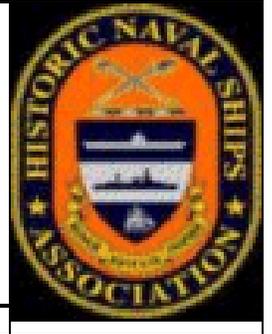




AMPHIBIOUS FLEET NEWS

Spring 2013 Update

Amphibious Forces Memorial Museum and the LCI-713



Elections/Bylaws:

March 16 is our annual Member meeting which finalizes our Directors elections. Our bylaws are also getting a minor refresh. All members are welcome to attend. We are currently boat access only, so we ask that if you are planning on attending the meeting, please let us know in advance so we can arrange transportation.

On that note, we are still looking high and low for that more permanent moorage location. We do have some very strong possibilities and hope to have some news in the near future.

New Volunteers!



Robert Johnson, a real whiz at old Radios. Robert has taken charge of the Radio room and has already got our units into operating condition.



Larry Brosh, a retired Navy Interior Communications Electrician, is helping in several areas, including starting to work on our directional gyro.

Restoration Continues:



Camo: Our paint project is underway. The 713 is getting a new "Camo" paint job, just like it had when it came out of the Lawley shipyard. This had been delayed for that rainy winter weather.



Troop 2: The Museum display space in Troop 2 is shaping up. Check out the flag display boxes. Thanks to Jerry Gilmartin for making these!

Scrap: We have undertaken the huge project (that no one really wanted to work on) of getting rid of metal scrap and unusable items. Our storage area in troop 3 is looking good.

Prep: We've been doing the prep work for our bottom stabilization project. We will be filling a couple of our really bad bilge spaces with foam, which should keep us in good stable condition until we raise the dollars for that new bottom.

Bosuns Locker: The bosuns locker is getting a cleanup and facelift, which is long over do.



Electrical: We are upgrading our electrical system to include our new 10K generator, transfer switch and new electric panel.

Fire Pump: We recently completed the installation of an electric fire pump, so we now have our fire main energized.

Head: And that long needed operational ships head is in fact operating.



Ribbons: We finally have our Ribbons installed, Are these not great? Thanks to AFMM Crew member Dave Stock for making these possible.



Scary: The Woodruff Father and son team fixing the lines on the mast.

History Lesson:



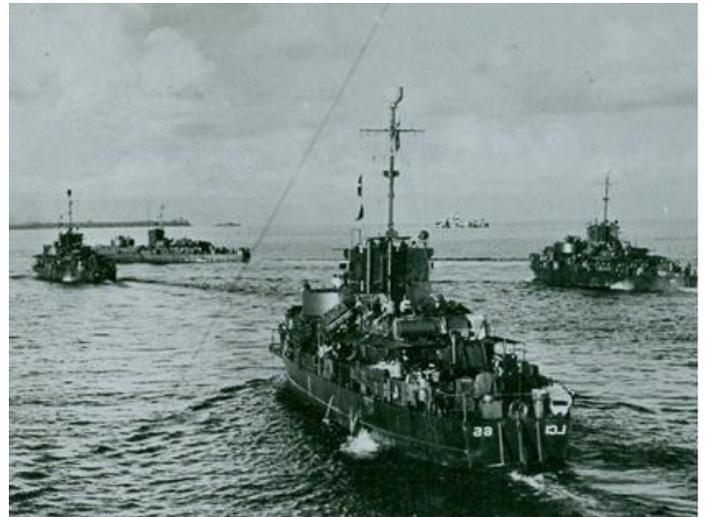
The LCI "Q62" in Argentine naval service. This ship was the former LCI 581 which was built at New Jersey Shipbuilding (Barber, New Jersey) in early-1944. It was assigned to US LCI Flotilla 28 in the Mediterranean and participated in the invasion of Southern France. It was decommissioned in early 1946 and later sold to Clark Sales Co. of Long Beach, California. It and fourteen other LCI's along with three LSMs were purchased by Clark Sales and were then re-sold to the Argentina via their Washington DC based Argentine Naval Commission in 1949.



This photo shows LCI 678 hard aground at Buckner Bay (Nakagusuku Wan), Okinawa after a typhoon on October 9, 1945. Built by the George Lawley shipyard in April, 1944, it was originally assigned to Commander Montgomery's Flotilla 6. The LCI 678 was one of 222 vessels grounded by the storm. It was refloated on November 3rd but the extensive damage determined that it was to be stripped of parts and sunk. This was accomplished on February 13, 1946 just outside the entrance to Buckner Bay at 26 12.2N, 128 01.4 E .



The low pilothouse of the LCI 246 in this photo shows that it was built for the British by New Jersey Shipbuilding and turned over to the British Navy in December 1942. The LCI 246 was assigned to the British 1st LCI Flotilla (later reassigned to the 251st LCI Flotilla). It participated in the Sicily, Salerno and Anzio landings. It was transferred to England in time for the Normandy landings and participated as part of Force "S" (Sword Beach). It continued to operate from English ports as part of the cross channel shuttle service until the end of the war. After its return to the United States it was quickly declared surplus, transferred to the Maritime Commission and sold to McAllister Bros. Inc of New York, New York on October 30, 1947. This photo was taken in the Azores as the LCI 246 was returning to the United States after Lend Lease.



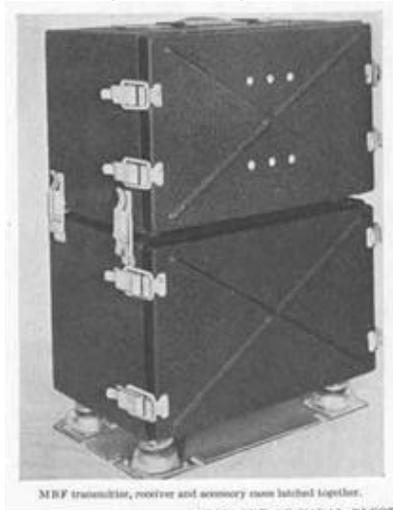
This photo shows four LCI "anti-landing craft gunboats", including the LCI 65, preparing for action at Morotai. These gunboats were originally converted to combat armored Japanese landing craft that were island hopping reinforcements in the Salomon Islands. These LCI's were armed with one 3" 50 cal., a mix of 40mm and 20mm cannon as well as .50 cal machineguns. This level of firepower came in handy in covering landings as well as defending themselves. On October 24, 1944 the LCI 65 shot down a Japanese "Sally" medium bomber with one shot from its 3" gun.

Have you seen?

This quarter we are trying to add selected items to round out the ship's communication equipment. We are currently looking for three (3) Speaker Amplifier Units (NT49620). These were used in conjunction with the ship's RBO entertainment system. There were several different companies manufacturing these units so the physical characteristics may vary. We also need an MBF radio transmitting and receiving unit. This was a short range low power system used to communicate (roughly line of site) with nearby ships.



Speaker Amplifier



MBF Radio Stack



MBF Radio

Finally:

We have a very dedicated and all volunteer work force that puts forth many hours of their precious free time towards restoration. Your donation dollars keeps the work going. Every donated dollar goes directly to the welfare of the ship and every dollar will have a double impact when used as matching funds to obtain grants. You can contribute via mail to our PO Box or online on our website.

Thank you all again and we hope to see you all out on the 713!

We wish you all Fair Winds and Following Seas,

Rick Holmes, AFMM President

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