



USS LCI-713 Deck Log

Official Publication of the Amphibious Forces Memorial Museum
Summer 2018



LCI (L) 1013 - Hull No. 163
After Quarter Looking Forward
ALBINA ENGINE & MACHINE WORKS
PORTLAND, OREGON
JAN. 28, 1944



Inside:

- Our Oregon Connection
- The AFMM Hosts the 2018 LCI National Reunion
- LCI-713 Restoration and more

Deck Log of the USS LCI (L) 713

Summer 2018

Official publication of the Amphibious Forces Memorial Museum (AFMM)
an Oregon based non-profit charitable and educational organization.

*Thanks to our volunteers: J Wandres, Dave McKay, Rich Lovell, Gordon Smith,
Jerry Gilmartin and Mark Stevens. for their contributions.*

Contact Information:

Mailing: AFMM, PO Box 17220, Portland, OR 97217

Email: AFMM@amphibiousforces.org

Website: www.lci713.com

Facebook: www.facebook.com/lci713

The Cover: LCI 1013 under construction in the Albina Shipyard in Portland, OR. LCIs were built in two shipyards in Portland, Albina Engine and Commercial Iron Works (Now Zidell Marine), which produced over 70 LCIs for the war effort.

Visiting information: The LCI-713 is located in the Vigor Industrial Shipyard on Swan Island in Portland along with the PT Boat PT-658. We are open Monday, Thursday and Saturdays, but you need to let us know you are coming (preferably in advance) so we can know to meet you at our gate to let you in. Please contact us via one of our methods listed above.

AFMM Membership Information: Membership in the Amphibious Forces Memorial Museum is open to anyone interested in supporting our mission. For online memberships or donations, check our website or submit the attached form after the Presidents Letter.

WE NEED HELP: If you are interested in volunteering, we will gladly accept your help. Our primary work day on the ship is Saturdays and you don't need any skills to participate. If you do have an applicable skill we will try and take advantage of that too. We also could use help with administrative, website, accounting, fundraising and other non-physical areas. You would not even need to be local to participate.

Message from the President



Dear Shipmates and Supporters,

It is fun being a part of the AFMM. We have been able to make continuous improvements and grow our organization year over year for quite a while now. AFMM members feel the pride of ownership and they show it in many ways.

In this issue, you'll see some of the restoration progress we've made. You'll also see some pictures from this year's LCI National reunion hosted by the AFMM. This has become an annual tradition for us and it is always fantastic to have the LCI veterans and families visit the 713.

During World War II, Portland, Oregon made history as a major shipbuilding center. In the 6 shipyards in Portland alone, "Rosie The Riveter" and "Wanda the Welder" helped build "Liberty" and "Victory" ships and many types of amphibious ships and crafts including LSTs, LCIs, LCSs and LCMs. A very, very small number of these ships remain today. Of the 900+ LCIs built during the war, the LCI-713 is the only one in the world of its type remaining afloat.

Did you know:

- That right after WWII, the LCI-713 was purchase by C. T. Smith and Sons Tugboat and brought into the Columbia? Mr. Smith had to kick the Navy crew off to pick up his new ship.
- That at Zamboanga in the Philippines, the LCI-713 landed Port Company 296 of the 41st Army division? The 41st is also known as the Oregon National Guard.

Not only is the LCI-713 a unique and important piece of history, it is a memorial to Veterans lost. It tells their stories, not just a name on a stone. The word "memorial" in our name really means something. Bottom line: we have a strong connection to the Portland area and Oregon. Check out the great story by J Wandres on page 4 for more of these interesting historical details

As you know, we hired a fundraiser last year and have had some success, but it has been a learning experience. We do we anticipate better results coming over the next year. We always strive to get better and do more. We must look beyond granting foundations and secure more public, corporate and private support. And, we are always looking for more help to make this happen. If you have extra time, please consider volunteering. Portland residency is not required.

Our membership has provided the bulk of the funding necessary to keep our organization going and growing and we are very grateful and appreciative. But,

here's the bottom line, and that's no joke. LCI-713 has been in the water since its launch in September 1944 – three-quarters of a century ago. Above the waterline the ship looks great. Underwater? Not so great. AFMM needs to fund a comprehensive marine survey to determine integrity of the hull. We need to put the ship into dry dock for a hull repair and to install engines to replace those sold by the ship's former owner.

We are very optimistic about our future. Thanks to all of you, the AFMM has a decent nest egg which continues to appreciate. The AFMM receives enough funding for operations and restoration above the waterline; AFMM *has* the steel for our hull repair, and the AFMM *has* replacement engines. AFMM does *not* have the funds for a hull repair. Remember the iconic WW2 Poster, "I Want You"? Well, LCI-713 looks "haze gray." We need *you* to help us get underway.



Rick Holmes, AFMM President

Help Launch the LCI-713

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

Note: You don't have to use the form, but please keep us up to date on your contact info for our mailings. Thanks!

Dear Rick: Here is my contribution of \$_____ to help get the LCI-713 underway.

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:)

WWW.LCI713.com

From Albina to Zidell LCI-713's Oregon Connection

You read it right: As soon as Amphibious Forces Memorial Museum (AFMM) can raise the funds to repair the ship's hull, Amphibious Landing Craft (Large) 713 will be able to set sail under its own power. We want you to save the date for the launch of this historic vessel just like they did in Portland during World War II.

Most folks today don't think of Portland as a "Navy town," like Bremerton, or San Diego, or Norfolk. Portland's heritage lies in its shipyards. At Kaiser Shipbuilding during World War II "Rosie the Riveter," "Wanda the Welder," and hundreds of white and colored Americans worked seven days a week to build cargo-carrying "Liberty" ships, like *The Star of Oregon*, which helped to win the war for The Greatest Generation.

Portland had two other shipyards. Albina Engine & Marine was located in the traditionally black neighborhood of Albina.



LCI-1018 Down the ways at Albina

Among those who worked at Albina Engine & Machine was Charles W. Kellogg, who owned Northwest Copper Works. Kellogg's wife, Doris, was honored to christen LCI-1018 at Albina.



LCI-1018 Launching by Chuck Kellogg's Mother

Their son, Charles "Chuck" Kellogg II, born in September 1934, would later take over the company. Among Chuck's many accomplishments he earned a U.S. Coast Guard Merchant Marine Masters' License to captain a boat up to 100 tons. Chuck loved to tinker with and restore cars and boats, including a classic wooden cruiser more than 75 years old. He belonged to the Antique and Classic Boat Society and the Maritime Heritage Coalition. Kellogg was also active on the board of the Amphibious Forces Memorial Museum and Save the PT Boat Inc. The nonprofit AFMM owns LCI-713, which is moored next to the PT-658 in Portland's Swan Island Lagoon.

Commercial Iron Works was north of the Ross Island Bridge. At both yards workers built several types of support vessels that carried allied soldiers and supplies to war zones in the Atlantic and Pacific theatres. Commercial Iron built 56 LCIs; Albina put 21 LCIs into the water. In Vancouver, too, Kaiser's Ryan Point yard also worked

around the clock to build and launch several types of auxiliary vessels.

Early LCIs sent soldiers down side ramps into the water and up on to the beach. Later models, like LCI-713, had bow doors that opened and a ramp that dropped down.



LCI 741 Launching Ceremony at Commercial Iron Works

LCI-713 hulk spotted by a sharp-eyed Quartermaster

And that's where this sea story picks up. Following World War II only 65 LCIs were not scrapped. Today LCI-713 remains the last vessel of its type still afloat – anywhere in the world. Today LCI-713 is moored in Portland's Swan Island Lagoon and looking as if it could get underway soon.

Gordon Smith, then a native of Portland, served as a quartermaster on board LCI-43. His ship took part in the January 1944 invasion of Anzio, in German-occupied Italy. Around 2003 Smith spotted the badly rusted hull of an LCI lying partially sunk along the banks of the Columbia River. Smith, several veterans, and other interested parties would establish the Portland-based nonprofit Amphibious Forces Memorial Museum. By 2005 AFMM was able to buy the hull. A volunteer crew then set out to achieve what would seem impossible:

Restore the former LCI-713 and get the ship underway.

Not how. But why?

Why would one person, or even a group of veterans, undertake to accomplish what would seem to be “mission impossible”? For Gordon Smith, now well into his nineties, restoring LCI-713 would be visible proof-positive for future generations that he and his generation had been there: they had served.

Dave McKay, too, had served in an LCI in the Southwest Pacific during World War II. Also in his nineties, he has been an inspiration for his son to document the history of the “Elsie Items.” Dave McKay Jr. holds a Masters degree in history. “To preserve history,” he says, “You have to know it.” And know it he does!

Dave McKay, Jr. comes in from Canby. His “tools”? A laptop that holds images of all LCI-713 blueprints and specifications. Where did he get them? From several trips with his wife, Mary, to the Naval Heritage Center and the National Archives in Washington, D.C. Armed with a Sony digital camera they shot images of every pertinent document that relates to LCI-713. They also shot thousands of pages that pertain to the LCI class of ship, amphibious warfare doctrine, and World War II operational planning.

What would be so compelling about preserving the naval heritage of a work-a-day amphibious vessel? After all, LCI-713 isn't exactly the aircraft carrier *USS Hornet* (CV-8), now a museum ship moored at Alameda, California. It was from *Hornet* that Lt. Colonel Jimmy Doolittle launched a bombing raid on Tokyo. LCI-713 isn't like the battleship *USS Missouri* (BB-63), a museum ship at Pearl Harbor, Hawaii. On “Big Mo” General MacArthur took the

Japanese military leaders' surrender to end World War II.

In March 1945 LCI-713 supported Operation Victor Four, designed to re-take the Japanese-held Pacific island of Mindanao. At Zamboanga harbor LCI-713 landed Port Company 296. This company's mission was to set up a supply depot to support the Allied offensive of Mindanao. Port Company 296, attached to the Oregon 41st Infantry Division, was made up entirely of African-Americans. (Then legally referred to as "Colored.")



Port Company in Combat Gear

Blood, Sweat, Rust and more Rust

With regard to restoration and preservation of LCI-713, there are no professional nautical conservators to handle a well-endowed restoration. The work is being done by a committed crew of volunteers, financed mostly by donations from AFMM membership, which includes hundreds of navy veterans all around the nation. On nearly every Saturday year-round the crew gathers at the ship, berthed in Portland's Swan Island Lagoon. Each volunteer works on restoration of some component.

AFMM has received grants from Oregon's State Historic Preservation Office (SHPO),

and the Oregon Cultural Trust (OCT). AFMM's fund-raising professional is working diligently to garner support from other foundations and from the corporate sector. She encourages AFMM veterans to consider a program of planned giving to continue after their final duty call.

Together the AFMM board members, specialists, and supporters design and carry out programs to showcase and preserve the heritage of World War II-era landing craft. AFMM has hosted education seminars and served as a platform for Scout, Sea Cadet and Young Marines from the Portland metro area to learn more about amphibious ships. On one such visit a Scout looked up at the overhead (ceiling) in the crew's mess hall. Everywhere he looked he saw life jackets, each with a bronze nametag attached. The scout asked why a ship, with a crew of four officers and 23 men, would need dozens and dozens of life preservers. He learned that each one was a memorial, donated by a family member to honor a veteran and to support this last floating memorial to their service.

AFMM hosts the annual reunion of the national association of LCI veterans and adds stories of their service in World War II to the archive. AFMM produces the periodical *Deck Log of the LCI-713* and contributes to the national group's newsletter, *Elsie Item*.

Amphibious Forces Memorial Museum (AFMM) and its Landing Craft Infantry – 713 are proud members of HNSA – Historic Naval Ships association. More than 125 former American naval vessels are members of HNSA and on display as museum ships. Several other HNSA member nations have preserved the heritage of their naval vessels.

LCI-713 Restoration Update

Rich Lovell, AFMM VP

As of July 2018, many projects (*small and large*) have been completed by the all-volunteer crew. Short term and long-term jobs are all on the “Ship Work” Excel spreadsheet, updated regularly and shared with the crew.



The LCI-713 was looking good for the 2018 LCI National Reunion. We had over 100 visitors for the event, with 15 WWII Veterans.



The well deck had all the old paint ground off, Coro-sealed, re-primed with epoxy primer, the top-coated with deck blue.



Los Angeles business owner Phil Reed and his wife, Joy, prepare to “go ashore” from LCI-713. Reed served in LCI-35 which took part in the June 6, 1944 Allied invasion at Normandy. Here Reed crosses a “Rhino” barge used to carry men and equipment ashore. LCI-713 uses two Rhinos to access the ship from Swan Island.



Service in the Southwest Pacific theatre meant long exposure to the brutally hot sun - which could make the steel deck hot enough to fry eggs. The LCIs had a canvas cover installed over the well deck to protect crew and equipment. In this photo, taken in 1946 upon return to the USA, a tug tows LCI-713 to a berth at Long Beach, CA. Note the canvas cover atop the pilothouse. Also note the 20mm gun mount, starboard side of the 0-2 deck.



LCI-713 was one of 65 LCIs (out of 926 built) to survive World War II. Sold for only \$10,000, the ship went through several civilian owners. One previous owner installed a canvas top over the well deck. In 2017 AFMM decided to remove the jerry-built pipe frame. Plans are underway to fabricate and install an authentic cover for the well deck, as well as a cover for the pilothouse, and the 02-level deck aft. (If anyone has a spare 40mm cannon to donate, we'll install that, too!)



20mm Oerlikon gun kits were painstakingly reconstructed. Base mounts for these guns are very hard to find. Fabrication may be required.



More steel splinter shields for portholes restored and installed.



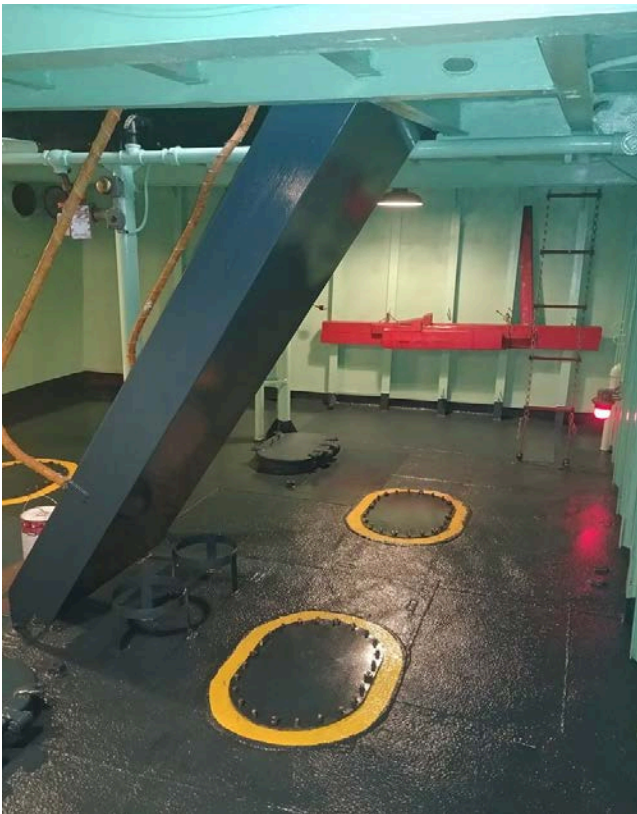
Long before AFMM acquired LCI-713, a former owner tore out much original equipment in the crew's head (urinal, commode, toilet, sinks, and showers). Based on original blueprint specifications, AFMM vice president Rich Lovell had Portland's Montavilla Sheet Metal make non-working replicas.



Crew member Jerry Gilmartin installs a sound-powered phone (In box, besides stern winch). The device, introduced in 1944, lets a user talk via handset, like a telephone, but without an external power source. The microphone transducer converts the pressure of sound into a minute electric current, and back to sound heard by the receiver.



Crew member John Ragno assembles plaques for memorial life jackets. A contribution of at least \$250 earns donor a memorial to a sailor who served. LCI-713 has 180 memorials.



Troop 4 insulated and painted.



AFMM volunteers Jerry Gilmartin and Sam Kimpton assemble display case for AFMM museum “annex” in Troop compartment four.



Brass builder’s plaque and engraved fundraiser plaque mounted by wardroom, Contributed by Jerry Gilmartin.



Troop compartment No. 4, which once held combat-ready soldiers, is being converted into a museum space to house and display AFMM’s growing collection of artifacts. Several are donated by navy veterans or families of those who have passed.



Handbill from Millbury MA promoting fundraising to build 713.



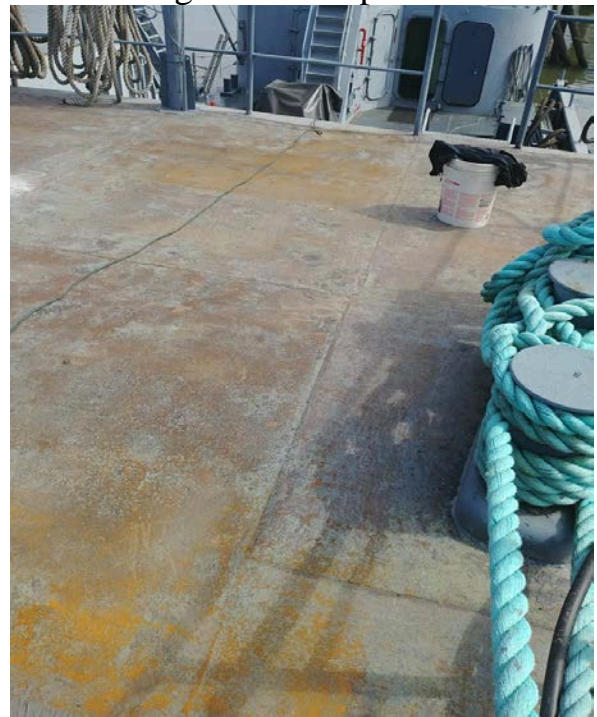
Engine room PORT side opening modified to fit 12V71 engine (in storage and ready). Hinged cover for safety. STBD is next.



“Two Bulletin boards have been constructed for the LCI’s on-board museum. These will document the role played by the 296 Port Company. LCI-713 transported this all-Black unit, attached to Oregon’s 41st Infantry Division, to Mindanao island, in the southwest Pacific, to support the army’s offensive against the Japanese.



“Boats” (Boatswain) Sam Kimpton assembles signal halyards. He has also restrung block and tackle and rigged the accommodation ladder (for access to the ship when moored offshore). Kimpton has also helped to restore and organize the LCI’s Bos’n locker.



A navy warship’s ever-present “enemy”: rust! Worn and peeling deck paint was stripped to bare metal, then coated with rust-proof primer, then painted gray.

Progress Through Power

By J. Wandres (JOC, USNR-R)

On a Saturday early in 2018 the LCI's crew made their way to the ship. We carried food that Rich Lovell would prepare for lunch. We carried gallon jugs of water for the "fuel" for the coffee that kept us going as we worked to restore the ship.

As I made my way through the crew's messing space toward the galley, I realized something was different; something was missing: I could hear guys in other spaces talking in normal voices. I could even hear waves lapping against the outside of the hull. Finally, the light bulb in my head went on: The diesel-powered generator was silent. The LCI, finally, was hooked into shore power!

According to AFMM president Rick Holmes, bringing juice to the LCI was as simple as tapping into the junction box used by our friends and neighbor, PT-658, which gives power and lights to their boathouse. The PT- group had tapped into the 480-volt, three-phase grid used by Vigor Shipyard, and stepped it down to 120v for everyday usage. AFMM tapped into the PT line and ran cable to the LCI. Over several weekends and a few weekdays, Rick Holmes Mark Stevens, Jerry Gilmartin, Steve Speltzer and Bill Kendricks connected the line to an isolation transformer . . . and there was light!

"It gives us a great advantage year-round," says Holmes. "It will save us about \$80 a month – the cost of diesel fuel." More important, it enables the LCI to hook up the ship's own heating and ventilation system and provide continuous security for the ship and its valuable artifacts and equipment.

"Phase one has given LCI-713 power. AFMM is now working to raise an

additional \$4,000. This will let us install a larger transformer to handle our security system, ventilation, and standby bilge pumps to keep the LCI high-and-dry. We need your support to help keep the lights on."



"A Shady Sea Story: About Not Seeing the Light"

The mighty naval warship plowed through the raging seas in the dark of night. On the bridge the Captain navigated a steady course.

Suddenly, the lookout shouted, "Unidentified light off the port quarter! It's heading right for us, Sir!"

The captain picked up a radio mic: "Unidentified light. This is the Captain of a mighty naval warship! Demand you navigate five degrees to starboard!"

After a pause, the reply came back through heavy static.

"Unidentified mighty warship. I am a lighthouse. Your call, Sir."

Capturing the Art of War

In their rush into combat, the soldier may be focused on what is directly in front of him. The future ahead -- and whether he will make it back home again -- is for later. By comparison, combat photographers and artists record the war through a wider lens.

George Withers was one of those artists. Recently his son, Brian, reached out to AFMM: Would we be interested to showcase some of his father's combat art? Withers' style is not the watercolors of combat artist Dwight Shepler or the "Willy and Joe" sketches of Bill Mauldin. Withers' pen-on-paper sketches show the "business" of war: A pier-side loading wharf somewhere; Army vehicles being off-loaded from a freighter. Sailors on board an armed troop ship, keeping a lookout for . . . U-Boats?



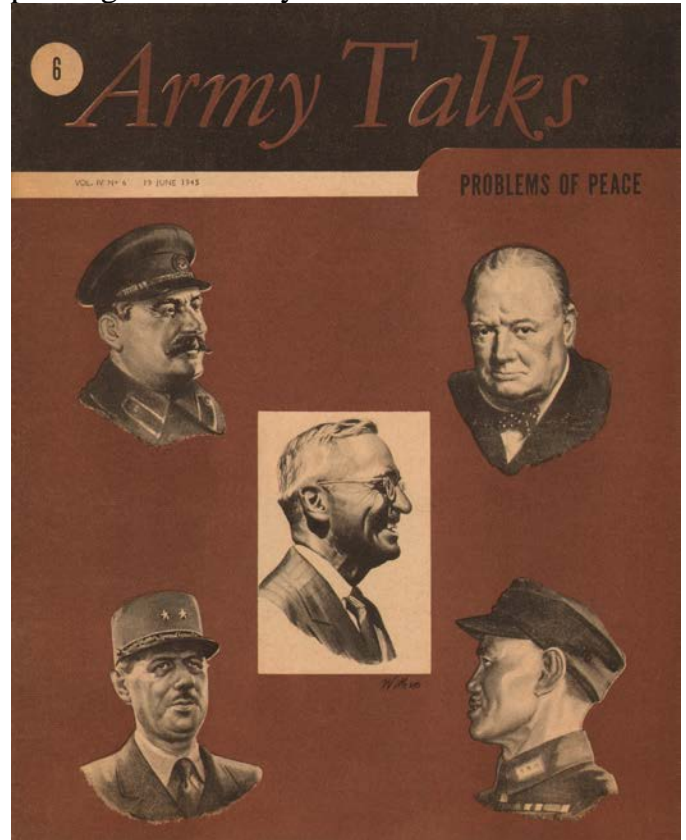
Offloading at Omaha Beach



Using a colored wash of Army brown and chill blue, Withers shows us himself in greatcoat watching a romance scene on a portable movie

screen. Scrawled around the image is a letter to someone back home. Then he writes how the scene made him feel: "Tonight I had to walk out on . . . 'When Irish Eyes are Smiling,' which in itself is no more than a gentle reminder of yourself." The compartment where the movie was being shown must have been cold: ". . . icicles so evident it was only natural to walk out . . ."

With a clear understanding that fighting forces cannot walk away from their mission, Withers inked a G.I. patrol advancing on an unseen enemy. The printed cut line below the sketch in *Stars And Stripes* newspaper explains: "At Guadalcanal the use of sizable enemy task forces would have isolated US Marines, prolonged war many months."



George Withers created portraits of Gen. Eisenhower, Gen. Lucius Clay and other notables. In civilian life he created illustrations for many books, magazines and products.

AFMM is grateful to Brian Withers for donating the copies to our onboard museum.

By J. Wandres (JOC, USNR-R)

FOOD MADE FOR THE MILITARY

By Rich Lovell, AFMM VP

Sarah Sicard-Task & Purpose 25 Sep 2017

Combat-Ready Kitchen: How the U.S. Military Shapes the Way You Eat.

Anastacia Marx de Saledo 2015

https://books.google.com/books?id=qm3IBgAAQBAJ&source=gbs_navlinks_s

SLICED BREAD. During WWII, Military scientists developed anti-staling additives for shelf-stable bread.

Cheeto powder. Walter Gerber, Fritz Stettler and James Kraft emulsified salts with cheese during WWI in a dehydrated mix. The Army used it a lot on pasta, potatoes and sandwiches. Frito Lay used this in 1948 to make Cheetos.

USDA worked on a thin, crispy dehydrated potato in the 1950's. The Quartermaster Corps and USDA created potato flakes which were reshaped into Pringles.

In 1941, a bite-sized candy was made that would not melt in your hand. The Military bought it. Now known as M&M's.

The Military used high-pressure processing to ensure long life food. Ready-to-eat guacamole was developed by the Army's Natick Soldier Systems Center in Boston area. Packaged deli meat, fruits & vegetables are a byproduct of this process known as HPP.

The Boiardi family taught local families in Cleveland how to cook Italian in their homes. In WWII Chef Boyardee produced military rations.

WWI saw the creation of instant coffee. 37,000 pounds per day were requested by October 1918.

PERISHABLE FOOD

LCI cooks had the challenge of cooking with a diesel stove & oven. Fresh foods were scant, but obtainable. The 20 cu ft freezer had enough food for one man per day for a week IF the freezer worked. Some did not and were used as tables. Fresh water was by the tank-no evaporators except for the Flotilla Flagship. LCI 713 had 2635 gallons.

LCFF- 9 Officers & 21 enlisted.

LCI(L) 4 Officers & 26 enlisted

LCI(G) 5 Officers & 65 enlisted

LCI(M) 4 Officers & 49 enlisted

LCI(R) 3 Officers & 31 enlisted

LCI(D)

LCI(X) 4 Officers & 24 enlisted

LCI(U)

Cook Dave McKay Sr., LCI 30-Pacific, LCI(X) 639-Med, talked about trading fresh caught small fish with the natives for fresh wild bananas. The entire bunch made 2 or 3 banana cream pies. They got a lot of Bully Beef (Australia) and lard-throw in the pot by the handful when cooking.

Cook Royal Wetzel bought 4 fresh eggs from a boat vendor for \$1(Philippines). Very small, they were enough for one sandwich. He remembers getting ONE orange during his tour and a banana.

Abe Laurenzo RM 1/c LCI 47-Med, LCI 409-Med, knew Italian so escorted the Officers when they were ashore to buy brown bread and cabbage in the Azores (Portugal) and Pozzuoli Italy buying fennel, onions, and carrots. When the troops were on board, the crew ate C and K rations with them.

Elmer Manick, BMC LCI(L) 33-Med, reported in the ELSIE ITEM that their cook was sick from the smell of diesel, so he ate soda crackers and the crew ate canned food. In Algeria N. Africa, there was a surplus of candy. The holds and lockers were filled with Baby Ruths, Butter Fingers, Mounds etc. for the return to England.

Gordon Smith, QM 1/c LCI 43-Med, stated in the Med all they had was canned food for two years. The only candy they had in gedunk was hard candy. They did have a fridge tied down to the fantail full of Italian cheese. An enemy shell hit it and Gordon was hit by cheese. The Compass gimbal was packed with cheese.

Ed Sieclenski, coxswain LCI(L) 93-Med, liberated food from Officers private locker to feed Sergeants of N. Africa and Sicily campaigns, per ELSIE ITEM.

Stanley Galik, SC 2/c LCI(L) 35, 229 (Flotilla 2 staff pool) Med, had fresh oranges & turkey. He made SPAM taste like chicken or steak.

Cook, Tommy Barnett, had problems with weevils in the flour sacks until he placed a ring of rye sacks around the flour-no more problems. He baked 26 loaves of bread every 2nd day on his LCI (G). He enjoyed peeling spuds by the spud locker. It was quiet and relaxing, when he was not humping 20mm magazines during GQ or doing Damage Control.

Vegemite (high in vitamin B) started as a WWII substituted in Australia for Marmite (made from brewer's yeast in beer making). Marmite was used by the British in stews and gravies. Australia's supply during the war diminished with the sinking of cargo ships by enemy submarines. It had widespread use in the 1940's. It was thick

and brown and extremely salty. Joy Reed (Phil's wife) called it disgusting.

Postum was a roasted grain beverage, popular during WWII when coffee was rationed. Postum was a government code name for Polonium-used in nuclear weapon initiators.

The Cookbook of the US Navy 1944 contains a table for when to catch fish to use as an additive to meals. Barracuda, mackerel, shad, whiting, perch, crab, scallops, lobster and pike were but a few. Being lower on the seniority chain for stores, replenishing was a challenge for many. Dave McKay Sr recipe for potato salad listed ingredients IF YOU HAD THEM.



Lining up for one of those great lunches on the LCI-713, usually prepared by Rich!

AFMM Hosts the LCI National Reunion

By Rich Lovell, AFMM VP

On May 4-6, 2018, we hosted the LCI Nation Association WWII veterans reunion. 15 WWII veterans attended the event along with family and friends for a total of over 100. What a great time to spend with these WWII heroes. Activities included: A tour of the Pittock Mansion in Portland, Famous Dave's BBQ Dinner, LCI-713 and PT-658 tours and surprise bonus of DUKW rides by Steve Greenberg. The LCI-713 was looking great and everyone had a good time! Navy Bean soup and Chili by Gordon Smith and Rich Lovell earned a five-star rating.



The ROSE CITY again welcomes everyone. Sue staffing the table.



DRESS SHIP was set for the 713, complete with added bunting on the bullnose. Crew standing by to assist.



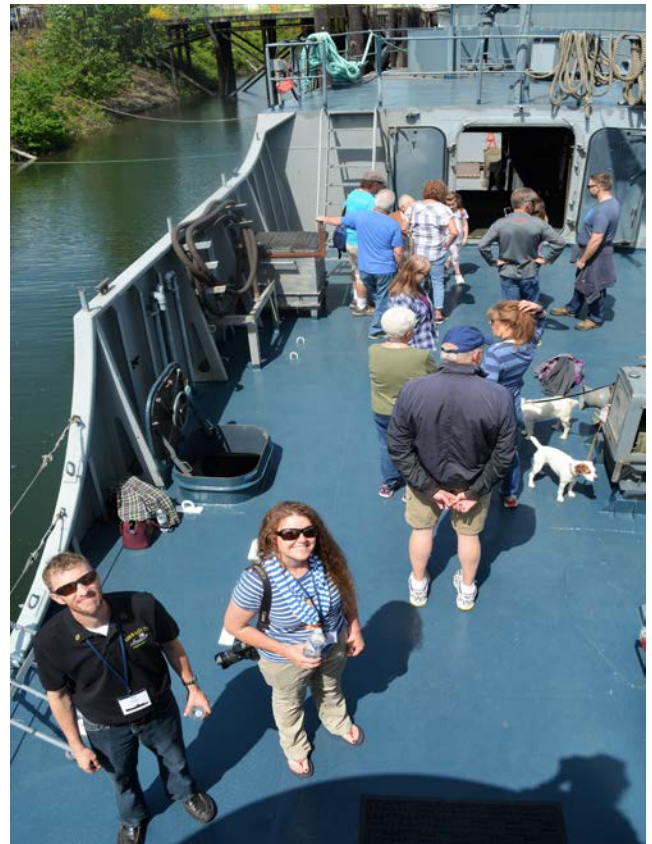
The LCI Veterans memorial service.



Richard Wright and Phil Reed touring the Pittock Mansion.



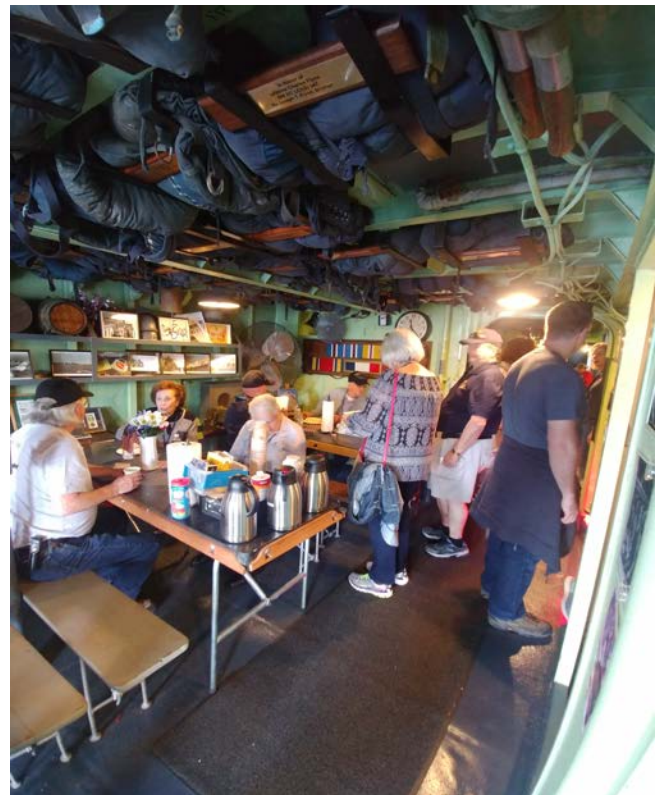
AFMM Volunteers move a very heavy 20mm Oerlikon cannon up onto the bow mount for display during the reunion.



WELCOME ABOARD



The young lady with the colorful backpack is a fourth-generation visitor of a amphibious navy veteran. The dog could smell the food all the way from LCI-713's freshly painted well deck.



A busy place in Crews mess!



DUKW (Amphibious Truck) rides.
Thank you, Steve Greenberg



Ralph Rayner, "Skipper" of LCI-944 and family and friends.



Kinlee Colivas having some fun



Famous Dave's outing

Sitting: Gordon Smith, Phil Reed, Ralph Rayner, Vern Malmquist, Harold McCreary, John Cox, Dave McKay, Josh Phares, Mark Stevens
Standing: Leo Kelley, John Woodard, Rick Black, Stan Galik, John Mackay, Chris Shelvik, Rod Scurlock, LeRoy Olson, Del Hollinger, Royal Wetzel, Dave Forman, Rich Lovell, Jerry Gilmartin, Sam Kimpton, Jeff Veesenmeyer, Bubba Conway



The Greatest Generation is joined by the other veterans attending the reunion dinner.



L-R Del Hollinger, Royal Wetzel, Chris Shelvik and Gordon Smith on the Bridge



The Banquet Dinner



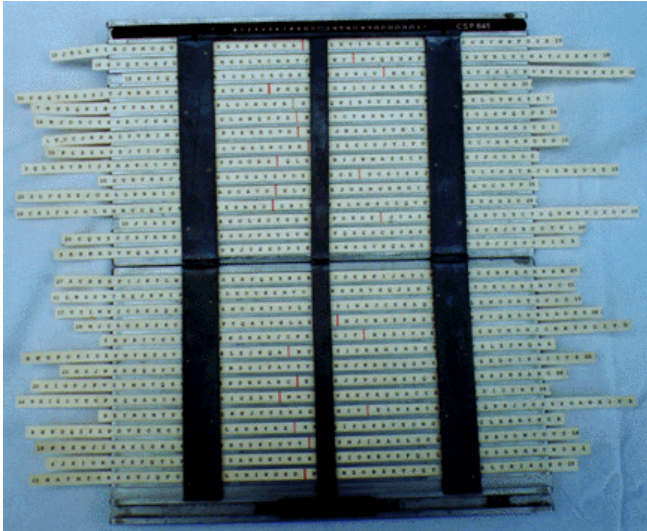
“Thumbs up” from Royal Wetzel

Anybody have a Spare M-138-A?

Decoding encrypted message traffic today is an immensely complicated task. Back-in-the-day, not so much. During World War II auxiliary vessels like amphibious landing craft used the CSP-845 (Or the U.S. Army’s M-138-A.) Made of aluminum, it looked like today’s laptop computer: 11-by-14 inches, hinged to fold in half.

Even Captain Midnight’s Secret Decoder Ring was more complicated. The G-845 used paper strips with lines of letters and numbers printed on each strip. The strips could be slid back and forth in channels in the aluminum base plate. The daily access code told the communications officer how to align the paper strips along a centerline, in order to read the plain text.

As AFMM works to complete the ship’s onboard museum, crew member J. Wandres (JOC-USNR-Ret.) is helping to restore the LCI’s radio room. In searching for a G-845 he found one on e-Bay for *only* \$250,000. So, Wandres contacted the National Cryptologic Museum, in Maryland. They sent details and close-up images so that AFMM can hope to fabricate a non-working replica of the G-845.



M-138-A coding machine

Lavar Kempton

By Gordon L. Smith, LCI-43 Veteran and AFMM Director

I traveled for seven or eight years to Eugene every week to see my daughter who was terminally ill.

I often had been armed with a roster of the National LCI Membership as I traveled up and down the Willamette Valley. I have stopped in Eugene, Salem, Albany Corvallis, Junction City and surrounding towns such as Cheshire, Turner and Oregon city to visit and get acquainted with LCI sailors and their wives. This brought a different spark of life to my trips and I have really met some interesting people in doing this!

The scenario is almost always the same. After knocking on the door, it will open just a crack. I will then show them my hat and say, "I am an LCI sailor" The door will immediately open wide accompanied with large grins and the greeting of, "Come on in!"

On one such trip, I stopped in to see the roster names of Lavar and Louise Kempton in Salem, Oregon whom I had never met before.

After entering their residence and making introductions, Lavar brought out some LCI pictures and clippings that he had hoarded. His opening comment was, "I didn't do much."

We had a little more of the "getting acquainted" conversation and then Louise spoke up.

"Lavar was in Signalman's School in San Diego. He wrote me that after graduation, he was sure he would have a few days leave before assignment.

I was living in Arizona. We had been married only just over a year and had a two-month baby girl. He told me to get a Greyhound Bus and bring the baby so we could have some time together."

She went on to say they had one night together. The very next day he was shipped out. With tears in her voice she said, "That was the worst day in my life!"

As I was driving another 60 miles north to Vancouver, I kept muttering and talking to my steering wheel: I kept pondering what Louise had said. Then it hit me like a sledgehammer! "Didn't do much!" "Didn't do much!"

Dear Reader, I would rather go through an invasion any day than go off to sea and leave a bride with a two-month-old baby.

This gives us a learning experience in that that there were many kinds of individual battles. It was not all shells, sinking ships and smoke.

These young men left their homes, their loved ones, jobs or schooling and said to their country, "Here I am. Take me. Send me where you want me to go" That is just plain WOW!

To me, there are thousands of Medal of Honor winners.

I had the privilege of telling Lavar and Louise's grown daughter {who was two months old in the above narrative} that her Dad could stand alongside any Medal of Honor Winner.

PAYING IT FORWARD: LCI-471, HARDY, HUDGE, A SECRET MESSAGE, AND FEDEX

By J. Wandres, JOC, USNR (Ret.)

It was difficult to know what was going through the mind of Mary Smith, 36, and her brother, James, 25 as they toured LCI-713. All over the ship were signs of work-in-progress: rust being suffocated under Corro Seal. Research on dimensions of where a replica galley cook stove would go. Planning for the next Scout troop visit and project. Most of the restoration work was probably lost on Ms. Smith. She turned to her father. "Was Granddad on a landing craft like this," she asked. "It seems smaller than what I thought a warship should be." Thomas Hardy smiled at his daughter's question. Small, yes, he thought, but a warship no less. He and his adult children continued their tour of LCI (L) 713. They climbed the ladder to the foredeck, to the No. 1 gun tub, still missing its 40mm cannon.

Thomas Hardy, a professor at the U.S. Army's Command and Staff College, is the son of the late Ensign David H. Hardy. As a naval reserve officer, David Hardy was communications officer in LCI (G) 471, under the command of Lieutenant (jg) Robert S. Hudgins. Professor Hardy stared at LCI (L) 713's empty gun tub, perhaps silently offering thanks to whichever deity had spared his father's life.



USS LCI(G) 471

Well, it may not have been the deity on duty that day in February 1945 which saved his life. Actually, Ensign Hardy lived because he was not able to decode a secret radio message sent to LCI (G) 471. The date was 17 February 1945 – a Saturday, if anyone cared. LCI (G) 471 and several others assigned to Task Group 52.4 were lying off Iwo Jima's Red Beach. In two days, on 19 February 1945, the main allied assault force would storm ashore to take back the

Japanese-held rock just 760 miles from downtown Tokyo. The LCI gunboats were ordered to cover the planned invasion beaches. Their objective:

provide cover for UDT swimmers sent in to clear obstacles and mines. As the first group of LCIs closed to within 1,000 yards they came under intense 5-inch gunfire from enemy guns concealed on Mount Suribachi. Unknown to the LCIs the Japanese had the beaches range-marked and their fire was devastating.

After the task unit's flagship, LCI (G) 438, was severely damaged the flag shifted to Lieutenant Hudgins' LCI (G) 471. Ens. Hardy was the ship's communications officer, but his battle station was No. 1 gun. LCI (G) 471's battle report would later state: "1106 relieved LCI 438 and . . . drew heavy enemy fire. 1109 commenced firing all guns . . . received hit (judged to be a 5-inch shell) . . . 1125 headed back into beach. 1128 received hit on forecastle which knocked out No. 1 40mm gun, killing 9 men and wounded 6 others. . . ."

But not David H. Hardy. Minutes earlier Lieutenant Hudgins had directed his communications officer to the radio room to break a secret message that had just come in. The message would give the LCI unit their next orders. Hardy called up to the skipper in the wheelhouse that he could not break the secret message! He did not have the proper decoding key! Minutes later the enemy shell scored a direct hit on the forward No. 1 gun mount. Several LCIs were severely damaged, or sunk. LCI (G) 449 suffered multiple casualties but it's commanding officer, Lieutenant (jg) Rufus Herring, kept firing

back. For his bravery Herring was awarded the Medal of Honor. Lieutenant (jg) Hudgins of LCI (G) 471, and the other LCI commanding officers were awarded the Navy Cross. The entire task unit earned a Presidential Unit Citation. However, the official after-action report of the LCI's participation dryly noted that in future missions, "LCIs should not be ordered to close within range of emplaced superior gunfire."

In a way, Professor Hardy said, by inviting his children to visit a ship like the one their grandfather had served in, he was helping to bring to life the unquestioned bravery of *his* father.

Paying it forward -- via FedEx

Among the LCI models in LCI-713's onboard museum is a model of LCI (G) 471. It had been crafted by the noted model builder Carl Chapelle, and donated to be raffled at an LCI National convention. The lucky ticket holder? Lieutenant Robert S. – and now -- Judge R. Stanley "Hudge" Hudgins. Chapelle agreed to affix 471 to the LCI's hull, and he personally delivered the model to Judge Hudgins, then living and practicing in Virginia Beach. For many years Judge Hudgins kept the model in his home office. Before he died in 2011 "Hudge" asked a long-time friend to keep the ship model safe. The friend, too, died but left the model in care of his sister.

She knew little about the model, its history, or what it represented. What she was sure of, she didn't want to just give it away to some charitable organization. Her daughter searched the Internet and found the Amphibious Forces Memorial Museum -- AFMM. The daughter contacted Gordon Smith (LCI-43), co-founder and honorary chairman of AFMM. Gordon welcomed the offer to include the model in LCI-713's museum. Mother and daughter packed the model carefully and took it to a FedEx office. The clerk informed that shipping charges from Virginia Beach to Portland, Oregon would be \$360, which was about \$350 more than the woman could afford. Several people were in line, waiting to ship their

packages. Then, a man stepped out of line and said to the FedEx clerk, "I will pay the shipping."

J. Wandres, JOC USNR (Ret.) serves on the AFMM board of directors, and handles the nonprofit organization's public affairs. A freelance writer, his feature articles on naval history have been published in *All Hands*, *Compass*, *Military History*, *Naval History*, *Spectrum Monitor* and *World War II History*. He is the author of *THE ABLEST NAVIGATOR: Lieutenant Paul N. Shulman, USN, Israel's Volunteer Admiral* (Annapolis; Naval Institute Press; 2010)

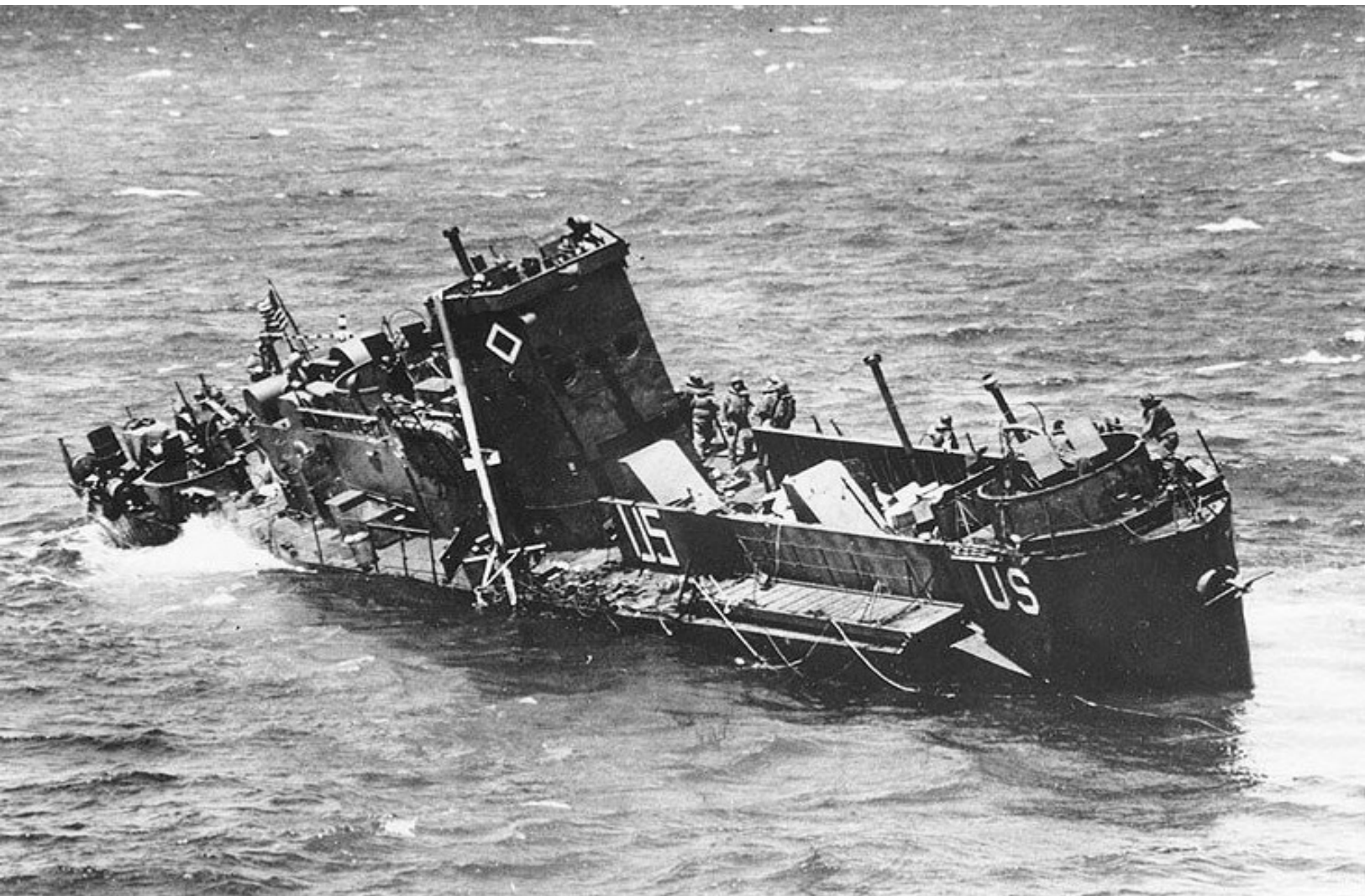


Gordon Smith with Model of 471

Amphibious Forces Memorial Museum

PO Box 17220

Portland, OR 97217



LCI 85, Hit by German Artillery Fire just before sinking at Normandy