portland, OR May 4-6 and the LCI 713 is becoming more shipshape every week. Parts and display items have been donated or scrounged. The Display Team of Dave, Jerry and Rich are constantly working on accurate representation of shipboard life for a LCI sailor. NO, we do not have salt water shower or DC power. We do cook with propane vs diesel for a better flavor, and the coffee pot is always on.



The crew's head is under restoration. 'Display Only' drains and seats for the commodes are in the works.



Crew Urinal also fabricated per spec



Uniforms acquired and donated include ParaMarine jump smock and Officer's Bridgecoat made from a Peacoat.



Flag Officer/Sick Bay/Admin Displays



Signal flag Number set donated.



Rich in Linen Locker-Foul Weather on right



Troop 2 forward



C.O. Stateroom



Troop 2 aft



Bulletin Boards



Dry stores under deck plates



USS Denver Assn LPD-9 & CL-58 visit



Jerry, Hard at it



Donated uniform Displays



Dry Stores, Looking Good!



Sound Powered Phone Box & system install



Stuffing tube for stern running light



Three more donated 20MM cans



LTjg Harry Weeks Jr LCI(L) 62 family & friends visit.



USS Coontz visitors



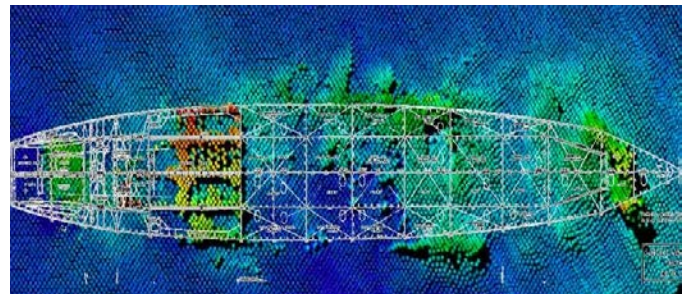
Forest fire ash from 30 miles away.



Troop 4 cleaned



Gordon Smith QMC LCI 43 'turning to'



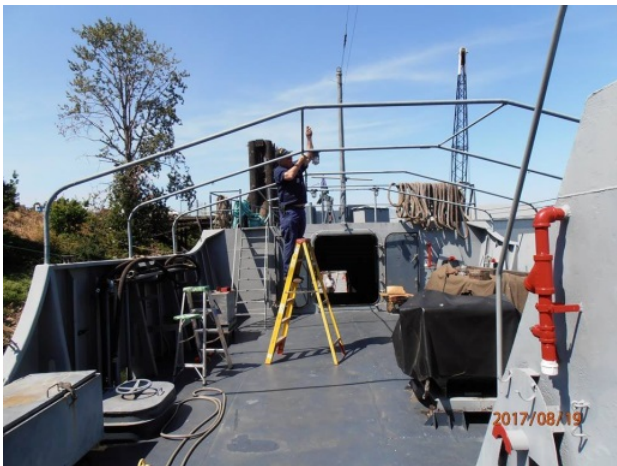
AFMM assists in identification of sunk LCI's from Normandy invasion.



Water levels change 3' but will be 2' to 17'
Line handling is important.



Carl Finley LST 506-Omaha beach LCVP crewman, Rhine LCVP & Joe Doyan USS Cascade-diver/welder in the Pacific.



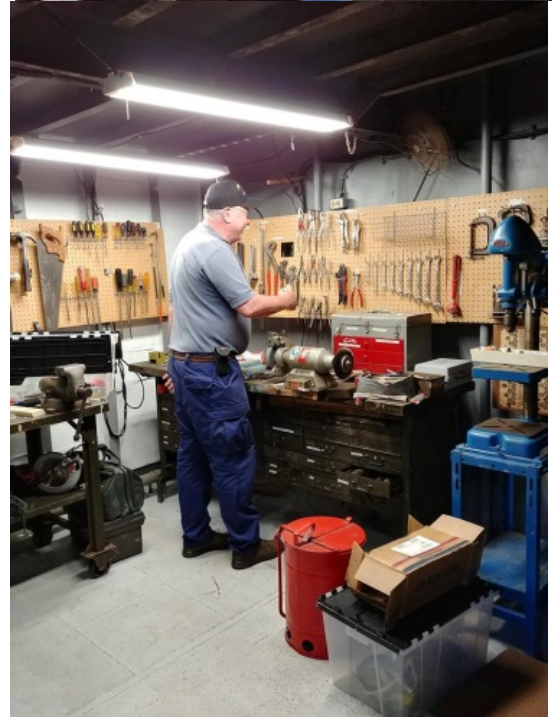
Piping frame is gone. This was not the ship configuration, according to photographs.



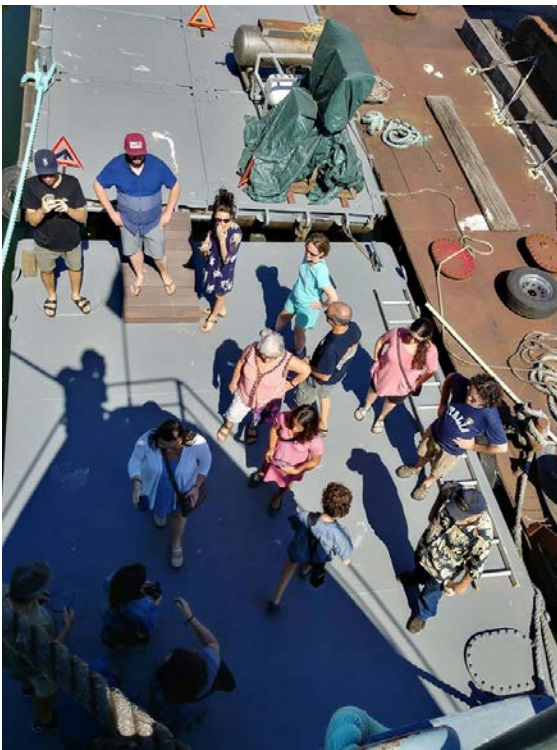
USMC TBY radios donated



Military Vehicle Collectors Club
Annual meeting. Arrival by DUKW



Shop moved from troop 4 to troop 3



RM-1c Abe Lorenzo LCI 47, LCI 409
brings family on board. He is National
Chaplain.



Robert Scoffern-USN Aviation mechanic
and then Corpsman to the USMC in
Guadalcanal, with 1st & 7th Regiments in 1st
Marine Division, and later-Korea.



LCDR Joel Hernandez US Naval Sea Cadets donating foul weather gear. Gordon Smith QMC-LCI 43 accepting.



William Fennell LCI (G) 347 and family talk with Historian Dave McKay Jr. Dave's dad served on LCI 30 & LCI 639.



We have three of the five 20mm Oerlikons. Looking for the rest, and the bases for four.
Page 14, Dec 2017

ATTENTION:



LCI VETERANS, FAMILY AND FRIENDS, SAVE THE DATES:

May 4-6, 2018

Portland, Oregon

Airport Sheraton Hotel

The 28th Annual

USS LCI National Association

Reunion

In Association with the Amphibious Forces Memorial Museum

Hotel reservations under "LCI Reunion"

Reunion details coming soon to the websites and in the next Elsie!



LCI 476 Memories

by Jud Ashmore

Got a call recently from an LCI veteran from Texas, Jud Ashmore. I was excited because we are always looking for good stories and Texans have a well-earned reputation as storytellers.

After serving aboard LCI 476 in WW II Jud later joined the Air Force as a meteorologist. After retiring from the USAF as a LtCol he became a TV Weatherman in San Antonio, TX. He was billed as, “*When you’re ready for weather, you’re ready for Jud Ashmore.*” He also authored a book, “Texas Weather.”

As we talked, I asked Jud to jot down and send me some of his LCI memories. The following covers some of his early LCI service. He has promised more. I have friends in Texas and I know that a Texan always has another story.

Jud Ashmore

In July or August of 1943, our crew was picked up from the receiving station, Pier 93, New York City, loaded in an open stake bed truck and taken to Barber, NJ to board a new ship, the LCI(L) 476.

I recall the Motor Machinists reading a pamphlet on how to start the engines. Not a man had ever been to sea. A Lt. Jg and his assistant came aboard and read something about rocks and shoals; we all saluted as the commissioning pennant was hoisted. The ceremony took all of five minutes. About 4 PM that same day we were underway headed for Pier 42 just across the harbor. It was drive time traffic and the ferries were in full swing. A sea of red lights and horns told us that we obviously were not following the “rules of the

road.” Two hours later we were wedged between Pier 42 and Pier 43 looking for help.

For the next two weeks we were made to leave the ship at 8 AM and return at 4 PM. During that time the workers came aboard with welding torches and other machinery installing guns for duty in the Pacific. The subway was 5 cents and I lived in the Times Square USO all day and aboard the ship at night.

Somehow, we made our way through the open ocean to our destination of Key West, FL. The navigator, an ensign, was always lost so we were seldom out of sight of land. The next step was the Panama Canal and we arrived on Christmas Eve. My Watch got liberty so me made it to the first bar. We decided to bring some back, knowing it was strictly forbidden. A half-pint would fit inside the uniform collar, just a little slit, and drop the bottle in. Another half-pint would go in the back of your pants.

Back at the gate, the Marine guard waved us through, so far so good. But then two more guards with clubs whacked us from behind, once on the collar and once on the butt and sent us on our way. You don’t know how difficult it is to walk with whiskey and broken glass in your shorts.

I later volunteered to go to sea divers school in Key West and another in San Diego. Never got into the full suit; just a mask, helmet, breast plate, weight belt and lead shoes.

Five or six LCI’s left San Diego, destination Pearl Harbor. Two made it under their own power. One was towed the last two days, and two were lost but arrived later. We took ammunition aboard at Ford Island – next stop Kwajalein Island in the Marshalls.

At Kwajalein we lay at anchor for two or three weeks and finally got orders to Tarawa. The island had been captured two or three weeks earlier. Getting ready to leave we tried to haul up the anchor but it wouldn't budge; obviously fouled on something. Now I found out why I was sent to divers school.

As I put on my diving gear I noticed that sharks were plentiful and playful in the harbor. Then I started down the greasy anchor cable. Two men with a wobble pump gave me air. I carried a rope to signal; one pull, give me some slack; two to hold; and three to bring me up. Going down it kept getting darker and darker but I could see our anchor fouled in a sunken Japanese ship. I could not free the anchor and would need some tools. Not sure of the depth but breathing was difficult. I knew we had a spare anchor but could not cut the cable. I surfaced and got the tools needed to free the anchor and went back down.

As a kid I had seen movie serials on Saturday afternoon where a diver went down and just as an octopus was about to grab him, it would end until the next chapter next week. I knew there was an octopus down there that had been waiting for me for several years, or a hungry shark that wanted an afternoon snack. To say I was scared is an understatement, but not going down was not an option. I finally freed the anchor and we were on our way.

The loyalty and trust of the crew and the close-knit friendship it created lives with me to this day. I remember only the good.

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*If the sun shines in your soul,
what does it matter that it rains outside.*

Irish Proverb

LST Fun, By Al Berg, AFMM Founding Secretary

When I was flying over to Japan to catch the Terrell, the plane commander (USN) came around talking to all of the passengers. I told him I was going to an LST and his comment was, "They probably don't go to sea very often." (Or words to that effect).

Checking in at Yokosuka, the ship isn't there. Next day flew to Okinawa to catch the ship. The Terrell then was in a SEATO operation in Borneo. On that trip from Okinawa to Subic Bay, P.I., Borneo, Hong Kong, Okinawa and finally Yokosuka. The Terrell had been gone from Yokosuka, its homeport, for a few days under two months. Didn't go anywhere? Many times, we were gone for more than a month. That was in 1961-1963.

In that two-year span we only once had tanks onboard for six days, taking the Marines from Okinawa to Camp Fuji in Japan.



Notes from the LCI(G) 70

by Jim Phillips

This story was written by Jim Phillips, (now dec.) an LCI sailor on the LCI 70. It was sent in response to a question from Gilbert Ortiz whose nephew Joe Ortiz was seeking background information for a painting of the LCI 70 that he was working on. (Photo from Elsie Item, 2013)



The Men of LCI 70! At the Nimitz Museum LCI archives dedication: Artist Joe Ortiz poses with his uncle and shipmates from LCI 70. Left to right: Royal Wetzels, Leo Wilcox, Gilbert Ortiz, John Reulet, Joe Ortiz

Gilbert Ortiz, John Reulet and Jim Phillips are gone now, but this is Jim's Story

I wasn't on the ship when it was torpedoed. [The torpedo penetrated the ship's engine room, killed one sailor, but did not detonate.] I went on the ship later in the Marshall Islands. When they needed a Cook, I volunteered and alternated with John England. My battle station was on a .50 caliber machine gun forward under the 3" gun tub manned by five men. When a kamikaze plane crashed into the ship, they were all killed along with two or three men on the 40 mm. Me and my loader were wounded but we were back under the gun tub far enough that we had a little

protection. A lot of us casualties were picked up by other ships that had doctors.

Later, these ships radioed back to the 70 that all who had been transferred had passed away. I learned later that my things were sent to a Depot warehouse in Idaho.

When I came to, there were men in white all around me. As I came to my senses I asked if we were in the harbor yet. They said, "Yes, seven days ago." I never knew what happened on the ship, and never saw anyone that I knew until I was back in the States. I was in the Oak Knoll Hospital in Oakland, CA for most of a year.

One day at the hospital, I went in to ships service to get a milk shake. I saw one empty stool so I made a bee line for it. I sat down and glanced at the guy next to me and had a strange feeling. When I looked back at him he turned very pale, then said, "Are you Jim Phillips?" I said, "That's what they call me."

And he said, "Oh No - you're dead!" I said, "I don't think so." He said that the ships we were transferred to radioed that we had all passed on. That man was the loader on my gun and he told me what happened on the ship. He was badly burned and lost an eye.

Later I went back after they secured Leyte. We were anchored in two rows of ships lined up in a harbor when at daybreak a Jap Zero dropped in between the rows. Everyone was shooting at him and finally got him. I was hit in the crossfire by a .50 caliber ricochet. The bullet passed through my left leg and hit me in the right leg and lodged under my kneecap. Then I was transferred to a ship with a doctor to remove the bullet. I still have .50 caliber bullet they took out of my leg.

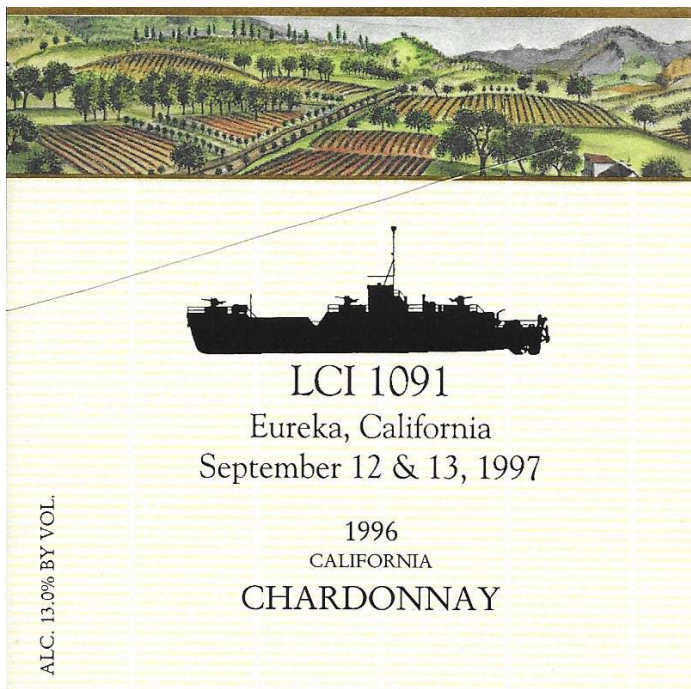
When I was able to get around on crutches they sent me back to the 70 which was now preparing for the invasion of Luzon. I was getting around pretty good on my crutches and told the Captain that I wanted to go back to cooking every other day and I wanted my gun back. I told him I could handle it and he thought I could too. The galley was small so I could get around on my crutches to do my job and feed 60 men and four officers. And, I didn't have to stand any watches.

After I was out of the Navy a couple years, I got a letter from the warehouse in Idaho saying they had some things with my name on them. They sent them to me; not much clothing, but they did send my glasses and my picture album.

As always, Jim. (Phillips)

The days of Wine and LCI Reunions

From 1996 to 2008, California Director and LCI Board member Jim McCarthy organized California LCI Reunions in Eureka, CA, home of the LSIL 1091. Big Jim knew how to throw a party; he even had LCI Wine.



Pilipino Resilience

By Rod Scurlock LCI(G) 565

Board Director Emeritus

My first taste of battle was just outside of Leyte, Philippines. All at once the sea was filled with ships, the air was filled with planes and smoke from exploding shells. Our primary job aboard the 565 was anti-aircraft fire. My memory may be a little thin, but I believe it was three days and three nights we spent at this until the Japanese Navy pulled back out heading for home.

We reformed and made sail for Leyte Gulf, and made numerous landings in that vicinity. When we had escorted all of the troops to shore, we anchored there in the harbor waiting for our next assignment. After the troops had pushed on inland, and it seems to me it was only a few days, the natives came out in their outrigger canoes and pulled in alongside our ship. We got down on the well deck where we could talk to them.

They were very friendly and very glad to see us. I remember one very pretty girl in one of the canoes that I had the good fortune to talk to. Her name was Francine Rebullo. (that may not be the way to spell it.) She was the prettiest thing I had seen for many days!

I went ashore with several of the officers about that time and was amazed to see that the natives had already set up shops in grass covered huts, selling groceries, clothing, and homemade drinks. This was only a very few days from the time the Japanese were there!

Later, I saw an older Pilipino carving out a canoe from a large log using only a hand adz. It amazed me how quickly they were able to start putting their lives together after the Japanese were ruling their lives just a few days ago, and were still only a few miles away with only our troops standing between them.

AN EXPERIENCE TO REMEMBER

By Gordon Smith LCI-43

We were in Pozzuoli, which was an Amphibian Navy Base established after the bombings in North Africa and the arduous invasions of Sicily and Salerno. Pozzuoli is located just north of Naples, Italy and the famous Mount Vesuvius.

Originally, Pozzuoli was established as a Roman Colony and took the name Puteoli. Puteoli was on the trade route to Rome from all over the Roman Empire. Alexandrian grain ships arrived there. They exported blown glass, mosaics, wrought iron and marble.

The Apostle Paul, on his journey from Jerusalem to Rome did stop at Puteoli and stayed there for seven days [Acts 28:13-14] and then began his journey to Rome 170 miles away.

On this particular day off the ship, which we called "liberty", I roamed to the edge of Pozzuoli and to my utter amazement came across a coliseum. I have since researched it and it was the Flavian Amphitheater and the third largest coliseum in Italy. The capacity was around 20,000 people.



The outward appearance was not impressive with the massive growth of weeds which

surrounded it. On entering the coliseum, I found it was huge and I was the only living creature there. There was not a person, dog, cat, bird or any creature in existence! Absolute quietness was my companion.



Eventually I found a sloping dirt entryway to a lower underground corridor. Overhead a screen of iron bars provided openings to allow light to filter to the brick lined passageways below. The brick walls, to my astonishment, were separating cells which had contained, in their days of occupancy, the gladiators, wild beasts and the poor Christians who were waiting their fate in the bloody amphitheater arena.



I wandered along these dimly lit corridors that were strewn with fallen and broken pillars until I came to an area that was circular

in formation. It took me some moments to realize what I was witnessing!

Where was I? Before me was an altar. I was on hallowed ground. Here, so many years ago, the Christians kneeled and prayed before entering the amphitheater and their death. The silence made it pure.

War has its periods of mayhem and yet, I experienced in Puteoli's Flavian Amphitheater something so rich that it will remain with me forever.

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Letter to the Editor

Wait, there's more....the LCI (L)24

From: Louis Vincent; who writes that his ship, the LCI(L)24, should have been included in the Sept. 2017 Elsie Item story, "AN LCI ACE," along with LCI(L)s 21, 22, & 23.

He says, "I left the LCI 24 in '44 from Bougainville assigned as staff signalman aboard the LCI(FF) 484, of Group 7." Vincent agrees that patrolling between New Britain and New Ireland was indeed "scary."

Three Sheets to the Wind

For sailors, *sheets* refer to the lines attached to the lower corner of a sail. When all three sheets of an old sailing vessel were allowed to run free, they were said to be "in the wind," and the ship would lurch and stagger like a person inebriated. That's why we call an unsteady state of drunkenness *three sheets in the wind*.

Dr. Richard Lederer.

Model of LCI(G) 366 for the Naval Academy

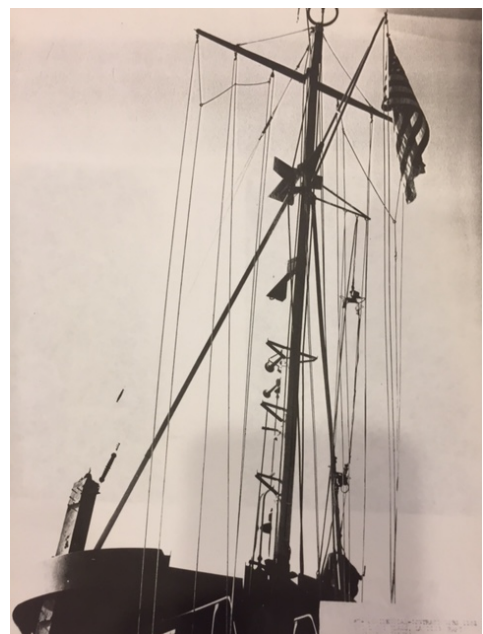
We received a letter from Tom Seivert who is the son of Jack Seivert who served aboard the LCI(G) 366 as communications officer. Tom is building a 1/96 scale (1/8 inch to a foot) model of the 366 as she appeared at Okinawa I've been building this model for a number of years based on shipyard plans and photos from the National Archives.

Living right between Washington, DC and Baltimore, I'm blessed to have the expert assistance of the U.S. Naval Academy Museum ship modelers Our intention is to build a museum quality LCI that can be exhibited in the Academy's museum to address the under-representation of the Gator Navy.

Tom was looking for some information on the Mast of the 366, the various lights, hoists, antennae, and cables unique to a Flotilla Flagship. Jerry Gilmartin, of the AFMM was able to provide detailed information.

But if any LCI veterans or Associates out there have information on the 366, please contact:

Tom Seivert at: tomseivert@verizon.net



A RETURN TO THE PAST

By Robert A. Wheeler

It is 5:00 a.m. on Monday morning July 22, 2013 and I am heading south towards Portland, Oregon, very anxious to get aboard LCI-713 at Her present anchorage on Hayden Island near the Columbia River Bridge. She is to be towed by the Tug “Nellie II” on a trip down the Columbia River to her new berth near Scappoose, Oregon.

In 1953, sixty years ago, I received orders transferring me, Robert A. Wheeler RM2 260-87-04, from Naval Radio Station, Oak Harbor, WA to the Bremerton Navy Yard for duty aboard U.S.S. Avocet as a Radioman.

Avocet was formerly the LCI-L (Landing Craft Infantry) 653 that had served in the Pacific Theatre during the invasion of the Philippine Islands, had been “mothballed” after the War and now was being converted into a Coastal Mine Hunter. She was re-commissioned as U.S.S. Avocet AMCU-16 on 9 December 1953 and was shortly under way down the Pacific Coast to be home-ported in San Diego Harbor to serve as a Training Ship for students at the U.S. Naval Sonar School.

Imagine my surprise, back in early April, when I picked up my copy of “The Oregonian” and saw the article and pictures of the LCI-713.

“That’s exactly like the Avocet”, was my reaction.

The 713 had also served during the invasion of the Philippine Islands (another coincidence), had been decommissioned, then purchased at government auction by C.T. Smith and Son, picked up from the Navy in Seattle and then sailed to Portland, Oregon.

It was found that the ship was impractical for towing logs so it was docked and for several years used for stowing gear and fuel for a log-towing company. In the late 1950’s the 713 started taking on water and sank in the Columbia River near the town of Stevenson, Washington.

In February 1976, Arthur A. Raz became intrigued with the sunken 713, raised the ship and had it towed to Portland where he planned to convert it into a commercial tugboat, but found that the design of the ship was impractical for such purposes.

The ship was then sold in 1998 for scrap value to a group of individuals who recognized the 713 for its’ historic value.

In order to ensure that the 713 would be protected and preserved for future generations, the Amphibious Forces Memorial Museum (AFMM) was formed as a non-profit and in 2005 purchased the ship. Dedicated teams of volunteers that include electricians, welders, college students and businessmen along with several LCI veterans who share a common interest have resurrected the 713 from a rusted hulk, almost back to her original wartime condition.

Reading that the 713 would soon be moved from her current berth near the Columbia River Bridge, I contacted Rick Holmes, the President of AFMM, informed him of my interest and asked if I could be accepted as a member and included in the group that would be aboard during the trip to the new berth.

Upon arrival at the Marina on Hayden Island, we “the crew” gathered to board a former “Admirals Barge”, at 6:30 a.m., for our ride out to the 713.

Memories flooded into my mind as we approached that familiar hull shape and climbed aboard. As I entered the

superstructure, there was the Radio Shack, the Captains Cabin, the Wardroom, the Galley (kitchen), the Mess Hall, the Head (bathroom) and on and on. Even though my Avocet had been modified from an LCI, the basic structure was the same.

The “crew” went to work, making preparations to receive the tug - pulling up anchors, removing superfluous mooring lines and detaching our dock that was to be towed to the new mooring site.

It wasn't too long before the “Nellie II” pulled alongside, was made fast and off we went, under way down river towards Scappoose and our ships' new home.

Having been invited to climb up into the “Flying Bridge”, I ended up in the “Captains' Chair” for our trip down the Columbia and into a slough near the community of Burlington, Oregon to our new berth.

It was a beautiful sunny day as we were underway down the Columbia. Sitting high up in the Captains' Chair above the Conning Tower, the view was spectacular as we passed ocean-going freighters, ship terminals and many beautiful houseboats situated along the shore.

The 713 is now berthed alongside “The Jean”, a former Paddlewheel Steamer that has been converted into a Marine Salvage Shop – a perfect spot to affect additional reconstruction by the dedicated volunteers and installation of two marine diesel engines – bringing the 713 further back to its' original condition.

Could it really have been sixty years ago that the same Robert A. Wheeler had served aboard a similar ship?



Mass. Town Raises \$1-Million+ to Sponsor LCI-713

By J. Wandres, Special to AFMM, (and from combined news sources)

The citizens of Millbury, Massachusetts have raised \$1,048,000 dollars' worth of bonds, in the Fifth War Loan Drive, to help sponsor construction of the amphibious landing craft, LCI-713, it was reported in the Worcester, Massachusetts, *Herald*. However, on that day, June 6, 1944, the Page One banner headline of the *Herald* also read: "NAZIS REPORT INVASION OF EUROPE HAS BEGUN: Allied Fleets Pound French Coast."

The news cheered the good people of Millbury, including Harold S. Bowker, treasurer of the Millbury Savings Bank. Mr. Bowker also served as finance director for Millbury's war bond drive committee. On that June 6 the committee had applied to take part in the U.S. Treasury Department's "Sponsor a Fighting Ship" project. Millbury specifically asked to sponsor construction of amphibious landing craft No. 713, then being built at the George Lawley Shipyard near Boston.

Since 1900 the Lawley Shipbuilding Company was renowned for building sleek yachts for private clients. And, like many other boatyards, Lawley, too, joined "the war effort." The yard converted or built at least a dozen vessels for wartime service. These include submarine chasers and amphibious landing craft (large), like LCI (L) 713.

Washington war planners knew that defeating the axis enemies was going to cost a pretty penny: (It would: \$281 billion related directly to winning the war.) The U.S. Treasury Department knew it would need to raise more than \$185 million to

Page 23, Dec 2017

support the war effort. Called war bond drives at first; later, the programs were later called "War Loan" campaigns. In all, eight were held. The goal of the fifth loan campaign was \$16 million. By its conclusion on July 8, 1944 Americans had bought \$20.6 million worth of E-bonds. (See sidebar on E-bonds today).

On June 10, 1944 the Massachusetts War Finance Committee approved Millbury's application and set the town's sponsorship at \$409,000. Harold Bowker is reported to have laughed "like little Audrey" [A fictional comic character of the 1940s]. The banker pledged that Millbury would raise \$700,000 by the end of the Fifth War Loan Drive on June 30, 1944. And on that evening, following music by the Fort Devens Army band and a parade to Millbury's Central Square, War Loan committee chairman C.A. Fenner announced that Millbury had raised \$1,048,000 – 256-percent of its quota!

In September 1944 Harold Bowker and a delegation from Millbury traveled to the Lawley shipyard at Neponset, to witness the commissioning of the USS LCI (L) 713. Douglas Bowker recalls a letter his grandmother wrote to Doug's father, Gordon: "the navy boys looked very young...but the Commander is older." She added, "Your father [Harold] does things right when he starts out. . . doesn't he?"

Among his grandfather's papers Doug Bowker found a letter to the Massachusetts War Finance Committee. The bank officer asked if the Navy could provide a plaque to show that the LCI-713 had been sponsored by the town of Millbury. The response Harold Bowker received stated that the federal government had no funds for such an item; it would have to be funded by the local committee. The sponsorship plaque cost \$4.00.



MILLBURY GROUP AT LAUNCHING OF L. C. I. SHIP

At a ship's ceremony aboard an L. C. I. yesterday morning at the George Lawley and Sons Co. shipyard, Neponset, the following Navy men and Millbury town officials were present:

Front row, left to right, Lt. Comdr. Samuel Temple, Administration Officer; Harold S. Bowker, treasurer of Millbury Savings Bank; Lt. (j. g.) W. W. Porris, skipper; Lt. Comdr. G. S. Houser; Ensign G. E. Ballsbaugh and Ensign T. S. Marlow.

Second row, Napoleon Crepeau and William A. Roberts, selectmen; Dominic Turturro, James B. Manning, Mrs. Marlow and C. A. Fenner.

Third row, Albert Briddon, editor of Millbury Journal; Fred H. Vultor, police chief; Mrs. Houser and Mr. and Mrs. Alexander F. Ballard. (Official United States Navy Photo)

With Naval Reserve Lieutenant (junior grade) Walter Parris in command, LCI (L) 713 and its crew of 23 enlisted men went off to war. The ship took part in several offensives in the Pacific campaign, and earned five battle commendations.

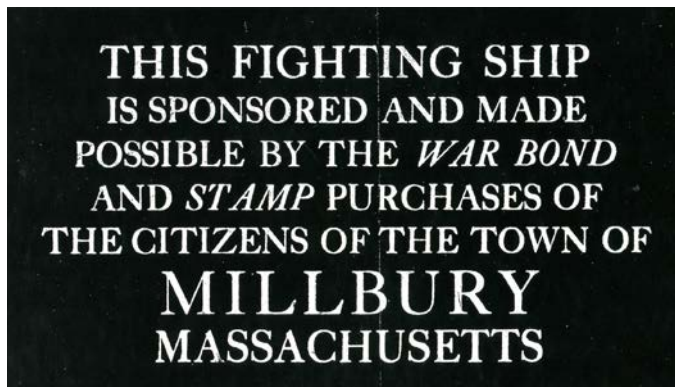
Yet, after the war, of the 925 LCIs built in ten U.S. civilian shipyards, only about 60 survived being scrapped. Several were bought, for \$10,000, by companies and used for a variety of purposes. By the mid-1990s LCI (L) 713 was one of the few still in service, but was derelict and lay, partially submerged, in the Columbia River upriver from Portland, Oregon. The hulk was bought by group of veterans, who set up shop as the

nonprofit Amphibious Forces Memorial Museum. AFMM's charter members – many of whom are veterans of the “Gator Navy” – amphibious ships -- began the work to restore their ship to operational status. The work continues to this day.

Douglas Bowker's grandfather, Harold S. Bowker, died in 1971. Douglas Bowker's father died in 2017. It was while Doug and his sister were going through their late father's papers that she handed him a green file folder. Inside was another folder. In that were the original documents – newspaper clipping and photographs of the World War II Millbury bond/loan fund drive. You might say that it was an event destined to happen.

Doug Bowker served a long and distinguished career in the U.S. Navy. He reached the rank of Quartermaster Chief and served on board the USS *George Washington*, SSBN 598, as quartermaster. He applied for and received a commission as an LDO – Limited Duty Officer, and served in several ships until retiring in 1992. *Then* he continued his education, ultimately earning a doctorate, and teaching in Long Branch, New Jersey.

It was while he and his sister were examining the papers of his grandfather, Harold S. Bowker, that he saw references to LCI-713. Consulting the online NavSource database, Douglas found that LCI-713 was still afloat, and was owned by and being restored in Portland, Oregon by the nonprofit Amphibious Forces Memorial Museum. Bowker called AFMM president Rick Holmes. Details of that chat were not recorded but it must have been something like: “Hello, Mr. Holmes? This is Douglas Bowker. I am calling from Massachusetts. Guess what I found in my late grandfather’s papers?”



For every complex problem there is an answer that is clear, simple, and wrong.

H. L. Mencken

Do you Know Where *Your* E-Bond is today?

Nearly ten years ago, in 2009 the attorneys-general of several states sued the federal government. They claimed Washington had made little or no effort to locate thousands of Americans who had purchased the war bonds but never cashed them in. The most popular was the \$25 E-bond, which cost \$18.75, and would return \$25 to the owner when it matured. War bonds were also offered in denominations from \$50 to \$10,000.

In a 2009 news article by Matt Gouras of the Associated Press, the attorneys-general for several states sued the Treasury department. The states claimed each had a better way than Washington to locate owners of the unclaimed bonds, and could get their interest paid to the owners. The U.S. Treasury department disagreed, of course, but set up a web site called “Treasury Hunt,” but for bonds issued only in 1974 and later.

So: how come so many millions of E-bonds remain unclaimed? The interest earned would be taxable on federal returns, but not on state and local returns, says the IRS. But some folks just want to hold on to them for reasons of patriotism.

A version of the EE bond, known as the Patriot Bond, was issued following the Nine-Eleven attack on the World Trade Center. It was not widely subscribed and were withdrawn after 2012.

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

Attention: LCI Veterans and Associates
The Revamped Landing Craft Infantry Website
www.usslci.org is now available

Stan Galik, Director

On Friday October 13, 2017 the completely revamped LCI Website www.usslci.org was launched. We hope that you were able to visit the site and enjoy all the content currently available that honors and preserves your legacy. If you haven't visited yet, we encourage you to check it out often and view its content.

We are aware that not all LCI Veterans or associate members of our association have a computer or access to the internet. Therefore we want to offer several suggestions for you to view the entire website's content now and when we make additional information available in the future.

Accessing the website for those that do not have a computer or internet access

The following are some suggestions for viewing ***www.usslci.org*** and exploring all the content if you do not have a computer or internet access:

1. ***Family and Friends:*** Ask a relative (child, grandchild, great grandchild, niece or nephew) or a friend that has a computer to show you the site and navigate through all the content.
2. ***Public Library:*** Call or visit your local library. Many libraries have computers available to use for free. Staff may also be available to assist you in accessing the site. Some libraries may also offer free basic computer classes.
3. ***Community Centers:*** Many communities offer the free use of computers with access to the internet in adult community or recreational centers. Contact them to see if you can use their computers or if they have educational classes in the use of the computer and the internet.

We do hope that you get the opportunity to view the wealth of information available on the site that includes all the past issues of the Elsie Items, the stories told by your fellow LCIs or the LCI history that was made during World War II.

Note: Stan Galik and his son Mark have volunteered countless hours to develop this new USS LCI National Association Website. This state of the art website offers a fantastic amount of information on LCI's, the men who sailed them and the battles they fought. And this website is far more user friendly than many of the previous websites, and brings an array of information to your fingertips.

The LCI Association has for years been aiming at such a website. It allows the exchange of information at a very low cost which will extend our funds. Not only will we be able to provide more history of LCIs, but the internet can open doors of libraries and archives around the world. If you are now on the internet you know this already but if you are waiting to make the leap, now is the time to reach out and search the Association website and the rest of the internet. Editor.

Leave and travel orders cut

for Editor Joe Flynn

It has been a tremendous honor and a privilege to serve as your Editor of the Elsie Item for the past two years. Now my leave has been approved and my travel orders have been cut. While I will no longer serve as Editor, I will continue, to serve as a California Director and as a member of the National Board of Directors.

Looking back, I was going to say I joined the USS LCI National Association in 2001, but “crashed” is a more accurate term. My brother, LaVerne C. Flynn served aboard the LCI(G) 347 in the campaign in the Pacific. Unfortunately, he died young and like so many LCI sailors had spoken little of his WW II service. After he passed, we found a 16-page letter he had written during the War. You know the kind, “If I don’t make it, please send this letter to my family.” But he did return safely so the letter was never mailed.

In 2000, I set out to fill in the WW II blanks in his LCI service for his seven grown children, his brothers and sisters, and the rest of our extended family. In 2001 I learned of a LCI Assn. reunion in Reno, NV so I set off to “attend” the reunion to learn about my brother’s WWII service. At the reunion, I recall that the first two LCI sailors who came to my aid were both in wheel chairs – Jim McCarthy, LCI 685 and Jimmie Prime LCI 373. Carl Chapple was there too with four of his LCI models. Carl was kind enough to walk me through the different configurations of LCI’s, above and below decks. His models had removable decks that could be lifted off to see the interior of the ship. After a couple hours of questions, Jim McCarthy suggested I join the Association and directed me to Howard “Tiny” Clarkson, the Treasurer and Membership chair.

At 6’6” , Tiny was not hard to find and I told him that I needed to join the Association. He looked down at me and said, “You have to be an LCI

Sailor to join this association.” I told him, “The closest I can come to that is, my brother was an LCI Sailor. But I have to get into this group to get the contacts and information I need to learn about my brother’s service. Persistence pays off. Finally, Tiny rubbed his chin and said, “Welllll, I guess we could make you an Honorary member.” I said, “Close enough; where do I sign up?” On my certificate of membership, I am listed as an Honorary Member, so I may well be the first non LCI sailor member of the association.

Jim McCarthy, who had offered to help was the California Director and National Board member and also lived in San Diego. Each year Jim organized California LCI Reunions in Eureka, CA home of the LSIL 1091 and hosted a Pearl Harbor Day luncheon in Oceanside. After helping Jim for a number of years, he asked if I would be his Assistant Director. I asked him, “Jim, do you think these sailors would mind having an Army Sergeant as your assistant?” Jim said, “No, you been researching LCI’s, they won’t mind.” And they didn’t. Later when Jim had health problems he asked me to take over as California Director, I told him we still have one. During that period, Jim persuaded me to serve as a Director on the National Board. After Jim passed, we continued the Eureka reunions and the Oceanside luncheons with a few smaller San Diego reunions.

During my time on the Board I worked to recruit other relatives of LCI sailors as Associate members. Later, when membership and funds dwindled, the Board launched a volunteer effort to put the Association on solid financial footing. Our Board has organized a reunion in New Orleans, and two in Portland hosted by the AFMM and LCI 713.

Soon, we will have a new editor for the Elsie Item, and I will continue to contribute articles. Our new website, will be up and running with a wealth of information on LCI’s and a source of new stories.

Thanks for the memories, Joe Flynn

What's in a Name?

Continued from Elsie Item 98 September 2017

By Robert E. Wright, Jr.



Daily Times from Davenport Iowa May 24, 1944

“The destroyer escort U.S.S. Rolf, DE-362, which was named in honor of Lt. (jg) Robert Walter Rolf, 29, of Rock Island, was launched at Orange, Texas, Tuesday, with his mother, Mrs. Martha Rolf, 1110 Twelfth Street, Rock Island, acting as sponsor. Ensign Robert W. Rolf, son of Rev. Fred J. Rolf, pastor of the Evangelical Church of Peace in Rock Island, died Sept. 6, 1943, as the result of wounds received in a bombing raid at Lae, New Guinea. Ensign Rolf entered the service in 1941 and was commissioned May 4, 1942. Prior to entering the service, he was employed as budget sales manager of the Rock Island Auto Supply store.”

This story to many people at the time was just another news story in a continuous stream of newspaper stories about the round the clock production of warships that were needed to make the world “Safe for Democracy”. Destroyer Escort 362 was just the next ship launched out of the almost 1000, that had been ordered by the US Navy after the war had started two years earlier. But the reason that the DE – 362 was named for Robert Walter Rolf LT(jg) was for the events that took place far from Texas in the

Southwest Pacific Theater several months earlier. By the middle of 1943 the war in the Pacific had taken the decided turn in the favor of the United States and its Australian and New Zealand allies. United States Navy Task Forces had first prevented a Japanese advance in the Coral Sea, and then soundly defeated the Imperial Japanese Navy at Midway.

On the ground the Australian Infantry had stopped the Japanese attempt to capture Port Moresby, New Guinea, in June and July 1942. They followed that victory with a defeat of a Japanese Amphibious assault at Milne Bay in Papua New Guinea area during late August and early September 1942. In November 1942 the US Army moved overland to capture Buna New Guinea since there were no available landing craft in the area. Because of the terrain and the difficulties with supplying the advancing army forces, Buna was not secured until early January of 1943. In addition to those events, in August of 1942 the US Marines had invaded Guadalcanal, in the Solomon Islands to the east of New Guinea and had secured that island followed by additional landings in the Russell Islands by the end of February of 1943.

June 21, 1943, 560 days after the United States had been forced into World War II, the first 13 LCI's of Flotilla 7 entered Milne Bay and anchored. Their entry into the actual fighting was just days away. On June 29, 1943 the Flotilla loaded troops and headed out to make their first of many landings at Kiriwina and Woodlark Islands in the

Trobriand Group, part of the New Guinea Island Groups east of the main island of Papua. For the most part the landings were uneventful except for the soon to be common

groundings on unmarked (and marked) reefs and sand bars that were scattered among the island chains of the South Pacific. There had been virtually no Japanese resistance during this landing, because they had abandoned the area earlier.

The campaign to retake New Guinea implemented the next step. The US Navy, Seventh Fleet, official title was Task Organization, Lae, New Guinea Operation ("Postern".) CTF 76 Operation Plan 2-43 had established its target to land troops to take the airstrips at Lae. D-day was set as September 4 1943. Flotilla 7 was to be a major part of that operation.

By the first of July 1943 13 of the LCI's assigned to Flotilla 7 had arrived in the South West Pacific Area (SWPA). They continued to arrive slowly, one or two at a time, from a journey that had started half way around the world in the United States Mainland, East Coast and Texas shipyards. By the date of the Lae operation three full divisions of six LCI's each plus two in the fourth division were in service at Milne Bay, making a total of 20 available for transporting troops. Two separate beaches had been selected; Red Beach that was 14 miles east of Lae and

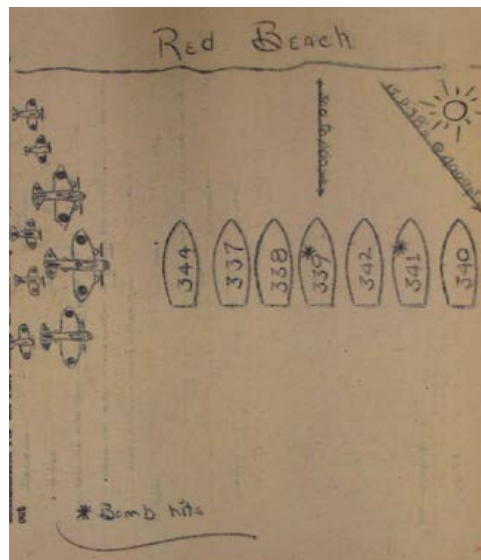
Yellow Beach three miles to the east of Red Beach. The initial Landing Force at Red Beach was comprised of 14 waves of landing craft scheduled to arrive at 15-minute intervals. The initial wave was to be eight LCPR's from the APD's off shore. Waves 2, 3 and 5 were assigned to 15 LCI(L)'s of Flotilla 7 carrying 3,780 Australians of the 20th Brigade 9th Division.

As wave 5 comprised of LCI(L)'s 344, 337, 338, 339, 342, 341, 340, approached the beach at 7:00AM there were 7 LCI's abreast.

At a point about 300 yards from the beach the Japanese counter attacked from the air. The wave of LCI's approaching the beach became perfect targets of opportunity for the experienced Japanese pilots. The Navy's desire to land the entire wave simultaneously had all the LCI's arranged in a single row with 50 yards separation between the ships as they approached the beach. The Australian Infantry were crowded on the well decks and prepared for the landing, just minutes away. The attack came from the port side with the Zeke's strafing the line of LCI's. They were followed by Betty bombers dropping 12 bombs. Only two hit their targets, one struck LCI(L)341 and another struck LCI(L) 339.

Both ships were hit forward of the Conning Towers, but the damage had been done. Both ships were going down by the bow.

Up and down the line, the decks and troop compartments of the 5th wave were covered with dead and wound Australians. The crews of LCI Flotilla 7 suffered 10 wounded in the air raid. Lt(jg)Fay Begor who was aboard the LCI(L)339 and was the flotilla medical doctor was among the wounded and died later aboard the hospital LST 464. From the LCI(L)342 James Eatmon F1/c who came from Georgia died later on APD 12 from his wounds.



The action aboard the LCI(L)341 was fast and furious. From the Official US Navy reports: “Despite serious damage to the vessel all officers and men acquitted themselves very admirably. Immediately after the hit, the ship became out of temporary control as the helmsman was knocked to the deck. However, collision with other vessels was avoided by the prompt actions of the C.O. & Executive Officer. The ship was backed down and then straightened out, going into the beach in its assigned position. The immediate list was partly corrected by ordering all troops to the starboard side. The crew stayed with their ship manning all four guns until 1030 when gun watch was secured but an armed watch was posted to prevent pilfering. The crew was moved to shore and lived in foxholes for two days, when all but the C.O. and two men were evacuated to Milne Bay.

During this time officers and men also assisted in saving the LCI 339, which had been abandoned on the beach and later started burning. A watch was posted over their ship by members of this crew. During the action one man was knocked into the crank which runs out the ramp, fracturing two ribs. This man was given medical attention ashore by the Army. Two out of four guns were manned during the action as crews from the other two guns were manning beaching station at the bow. The Pharmacist Mate aboard rendered assistance to the Australian Army personnel caring for wounded and tagging victims. Since the action occurred near the beach, the anchor on the stern was dropped shortly afterwards, by the anchor detail under the supervision of the Engineering Officer. During the run to the beach the C.O. immediately went below to inspect the damage and order assistance to the casualties.

The Executive Officer brought the ship around, correcting its direction, and brought it on to the beach. The C.O. supervised salvage operations, transferring men and wounded from the vessel, and also operation of the 339, where he worked most of the day putting out the fire and getting the ship headed into the beach after it had broached. It is felt that all the officers and men deserve commendation for the fine manner in which they all conducted themselves throughout.” Meanwhile the other 16 LCI’s of Flotilla 20 had retracted and had assembled at the rendezvous point. In just one landing they had lost 10% of their available capacity. The operation plan required sailing back to Buna, picking up more Australian troops and returning to Red beach within 48 hours as Echelon 7. The LCI’s arrived and embarked another 3,000 troops and departed by 1030 on September 5. They reached Lae’s Red Beach at 2300 without any additional losses. Before they departed Red Beach, the LCI(L) 224 picked up the crew of the LCI(L)341 who had been awaiting their arrival on the beach. The C.O., Lt(jg) Robert Rolf remained behind to direct the salvage and damage control operation along with two volunteers from the crew. The Navy had thought it could be able to commence salvaging both ships in just a few days.

There isn’t much information available to let us know what happened the following day because there were no US Navy ships present to record the events. In the damage report it simply says: “On 6 September 1943 during salvage operations the commanding officer was killed from shrapnel wounds experienced in a severe bombing raid.” When the crew was able to return over a month later they found his grave just off the beach.

The Seventh Fleet Report; Damage to the LCI(L) 341 states, “The LCI(L) 341 was beached at Lae, New Guinea on 4 September 1943. Due to incessant enemy bombing and strafing attacks it was not feasible to carry out salvage operations.” And, “Further investigation into this matter has been to no avail as the (Australian) troops involved have moved into the HUON PENINSULA...”. “In view of the above, it is recommended that the matter be considered closed, and that no further action be taken.”

The LCI(L)341 was salvaged a month after the landings, and able to sail under its own power to Milne Bay for drydock and conversion to a Rocket ship.

The Navy though did take additional action by awarding LT(jg) Robert W Rolf the Navy Cross. The commendation reads: *The President of the United States of America takes pride in presenting the Navy Cross (Posthumously) to Lieutenant, Junior Grade Robert W. Rolf, United States Naval Reserve, for extraordinary heroism and distinguished service in the line of his profession as Commanding Officer of an Infantry Landing Craft LCI(L), during the initial landing operations against Japanese-occupied Lae, New Guinea, on 4 September 1943. After skillfully landing his crippled landing craft, Lieutenant, Junior Grade, Rolf personally led a party in extinguishing numerous fires aboard and continued dangerous tasks under repeated Japanese strafing and bombing attacks until he was killed under fire. His inspiring leadership saved his ship for his country. Lieutenant, Junior Grade, Rolf's exceptional courage and valiant devotion to duty in the face of grave danger were in keeping with the highest traditions of the United States Naval Service. He gallantly gave his life for his country.*



A postscript to Operation Postern at Lae:

In the two articles that I have written we have looked at the actions of two officers of Flotilla 7 who were awarded the Navy Cross and had ships commissioned with their names. There was an additional Navy Cross awarded for exceptional courage on 4 September 1943 during those same landing operations. It was awarded to one of the crew members manning USS LCI(L)339; Kenneth W Smith RM2/c The commendation reads:

The President of the United States of America takes pleasure in presenting the Navy Cross to Radioman Second Class Kenneth William Smith, United States Naval Reserve, for extraordinary heroism and devotion to duty in action against the enemy while serving aboard an Infantry Landing Craft LCI(L), during the initial landing operations against Japanese-occupied Lae, New Guinea, on 4 September 1943. When a direct hit demolished the radio room of the LCI on which he was serving, although severely wounded, Radioman Second Class Smith proceeded to the bridge and replaced the injured helmsman at the wheel. After steering the ship to a beach, he returned to the damaged radio room and labored valiantly to restore equipment to service until he lost consciousness. Radioman Second Class Smith's exceptional courage and valiant devotion to duty in the face of grave danger were in keeping with the highest traditions of the United States Naval Service.

General Orders: Bureau of Naval Personnel Information Bulletin No. 336 (March 1945)

CHAPLAIN'S CORNER

^x WHO IS MY NEIGHBOR?

Luke 10:29-37, John 15:13, Col 3:15,
Lev 19:18, Psalm 18:39 NASB

In answer to the question, Jesus gave the story of the Good Samaritan. A man was robbed, stripped and beaten. Two travelers passed his half-dead body. A Samaritan stopped and showed compassion toward him. Bandaging his wounds, carrying him on his beast, paying for an inn and more care for someone whom he did not know. "Which of these three do you think proved to be a neighbor to the man who fell into the robbers' hands? The one who showed mercy toward him."

..."you shall love your neighbor as yourself" says the Lord. Many neighbors went together into battle, to fight for freedom of religion and speech and our way of life. Friends lost friends, neighbors lost neighbors, yet the battle continued. "For You have girded me with strength for battle: You have subdued under me those who rose up against me."

Veteran's Day was honored recently. It was set to be the 11th hour of the 11th day of the 11th month. Originally Armistice day in 1919 by President Woodrow Wilson, after WWI ended. This is a time that those who had served in the military during war-time be remembered and thanked.

"**Greater love** has no one than this, that one lay down his life for his friends."

We should be thankful for not only that, but each and every day God has given us. "Let the peace of Christ rule in your hearts, to which indeed you were called in one body; and be thankful".

If Jesus came to your house to spend a day or two. If he came unexpectedly I wonder what

you'd do. Oh I know that you'd give your nicest room to such an honored guest. And all the food you would serve to him would be the very best. And you'd keep assuring him that you were glad to have him there-That serving him in your home was a joy beyond compare.

But when you saw him coming would you meet him at the door? With arms outstretched and welcome to your heavenly visitor? Or would you need to change your clothes before you let him in? Or hide some magazines and put the Bible where they'd been? Would you turn off the radio and hope He hadn't heard? And wish you hadn't uttered that last, loud, hasty word?

Would you hide your worldly music and put some hymn books out? Could you let Jesus walk right in, or would you rush about? And I wonder-if the Savior spent a day or two with you. Would you go right on doing the things you always do? Would you go right on saying the things you always say? Would life for you continue as it does from day to day?

Would your family conversation keep up its usual pace? And would you find it hard each meal to say a table grace? Would you sing the songs you always sing, and read the books you read? And let Him know the things on which your mind and spirit feed? Would you take Jesus with you everywhere you'd planned to go? Or would you, maybe, change your plans for just a day or so? Would you be glad to have him meet your closest friends? Or would you hope they'd stay away until His visit ends? Would you be glad to have Him stay on and on?

From poem by Lois Blanchard Eades

Inspiration by:

Abe Lorenzo RM-1/c LCI 47 LCI 409

Gordon Smith QMC LCI 43

Perspiration by:

Richard Lovell FTM-1/FC-1 retired

(Vietnam era)

In Memoriam

LCI Flot 12
Robert E. Bell

LCI 67
Kenneth Fread

LCI 101
James Whent
(Last Royal Navy Member)

LCI 325
Joseph DelSante

LCI 399
Charles L. Handschew

LCI 419
James Grimm

LCI 449
Daniel Skulzacek

LCI 506
G. Hugh Carlton

LCI 527
Calvin C. Smith

LCI 615
Norman White

LCI 638
Gerald Nathel

LCI 668
Donald Compton

LCI 714
Leroy Langer

LCI 952
Carl "Dick" Boehlert

LCI (?)
Bert Tighe



USS LCI National Association Annual Membership Application

Renewal Application

New Application

Please Indicate Your Personal Connection to a LCI or a LCI Veteran

LCI Veteran (Self)

LCI Veteran's Family Member

Armed Forces Veteran/Active Duty

Other _____

Name _____

Your Final Rank or Rating _____

U.S.S. LCI Type () Number _____

Birth date _____

IF Other Armed Forces: Branch _____

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LCI Veterans; Please provide a Relative who we could contact if we are unable to contact you

Name _____ Phone () _____

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Attention LCI Veterans and Associates

We need your stories now. Write or email ..??....

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★ With Sincere Good Wishes For A
Merry Christmas And A Happy New Year

WW II LCI Christmas card, circa 1945. Source: Found by Robert Wright on E-bay auction