

Joint Issue of

ELSIE ITEM

and the

DECK LOG OF THE USS LCI(L) 713



Official Newsletters of the USS LCI National Association and
The Amphibious Forces Memorial Museum

ISSUE 133

SUMMER 2026

20 YEARS AGO



Inside this Issue

- 2026 Restoration & Updates for LCI(L) 713
- LT(jg) Pettijohn's LCI(M) 1057 Diary
- Witness to Sinking of LCI(L) 1
- Memorial Day Tribute: The Cost of War



Amphibious Forces Memorial Museum

Home of the LCI-713

MISSION

The Amphibious Forces Memorial Museum (AFMM) is an Oregon Non-Profit organization dedicated to the restoration and preservation of the USS LCI 713. Our Mission is to preserve the history of the Amphibious Forces in WWII, Korea, and Vietnam, to educate the public on the rich naval maritime heritage that the Amphibious Forces have played in our nation's history, and the importance of preserving historic naval ships for future generations.

INFO

www.amphibiousforces.org
www.facebook.com/lci713

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The "Deck Log of the LCI-713" is the Official publication of the AFMM. Membership is available to anyone interested in our mission of historical preservation and education. For more info, please visit our website.

This publication is a collaboration of the USS LCI National Organization and the AFMM.

Notice: The AFMM or USS LCI National Association is not responsible for the accuracy of the content. There is an immense amount of research that goes into some of these articles, and we rely on the diligence of the author of each article.



Navy and Coast Guard Veterans of World War II and Korea USS LANDING CRAFT INFANTRY NATIONAL ASSOCIATION

MISSION

The USS LCI National Association is dedicated to preserving the history of the World War II Landing Craft Infantry ships and honoring the sailors that manned them. In our publications and website you will find first-hand accounts from the sailors, stories about the battles they fought, the experiences they had, and historical photos.

usslci.org



To learn more about **your** LCI history, **your** collective experiences during the war, and other related LCI information, please visit **your** website. Here you will find all the information related to LCIs that we have acquired. **Enjoy your visit!!**

ABOUT US

- What We Do
- Officers & Executive Board
- AFMM-LCI-713 Alliance
- Non-Profit Status

THE STORIES

- Featured Stories
- Story Archive
- Share Your Story

THE ELSIE ITEM

- Recent Articles Available Online*
- The Archive
- Other Research Resources

THE LCI EXPERIENCE

- LCI Facts
- Combat Awards
- Honor, Valor, Sacrifice
- Reunions
- The LCI-713

* Note: The most recent articles and updates to the site will appear shortly after the publication of each Elsie Item Issue

Your Story



We are always looking for stories and memories of your LCI service. Although we are primarily interested in your experiences aboard an LCI ship, we are also interested in the circumstances leading up to your entry into the Navy and the impact that your WWII experiences have had on your postwar life.

General guidance on sharing your story can be downloaded from the Association website: usslci.org/share-your-story/. Any letter to the editor can be sent to **Jeff Veesenmeyer (JeffreyMktg@gmail.com)** or the postal address below.

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"Elsie Item": Official publication of the USS LCI National Association, a non-profit veteran's organization. Membership in the USS LCI National Association is open to any U.S. Navy or U.S. Coast Guard Veteran who served aboard a Landing Craft Infantry, to anyone related to an LCI veteran, to any past or current member of the U.S. Armed Forces, and to anyone interested in the history of LCIs.

Notice: The USS LCI National Association is not responsible for the accuracy of articles submitted for publication. Time and resources do not permit the ability to check each story; therefore, we rely on the author to research each article.

LCI-713 Currents

Dear AFMM, LCI National Association members and followers,

As I wrote in the December issue, we have been looking for a Marine Engineer who could help us spec-out a repair process for the bottom. Well, we found one. Thank you, Mike Getscher, Executive Director of the Historic Naval Ships Association, for referring us to Tim Greeson of TM Marine Services. Tim has a significant history of working on historic ships, the latest being the hull restoration of the Battleship Texas! Quite an accomplishment.

We are hopeful that Tim can engineer a repair plan for the *LCI-713* that will be appropriate for an 80-year-old WWII ship. Without this, shipyards require full commercial compliance for any work, which is prohibitively expensive.

With that, we now have a clearer picture of what we will need for our fundraising efforts. Phase one will be to try to raise \$35,000 to cover Tim's engineering fees without using our bottom account. Phase two will be to use the plan he produces to get shipyard repair estimates.

We intend to try to use some online and social resources, but we are inexperienced. If any of you *LCI-713* supporters have any experience in these areas, we could definitely use some suggestions.

Although our restoration update may seem a bit redundant, the grinding, chipping, and painting have taken up a large number of crew work hours to get to where we are now. And the ship is looking good! We have acquired and installed a Handy Billy pump in the Foc'sle, which is another rare artifact to add to our displays. And the mess table re-do was quite a tedious job, removing the old tabletop coverings. They look great now. Check out the pictures in the restoration article.

We are still anticipating receiving a bounty of historical equipment from the USS John Brown Liberty Ship in Boston. The holdup has been waiting to coordinate with opening the hold onboard, which requires a very large crane. It is very gracious of the Brown crew to share some of the things that they do not need, and we do. We will only incur shipping and travel costs.

As always, our primary goal is hull repair, and that remains our focus. We so appreciate your support, as that is driving the effort to get the job done. Together, we will get the *713* in shape to teach histories' lessons to the next generation. Please help us to continue our work.

We wish you all fair winds and following seas!



Rick Holmes

AFMM President

Yes, I want to help launch the LCI 713!

You may also donate online via our website's secure donation page:

www.amphibiousforces.org

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

Amphibious Forces Memorial Museum
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Portland, OR 97239-3871

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

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

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

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Email: _____

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

LCI or Ship affiliation _____ Branch/rank _____

Other ways you may show your support:

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

My Gift Is: In Memory of In Honor of

Person's name _____

Comments: _____

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

2026 Membership Renewals: As of May 7, 2026, there are still a few members who have not returned their renewal forms. Please take the time and do that today! For the majority who have renewed, I want to express a sincere "Thank You!" I also appreciated the many notes that were included with the renewals expressing your appreciation that we have been able to keep the association active and a viable source of information for family members seeking information about their LCI veteran.

I wish to thank everyone who made such generous contributions with their renewals. It truly reinforces the idea that we are doing things right in the eyes of our members.

We have **TWELVE** WWII LCI veterans renew their membership in the Association. The estimate is that there are fewer than 50,000 WWII veterans remaining. I am so proud to report that our USS Landing Craft Infantry National Association still remains as one of the very few WWII Veteran Associations remaining active, 81 years after the end of The War. What a remarkable group of veterans we continue to represent.

We continue to Celebrate the lives and legacies of our WWII veterans. During the year 2026, our veterans will celebrate these Significant Milestone Birthdays.

Member		BORN	AGE	Rank\Rate	Resides	WWII LCI
WILLIAM	YAKEY	1923	103	MoMM2/c	IL	LCI(L) 661
HARRY	RITZEL	1924	102	CMoMM	NY	LCI(L\R) 341 LCI(L) 362
DIXON	HEMPHILL	1925	101	LCDR	VA	LCI(G) 514
RAYMOND	JACOBSEN	1925	101	MoMM3/c	NY	LCI(L) 412
RODERICK	SCURLOCK	1925	101	QM3/c	ID	LCI(G) 565
ELMER	RADZIK	1925	101	GM3/c	AZ	LCI(G) 64
ABRAHAM	LAURENZO	1925	101	RM1/c	WA	LCI(L) 47, LCI(L) 409
J. R.	REID	1925	101	S3/c	VA	LCI(G) 65
CHRIS	SHELVIK	1926	100	SM2/c	OR	LCI (R) 377
ROBERT	GONZALEZ	1926	100	S1/c	TX	LCI(M) 805
DELBERT	HOLLINGER	1926	100	RM2/c	CA	LCI(G) 470
MAX	RUTMAN	1927	99	SC2/c	MN	LCI(G) 442



Gator Gossip

By Jeff Veesenmeyer

About twenty years ago, the Amphibious Forces Memorial Museum (AFMM) purchased a rusty old, leaky hulk of a ship. That ship was *LCI(L) 713*. Their mission was to restore and preserve it to what it is approaching now. It is the only LCI afloat in WWII configuration.

This combined issue for the *Elsie Item and Deck Log of the USS LCI(L) 713* marks the 20th Anniversary for this ongoing restoration project. The before and after photos on our front cover show the massive transformation that has taken place over the past two decades. Volunteers continue the work. See what has been accomplished so far this year in the photo updates inside this issue.

Mr. Veesenmeyer,

I continue to receive the *Elsie Item* and for many years have enjoyed reading its content as a way, perhaps, of “staying in touch” with my dad. My father was a “keeper of paper.” He left me many items related to his one year and ten months service in the USNR, which included traveling thousands of miles back and forth from the Pacific Theater to Pearl Harbor. One of the items he kept was a calendar on which he jotted his location and other information. For years, I’ve been wanting to take that calendar and other information he left and compile a brief account of his service. I finally got around to

the task and have attached it for your consideration.

Regards,

James B. Pettijohn, Columbus, Missouri

Editor’s Note: Thank you James. I was able to expand your *brief* account into a good story with photos for this issue. I believe your dad would be pleased.

Jeff, I found this photo with a caption in an old local newspaper for my town. It was published in the Westbury Times in October 1944. *John Ratomski*



The caption reads... This new type rocket ship opens the beach defenses as the first wave prepares to go ashore during the invasion of Morotai Island.

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

AFMM Restoration Update

A Tribute to Steve Adams

**“His anchor is lifted,
his voyage is now complete.”**

It is with a very heavy heart we announce the passing of Steve Adams. Steve passed away unexpectedly on May 20, 2026 at the age of 75. Steve was an AFMM board member, key volunteer and mechanical mastermind for the LCI-713 restoration project.



If you need to have your 20MM gun repaired, Steve was your man. His knowledge and skills would have made a Chief Gunner's Mate proud.



Steve Adams celebrated his 75th Birthday in February of 2026 aboard the LCI-713.

Steve's involvement with the LCI-713 restoration project was a tribute to his father, WWII veteran, Lomer Howard Adams of LCI-1023. Steve served in the US Navy too, as an aircraft mechanic, during the Viet Nam War. Steve was a hands-on man highly skilled in many trades including fabrication mechanics and welding.



Stev's Hands-on Energy captured in pictures (top left clockwise)

- 1 Threading pipe for fire mains.
2. Assembling a Fabricated stack
3. Resurfacing galley tables
4. Welding in a T-Bar patch
5. Fabricating Tools Boxes
- 6 (center) Handy Billy overhaul because some jobs are easier when sitting down.



Steve was a friend to all of us and we will miss him immensely. He has left our ship with a list of accomplishments that will be part of his permanent legacy for many years to come.

USS Barb, The Sub that Sank a Train

By Frederick Langston QM1/c LCI(L) 605

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953 was actually an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers.

The U.S.S. Barb was a pioneer, paving the way for the first submarine launched missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive. The USS Barb was indeed, the submarine that "SANK A TRAIN". July 18, 1945 (Patience Bay, off the coast of Karafuto, Japan)

It was after 4 A.M., and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make one more trip with the men he cared for like a father, should his fourth patrol be successful. Of course, no one suspected when he had struck that deal prior to his fourth and what should have been his final war patrol on the Barb, that Commander Fluckey's success would be so great he would be awarded the Medal of Honor.

Commander Fluckey smiled as he remembered that patrol. "Lucky" Fluckey, they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy

ammunition ship. Two weeks later in Mamkwan Harbor he found the "mother-lode", more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington, DC to receive the Medal of Honor? He smiled to himself as he looked again at a map showing the rail line running along the enemy coastline. Now his crew was buzzing excitedly about bagging a train. The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives, one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men. Thus, the problem: how to detonate the charge at the moment the train passed, without endangering the life of a shore party. PROBLEM?

SOLUTIONS! If you don't look for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony is broken with an exciting new idea. Instead of having a crewman on shore to trigger explosives to

blow both rail and a passing train, why not let the train BLOW ITSELF up. Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. "To complete the circuit (detonating the 55-pound charge) we hook in a micro switch ...between two ties. We don't set it off, the TRAIN does." Not only did Hatfield have the plan, he wanted to be part of the volunteer shore party.

The solution found, there was no shortage of volunteers, all that was needed was the proper weather...a little cloud cover to darken the moon for the mission ashore. Lucky Fluckey established his own criteria for the volunteer party: No married men would be included, except for Hatfield...The party would include members from each department...The opportunity would be split between regular Navy and Navy Reserve sailors...At least half of the men had to have been Boy Scouts, experienced in how to handle themselves in medical emergencies and in the woods.

FINALLY, "Lucky" Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that "as commander he belonged with the Barb," coupled with the threat from one that "I swear I'll send a message to ComSubPac if you attempt this (joining the shore party himself)." Even a Japanese POW being held on the Barb wanted to go, promising not to try to escape.

In the meantime, there would be no more harassment of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would "lay low", prepare their equipment, train, and wait for the weather.

July 22, 1945 (Patience Bay, Off the coast of Karafuto, Japan).

Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had built their micro switch. When the need was posed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed tools. The only things beyond their control were the weather....and time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. This would be the night.

MIDNIGHT, July 23, 1945, The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore, it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland.

Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot

drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the ladder, then stopped in shock as he realized it was an enemy lookout tower....an OCCUPIED tower. Fortunately, the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw and warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more slowly and quietly. Twenty minutes later the holes had been dug and the explosives and batteries hidden beneath fresh soil.

During planning for the mission, the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. If the sailor who had once cracked walnuts on the railroad tracks slipped during this final, dangerous procedure, his would be the only life lost. On this night it was the only order the saboteurs refused to obey, all of them peering anxiously over Hatfield's shoulder to make sure he did it right. The men had come too far to be disappointed by a switch failure.

1:32 A.M. Watching from the deck of the Barb, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. He had skillfully, and daringly, guided the Barb within 600 yards of the enemy beach. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his saboteurs became necessary.

1:45 A.M. The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, "CAPTAIN! Another train coming up the tracks!" The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil!", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M. The darkness was shattered by brilliant light and the roar of the explosion. The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the cars began to accordion into each other, bursting into flame and adding to the magnificent fireworks display. 5 minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb turned to slip back to safer waters. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. "Lucky" Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had "sunk" a Japanese TRAIN!

On August 2, 1945, the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile, United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a

single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15th. On September 2, 1945, in Tokyo Harbor the documents ending the war in the Pacific were signed.

The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the 8 sailors who blew up the train at near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese "homeland" of World War II.

The eight saboteurs were: Paul Saunders, William Hatfield, Francis Sever, Lawrence Newland, Edward Klinglesmith,

James Richard, John Markuson, and William Walker.

Footnote: Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wears in addition to his Medal of Honor, FOUR Navy Crosses, a record of awards unmatched by any living American. In 1992, his own history of the U.S.S. Barb was published in the award-winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.

PS: The Admiral graduated from the US Naval Academy in 1935 and lived to age 93, passing on in 2007.



*Rear Adm. Eugene B. Fluckey
By USN, Photographer's Mate 2/c Moiz -*



**United States Navy
Medal of Honor**

There are separate versions of the Medal of Honor for each the Army Navy and Air Force

More Unauthorized LCI Photos from WWII

Cameras were prohibited onboard ships, but there seemed to be loose enforcement when it was an officer who had the camera. These pictures of LCI(L) 506 (top left), taken before the landings at Normandy, and (below) repairing hull damage caused by hitting a mine'



3-17/Z-8 506 down in the mouth Apr. '44



5-18/DD-21

June '44 5-2/DD-22

June '44

Plates partially cut away. Men in hole, L to R:
 Beyers, Trachimowicz, Stiehl, Petty, Manning, Valentino.
 (Arrow shows Spinks)



5-15/DD-17 Our stair-ladder at gangway.

June '44 5-31/DD-16



Three of the workmen. June '44
 Notice resemblance between two of the workmen.

LCI's Beached

USCG LCI(L) 87 and 488s (right) (Official) appears to be on the English coast, evidenced by the sign in English, which the woman and dog are completely ignoring.

LCI(L) 511 (bottom) (Unofficial) Conn is painted red and white, indicating that it was assigned to ferry British troops.



Being Number One a dubious honor for LCI(L) 1

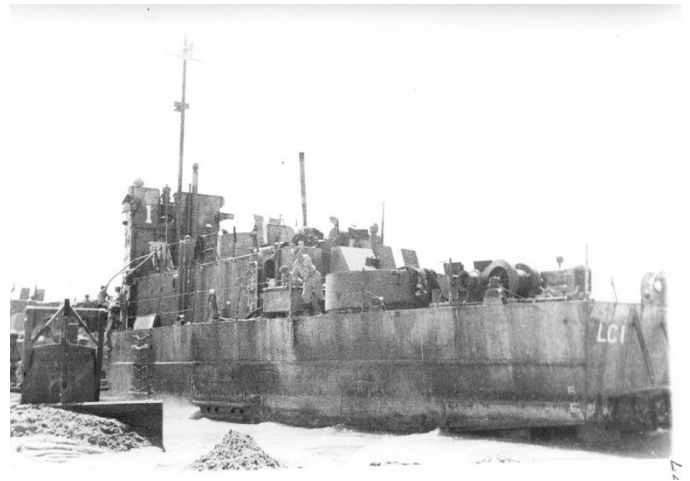
By Jeff Veesenmeyer

During the summer of 1943, Bizerte, Tunisia, was home to LCI Flotilla Two. They had participated in the Sicilian landings on July 9th. After the initial landings, Flot Two provided support for Lt. General George S. Patton's 7th Army. They transported reinforcements and supplies to Sicily and returned to Bizerte with POWs.

LCI(L) 1 led the way onto Licato Beach on July 9th, 1943. Not by plan, but by errors in communications and timing. The shore batteries that should have already been captured gave the ship and crew a pounding. *LCI(L) 1* ended up bloody, broached, and beached. That story was told in Elsie Item/Deck Log 129 in the Summer 2025 issue. This is the "rest of the story" for a ship that began a new class of amphibious warships.

The first Landing Craft Infantry ships were built by New York Shipbuilding Corp. at Camden, New Jersey. *LCI(L) 1* was commissioned in October 1942. It was assigned to the Europe-Africa-Middle East Campaigns. And participated in the North Africa occupation from 27 March to July 9 July 1943.

LCI(L) 1 was stranded on Licato Beach for four days. It took a bulldozer and a towing ship to extract the badly damaged landing craft from the sand. Both screws needed to be replaced. It was towed back to Bizerte for repairs. Shrapnel holes were fixed, and two new screws were installed.



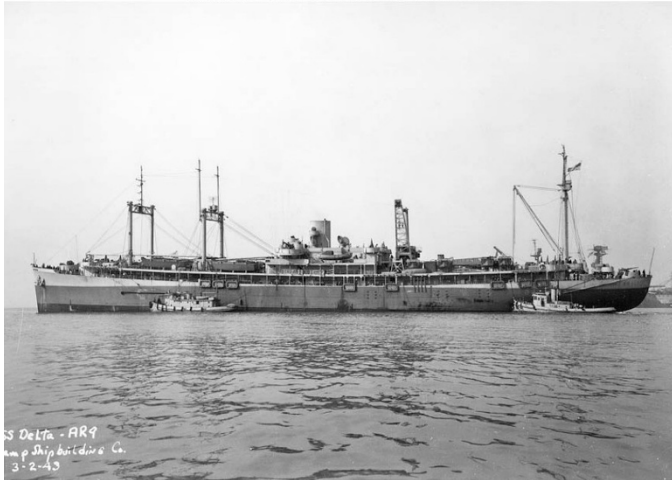
LCI(L)1 had to be dug out by a bulldozer and dragged off Licato beach in Sicily before it could be towed to Bizerta in Tunisia for repairs.

LCI(L) 1 rejoined Flotilla Two operations. Tunisia was secured, but Bizerte Harbor was not out of reach of German bombers. Every few nights, the Germans would drop bombs on harbor facilities and any ships that showed their location. The area had search lights and ample anti-aircraft capability. When combined with the 40mm and 5-inch AA guns from the larger ships, German planes paid a price for their raids.

LCIs were ordered not to fire at the high-altitude bombers in the search lights. They were normally out of range for 20mm guns. Most skippers had witnessed sticks of bombs knifing towards any ship that showed its location with gunfire. It was an order easily followed. The general idea was to stay hidden at anchor or, if caught heading to a berth, to cut engines and not leave a phosphate wake for an ambitious bombardier. No LCIs were to be docked at piers after dark. When a shore-based radar station detected a raid of planes approaching, a red rocket was shot up over the harbor to warn the ships. Ships would tune in to their radio's action frequency to

get the confirmation warning of “Red Bizerte.” Then they’d go to general quarters and try to hide.

Photo No. 19-N041743 USS Delta (AR-9) on 2 March 1943



The 9,000-ton repair ship *Delta* was in Bizerte to repair amphibious craft for the next invasion at Salerno. It made a big target at 490 feet in length.

In August, many of the anti-aircraft batteries around Bizerte were removed and sent over to Sicily. The Germans found out about the decreased defense. They also learned about a larger target of opportunity. USS *Delta* AR-9 was anchored in the harbor at Bizerte. This was a large merchant ship that had been converted to an amphibious repair ship. It was big, at 9,000 tons and 490 feet long. *Delta* was there to repair landing craft for the invasion at Salerno. The Germans launched a huge raid from their air base at Foggia, Italy. It was estimated to be 80 to 100 bombers, Junkers JU 88A-4.

On the night of 17 August 1943, there were LCIs that got held up at the docks. They were not at their assigned berths before sunset as per orders. *LCI(L) 1* was one of them. They were tied up to the submarine dock. Somehow, a line had fouled one of their new screws. When the rocket warning was seen, they went to general

quarters, fired up the diesels, and prepared to cast off lines. But Fireman 1/c Curtis (Boots) Boutilier was still working on the fouled line. He had borrowed a 48-inch pipe and was attempting to reverse the shaft and clear the line. Search lights had come on. They had to get away from the dock. Boots gave up on reversing the shaft, and *LCI(L) 1* pulled away from the dock... on one screw. Now the anti-aircraft guns opened-up. The womp, womp, womp, of bombs exploding on the water could be heard from below deck. Boutilier and Bernie Bever MoMM2/c were at their battle station in the engine room.

“I believe we had only gone a short distance from the docks when we took a bomb amidships – just aft of con. It hit in such a place as to explode in the crews’ quarters,” recalled Boutilier. “Bernie and I were at the screw engine control station. In an instant, our entire space was on fire.”

Nobody was killed, but there were many wounded. The explosion had ruptured the bulkhead between the engine room and the crew quarters. Fuel tanks were ruptured. Oil flowed into bilges. Flames were coming up around the engines. The blast had tipped a switchboard over, blocking the ladder out of the engine room. The rails were on fire. They had been wrapped with cloth and shellacked for a better grip. Now they couldn’t be gripped at all.

Boots yelled to Bernie, “Let’s get the hell out of here.” They had to help each other up the ladder. First, Bernie gave Boots a boost up, then Boots pulled Bernie up. They were both flash burned. Bernie had

been shirtless and had been burned badly on his back. Boots had a denim shirt on with a hole in the back. He had a burn on his back where the hole was. Both had burns on their hands from climbing the burning ladder. They were in shock and disoriented. Shipmate Hugh McLeod found Mae Wests for them. The flames engulfed the entire ship. The stern was going down fast. The three men stepped off the stern into the water. The *LCI(L) 1*'s ordeal had been witnessed by Paul Muscatelli on *LCI(L) 324*.



Skipper Lt(jg) Rinaca USCGR on the conn, S1/c Malaissan and PhM Elliss at the rail.

Paul Muscatelli: It was to be an eventful evening. There was a slight current in the lake, and the flares which hung interminably over the ships were blinding and confusing, but by using our engines a little at a time, *LCI(L) 324* avoided hitting anything. The planes were after *Delta (AR-9)*, which on this night was in the lake. The old British cruiser was converted for general repair

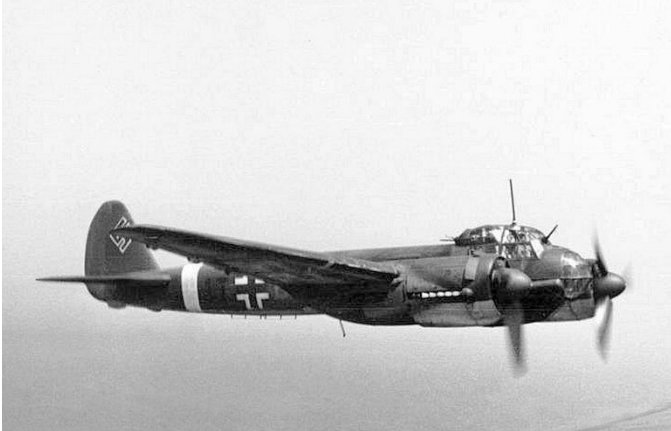
work. It was lying just off the channel, opposite LaPercherie.

When the alarm rocket had gone off, the other Flotilla Two LCIs were still crossing the lake that enters the large Bizerte Harbor. Paul Mascatelli was on the deck of *LCI(L) 324*. His ship and others increased to flank speed to get into the harbor and onto their assigned anchorage. Then a chandelier flare opened up on their stern, with more in succession turning the darkening sky to daylight. Not a shot had been fired, but the lead plane had seen their wakes. *LCI(L) 324* stopped all engines, watched, and waited for what was next. Other LCIs did the same. There was a breeze and a slight current, so engines would start and motor slowly enough to reposition and keep from colliding. Gradually, they were heading to the harbor. There was a glow over a hill where a British cruiser was anchored near an oil pier. Mascatelli thought the cruiser had been hit. But the fire was in the oil storage area. Mascatelli turned his attention to *LCI(L) 1* approaching from the stern.

While other *LCI(L)*s crept along in column, the *LCI(L) 1* began to overtake them on the one screw at full bore. When the ship came up on *324*'s port side, it made a tight turn away from the slower-moving ship. The turn churned up a good wake that caught the eye of bombardiers high above. They may have been frustrated at not finding the *Delta AR-9* yet.

“Junker JU 88s began attacking passing low over *LCI(L) 324* and ran down the wake left by *LCI(L) 1*,” reported Mascatelli. “A plane laid a bomb on her main deck starboard side, just abaft of the

beam.” Mascatelli watched the ship take a heavy list to starboard and catch fire. Momentum took the LCI another 200 yards, where it collided with a liberty ship, SS *Paine Wingate*, loaded with ammunition. The liberty ship was able to get its anchor up and clear the burning LCI before volatile cargo was touched off or they were discovered and bombed too.



Junkers JU 88 A-4 bombers could carry a bomb load of 5500 pounds.

The glare of fire showed a trail of sailors bobbing in the water. Some were blown off in the initial blast. Others jumped overboard to escape the flames. *LCI(L) 324* went to the rescue, as did others. Many of the survivors in the water were burned or injured. Several sailors from *324* went into the water to help those too injured or stunned to help themselves. As *324* and other ships moved closer to the stricken LCI, the fire began setting off ready ammunition. “This did not deter the efforts of those engaged in the rescue operation,” remembered Mascatelli, “though it may have accelerated them a little.” All survivors were quickly picked up.

As the ready ammunition kept popping off, *324* moved closer to get a line across the bow to tow her onto a beach. The

effort was futile. The conn was a tower of flames. The wooden mast eventually snapped and fell, flaming out into the water. With *324* only a few feet away from the Number One Landing Craft Infantry, it turned turtle and sank. The stern hit bottom quickly, allowing the bow to settle under with a slow hissing sigh.

As quickly as the air raid began, it was all over. The search lights were off. The bombers were gone. The fires were flickering out. The target ship *Delta AR-9* was unscathed. In fact, one of *Delta*’s small boats picked up Curtis Boutilier and Hugh McCleod.

Curtis Boutilier F1/c: The flames on the water drifted away from Mac and I as we stepped off the fantail. She was going down fast. Mac and I paddled away from her. I looked for Bernie to no avail. Did not see him again until 1982 in Sutherlin, Oregon. We floated around for quite some time. I remember vividly the shrapnel hitting the water, making a hissing sound. A liberty ship cut down a large crew-type life raft and threw it down to us. We climbed aboard and lay down on it. After climbing on the raft, I nearly fainted. My hands were raw from the burns. I flopped on my belly and eased the pain by hanging my hands in the water. We were on the raft all night. A small boat from the *Delta* found us. I put my hands in a bucket of oil. Got a shot of morphine on the *Delta*. Then to the hospital in Bizerte. I went back to New York on the US *Florence Nightingale*. I lost touch with most of the crew except Strand, Box, and McLeod. We served out the war on *LCI 399*.

Section Two of the action report submitted by Commander LCI(L) Flotilla Two, L.S. Sabin, Jr., is heartfelt regarding the loss of the first LCI ship commissioned.

“2. The loss of *LCI(L) One* was particularly distressing to all of Flotilla Two, as this gallant ship had performed outstanding duty in the Sicilian invasion and had been recommended for a Presidential Unit Citation. The Captain, Executive Officer, and several of the enlisted personnel have also been recommended for suitable individual awards.”

According to Curtis Boutillier, only three of the men from LCI(L) 1 were reassigned together on *LCI 399*. Others were likely assigned to ships wherever the need for replacements existed.

File No. LCIF2/111-1 UNITED STATES NAVAL FLEET LSS/mw
AMPHIBIOUS FORCE
LANDING CRAFT AND BASES
LCI(L) FLOTILLA TWO

August 20, 1943 11 1175

SECOND ENDORSEMENT
SECRET

From: Commander LCI(L) Flotilla Two.
To: Commander-in-Chief, United States Fleet.
Via: Commander Landing Craft and Bases, Northwest African Waters.
Commander Amphibious Force, Northwest African Waters.
Commander Naval Forces, Northwest African Waters.
Subject: Loss of LCI(L) No. 1.

1. Forwarded, concurring in the recommendations made in paragraphs 7 and 8 of the basic letter. A letter of appreciation for assistance rendered by ships of Flotilla One has already been addressed to the Group Commander.

2. The loss of LCI(L) One was particularly distressing to all of Flotilla Two as this gallant ship had performed outstanding duty in the SICILIAN invasion and had been recommended for a Presidential Unit Citation. The Captain, Executive Officer and several of the enlisted personnel have also been recommended for suitable individual awards.

3. By separate despatch to his immediate superior in Command, the Flotilla Commander has recommended that the officers and men of LCI(L) number one be transferred to the United States as a unit to take over a new LCI(L) to be designated as LCI(L) Number One in order that this fine ships company may continue as a unit in the war.

4. It is the opinion of the Flotilla Commander that the loss of LCI(L) number one was incident to enemy action, that the ship was well handled, that all hands performed their duty in a manner to be expected of a unit citation ships company and that no blame is attached to any person in the naval service for the loss. It is recommended that no further action in this respect be taken.

L. S. Sabin, Jr.
L. S. SABIN, Jr.

Copy to:
C.O., Bk. LCI(L) No. 1.
ComLCI(L) Group 4.

The Action Report from Flotilla Two Commander went on to recommend that the entire crew be transferred as a unit to another LCI (L). He also emphasized that the ship was handled in a manner expected and its loss was solely due to enemy action.

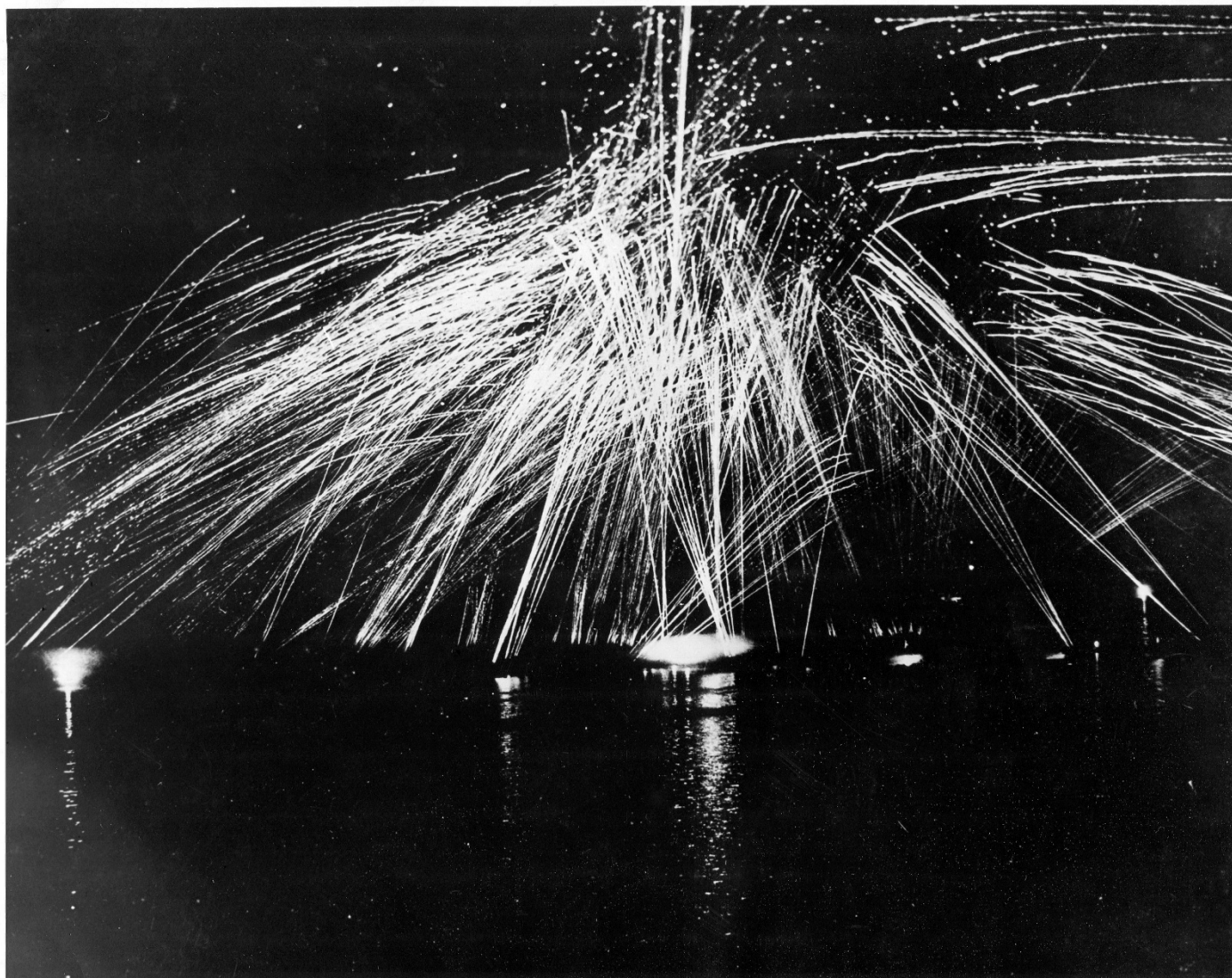
In a letter of endorsement from the Group Four commander, a commendation was proposed for the skipper of *LCI(L)1*.

“In addition, this command desires to particularly commend the Captain of the *LCI(L) One* for saving the life of Bos'n Joseph L. PALMER by getting him aboard the S.S. PAINE WINGATE when PALMER was unable to save himself. Also, it should be recorded that the captain, in accordance with Navy custom and tradition, was the last person to leave his ship.”

The Action Report from Carl F Robison, skipper of *LCI(L)1*, included this description of the event.

“We were underway at two-thirds speed; and enemy planes were overhead. I did not deem it advisable to proceed at greater speed because wake would reveal the position of the channel to enemy planes. The enemy then dropped flares illuminating the lake and channel. When we were approximately 300 yards from S.S. PAINE WINGATE, the enemy dropped flares over S.S. *PAINE WINGATE* and we went ahead at full speed in an attempt to get out of that area as quickly as possible. We had just attained full speed when an enemy plane dropped an incendiary bomb just aft the conning tower. The bomb set fire to fuel oil in service tanks immediately, and flames engulfed the ship amidships. Control and communication were disrupted immediately when the bomb hit. The command to abandon ship was given. All men were rescued; none were killed.”

Action report continued next page:



Flares, searchlights, tracers, fire, and exploding shrapnel light up LCI(L) 1 at Bizerte

Action Report (continued): But due to the fact that communications were disrupted, it was impossible for anyone with the exception of the number one-gun crew to hear the command. In the meantime, we were drifting and collided with S.S. *PAINÉ WINGATE*, our bow hitting their forward port side. I managed to get a line over to the *WINGATE* and with the help of their ship's force succeeded in getting Bos'n Joseph L. Palmer, (and the) Executive Officer, who was wounded, aboard the *WINGATE* and then I went aboard. All men succeeded in getting off the ship and none were killed. Fourteen men and one officer were picked up by the *LCI(L) 236*; four men picked up by *LCI(L) 324*; four picked up by *USS Delta*; and two by *SS PAINÉ WINGATE*. The *LCI(L) 236* and *LCI(L) 32* proceeded as close to flaming hulk of ship as necessary to pick up the men in the water. They performed their duty with great danger to themselves and are commended for their courageous action. The *SS PAINÉ WINGATE* extended Bos'n Palmer and myself every courtesy. In this action we did not fire on the enemy planes. All planes that we could see were out of range of our guns.

Action Report LCI No. 1, 19 August 1943

A Small-town Missourian Takes a 14,000 Nautical Mile Cruise on Flat-bottomed LCIs

By James B. Pettijohn Jr.

In 1919, my dad, James B. (Jim) Pettijohn, was born in a small northwest Missouri town. At five years of age, he met his future wife, Willie Ann. Jim's family, like most in the U.S., struggled to make ends meet during the Great Depression. But the Pettijohn family persevered, and Jim went on to college, graduating in 1941 with a degree in economics from the University of Missouri.

After graduation, he accepted a desk job at Douglas Aircraft Company in Santa Monica, California, and married his childhood sweetheart, Willie Ann. All was idyllic for Jim and Willie Ann in their little Santa Monica apartment until December 7th of 1941, when life changed in the USA and the world. By May of 1946, courtesy of the U.S. Navy, Jim had cruised well over 14,000 nautical miles (close to 17,000 statute miles) in the Pacific Theater on LCIs. This is Dad's story.

Jim kept working at Douglas until July 1944, when he received a Direct Commission (i.e., no basic training) into the US Naval Reserves as an Ensign. This was courtesy of what was officially called the "V-7 Navy College Training Program." V-7



Lt(jg) James Pettijohn taking navigational readings with a sextant.

Graduates were famously nicknamed "90-Day Wonders." Those *wonder-filled* 90 days involved eight weeks of indoctrination at the Naval Training School at the University of Arizona in Tucson. The "Lesson Schedules" that Jim kept show how his training focused on navigation, ships, and ordnance. That training included topics such as *Introduction to Charts, Position, Direction, Distance, Piloting, Buoys, Tides and Currents, General Features and Classifications of Naval Ships, U.S. Aircraft (Navy and Army), The Thompson Sub-machine Gun and Mark I Carbine, Projectiles, Guns and Gun Mounts, Naval Gun Sights*, and more.

After Tucson, Jim and Willie Ann traveled across the U.S. by train to Hollywood, FL, where they stayed in the Hollywood Hotel while Jim participated in 2 months of additional training (most likely in Navigational skills).

Then, it was back on the rails to Los Angeles, where Jim received orders to report to the Amphibious Operations Base on Coronado Island in San Diego. There, he

spent several days in a “Special Mortars Course.”



James Pettijohn's class, Platoon 22-23rd Battalion Naval Training School, Tucson, Arizona, September 1944.

On January 18, 1945, Jim gave Willie Ann a goodbye kiss and flew on a DC3 (C4) to San Francisco. Two days later, he flew to Honolulu Naval Base on a PB2-Y seaplane and stayed in Officer Quarters at Hospital Point until orders came to depart from Pearl Harbor on January 27 aboard another PB-Y for Saipan. After stops at Johnston Island and Kwajalein Atoll, Jim's plane landed in Saipan on January 29, where he recalled, “I waited a week for ships to arrive.” When his ship, *LCI(G) 1057*, docked, it had a hole blown in her and was in bad shape.

The ship and its crew remained in Saipan for repairs and conversion to an LCI(M) mortar boat until March 25. According to Jim's notes, the consequence of this month-long renovation meant, “We missed Iwo Jima,” which began on 19 February 1945.

Note: During the invasion of Iwo Jima, at least one U.S. LCI gunboat, the *LCI(G)-474*, was sunk, while several others, including *LCI(G)-438, 441, 449, 450, and 473*, were damaged and sustained casualties, with a total of 12 LCI gunboats participating and all suffering damage, resulting in 52 crew killed and 148 wounded among them.

James B. Pettijohn, Lt.(jg), took his first cruise on *LCI(M) 1057* as Gunnery and Executive Officer. His destination: Okinawa, Japan, where his ship was part of Task Group 51.2, the Demonstration (diversionary) Force off the southeastern, Minatoga Beaches, coast of Okinawa. This force and the associated feint landing by the 2nd Marines Division on April 1, 1945, were designed to draw Japanese attention away from the main Okinawa invasion, which was focused on the island's west, Hagushi Beaches, coast. Military strategists consider the Demonstration Force action to be a success. According to Jim and military history reports, that success came at a cost because the force was targeted from the air. Japanese kamikazes attacked the force on April 1, damaging several ships in the vicinity, including the *USS Hinsdale (APA-120)*, the *LST-884* (a total loss), and the battleship *West Virginia (BB-48)*.

Minatoga Beaches Demonstration Force

The force was relatively large and involved a variety of naval assets, including battleships and cruisers that engaged in visible bombardment, destroyers maneuvering in the manner used to protect landing craft, LCI(G)s, LCI(R)s, and

LCI(M)s firing guns, rockets, and mortars, and dummy landing craft movements. All these actions were accompanied by deceptive radio transmissions.

Witnessing the kamikaze attacks had a profound impact on Dad, who spoke about them to me and others throughout his life. In fact, in the personal logbook he kept during his time in the Pacific, he included a copy of the poem, “Victory Parade,” by Major Howard N. Simpson, MC, with two handwritten amendments by Jim. The first was the penciled-in word “MY” above the poem’s title. The first line of the poem reads...

*Aye, ring the bells, and blow the horns
and wave the banners high
But do you mind if some of us
sit quietly by*

The second handwritten amendment by Jim was this paragraph:

*Perhaps this will help to explain a little
of why I am so sad – and yet so happy –
over this final peace.
I can’t forget the boys who were in the ships
I saw hit at Okinawa.
But, for the will of God,
they could have been me.*

While I have no recollection of Dad telling me what his ship did during the 10 weeks following the invasion’s onset, his notes reflect the movement of *LCI(M) 1057* from one port to another. However, very few of the notes identify places located on present-day maps of the area. My online research revealed that by midday on April 1, Task

Group 51.2 members withdrew to Kerama Retto, an island close to Okinawa that U.S. forces had secured in mid-March.

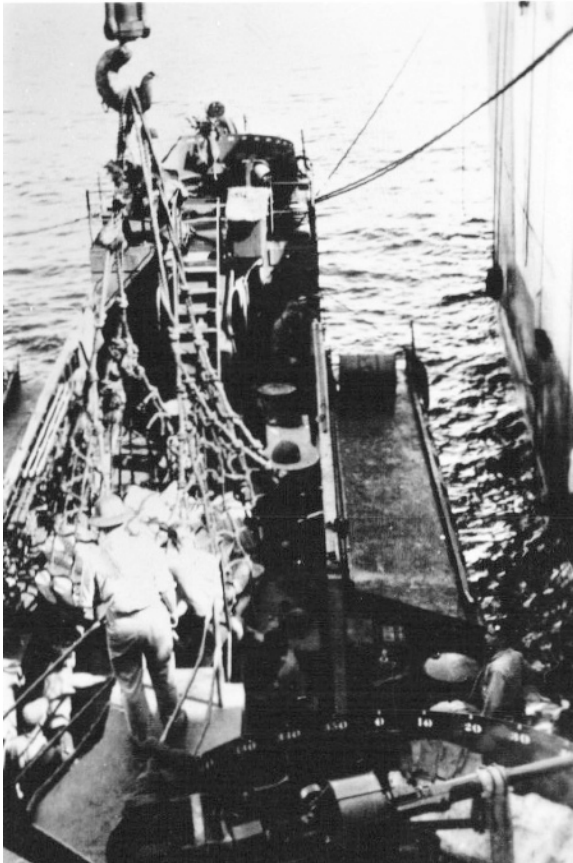
Assuming that *LCI(M) 1057* had the same routine during the remaining days of April that other LCI(M)s in the Task Group had, Dad’s daily routine likely was composed of dangerous sorties from Kerama Retto to Okinawa’s west coast to support ground troops of the main invasion forces. This would have included smoke-screen runs to protect radar picket destroyers, harassing mortar fire on caves and ridgelines, night illumination fire, and finally the return to Kerama Retto for refueling, supplies, and restocking of ammunition.



LT(jg) Pettijohn on the deck of LCI(M) 1057.

History tells us that by May, the battle for Okinawa had become a grinding assault on the Shuri Line, the strongest area of Japanese resistance. That assault led to a constant demand for mortar barrages from LCI(M)s from Task Group 51.2. Presumably, this means that, as Gunnery Officer, Jim cooperated with shore observers to adjust fire onto cave systems, reverse

slopes, entrenched artillery, defensive ridges, and similar threats. On these missions, *LCI 1057(M)* would have operated close to shore – perhaps close enough to feel the concussion of American artillery and the answering crack of Japanese guns.



Transferring wounded from LCI(M) 1057 to a hospital ship at Okinawa.

One undated photo out of several dozen in Jim’s WWII memorabilia provides a clue to another task assigned to his ship during April and May. That photo was taken from the conn of his ship and is labeled, “Transferring Wounded to a Hospital Ship.”

It can be assumed that *LCI 1057(M)* was involved with evacuating the wounded from the campaign. This clue helps me understand why Dad took the time to

transcribe the following poem by an unnamed author and retained the transcription in his WWII-related files.

Iwo Jima (Every Inch Was Bought with American Blood)

A murky morning, weary 'men,
Battle scarred and grim,
Raising Old Glory on a barren rock.
Singing our National Hymn.

The battle for Iwo Jima
Is over with and won,
And the bulletin reads next morning
“Thank you men; well done.”

But I'd like to tell you folks back home,
If it isn't against the law,
Some of the things that happened,
Some of the things I saw.

I saw faces taunt with anxious strain,
And some with an empty stare.
I remember that horrible morning,
Because brother, I was there.

There were bodies strewn on that barren rock,
And on the beaches too.
Yes, I remember it, brother,
And you'd better remember it too.

If I live to be a thousand,
I'll never forget that day;
For we carried those kids over,
And we carried the wounded away.

Yes, we carried those kids over;
Kids as healthy as any you would find;
And we carried a lot of them back again,
Broken in body and mind.

I saw a lad with an arm shot off;
It was lying by his side.
And he placed the arm between his knees.
There was a tear he couldn't hide.

And he plucked a ring from his lifeless hand,
And he looked up with a plea,
And he asked, "Would you place this wedding
band, On my other hand for me?"

There was another lad and his mind was gone,
They said it was gone from shock.
That was his meager donation:
For the price of that barren rock.

I saw officers and men on the Hansford -
That was the ship I was on -
Doing everything in their power
For the wounded we carried aboard.

They offered their clothes, and Their smokes
and their bunks.
Yes, they even offered their blood;
They did everything humanly possible,
Everything they could do.

And I saw the doctors and corpsmen
Working with all their might
To save the human wreckage
We brought aboard that, night.

Yes, we out here, we'll remember,
Come fire, brimstone, or flood,'
That every inch of that barren rock
Was bought with American blood.

(U.S. Casualties at Iwo Jima were more than 28,000. Battle casualties at Okinawa were over 49,000. The poem fits both last two battles of the war.)

Finally, on June 14, the *1057* departed Okinawa for a long voyage to Pearl Harbor. That trip involved a stop at Saipan on June 21, as well as one in Eniwetok on June 28, with arrival at Pearl Harbor on July 10. The balance of July, all of August and September, and the first 18 days of October were spent moving back and forth from Pearl Harbor to Kauai's Nawiliwili Harbor. On several occasions, Dad mentioned how the *1057* spent "many days" docked at Nawiliwili and how the crew had generous shore leave. One of Dad's most enjoyable memories from those times spent ashore was

all the fresh-from-the-plantation pineapple he got to eat.



A relaxed Jim Pettijohn after wars end.

On October 19, *LCI 1057(M)* left Pearl Harbor for a return voyage to the Philippines. On November 4, they arrived in Guam, where they remained for three days, and then the *1057* departed for Leyte in the Philippines. During the balance of November and all of December 1945 and January 1946, and almost all of February, Jim's notes show the *1057* moving from port to port in the Philippines. I assume that all these movements were related to supplying and moving troops and items for humanitarian relief.

On February 26, Jim received orders to transfer to *LC(FF) 657*, a converted *LCI(L)* originally intended to be a Flotilla Flagship. After about a week, the *657* left on March 6 for Pearl Harbor via Guam. It arrived in Guam on March 13 and departed on the 17th. Jim noted on the 20th that he was "Eligible to head home." On March 30, the *657* arrived at Johnston Island when it docked for just four hours, presumably to

take on fuel, and then it departed for the final leg of its trip.

The 657 arrived in Pearl Harbor at 0630 on April 5 and Jim left the ship at 1030 on 6 April 1946. Dad told me he was very concerned at that point about a crack that had appeared in the conn. He viewed it as a threat to the 657's safety. He told me, "I went to the Harbor Master and told him that, even if it meant I have to spend the rest of my life in Hawaii, I was not continuing the voyage to the U.S. on *LC(F) 657*, because the ship is going to break apart." Apparently, the Harbor Master had a sympathetic ear, because on April 10, Jim departed Pearl Harbor on the *USS Nassau (CVI 16)*.

Jim had no recollection of the voyage back to the States, but at 11:00 a.m. on April 15, he arrived at San Diego, and he met Willie Ann, my mom, at 3:00 p.m. that same day. On April 17, the couple drove to Los Angeles, on April 18, there is a note in Jim's log that says, "Out of USNR," and on May 21, he received his "Notice of Separation from U.S. Naval Service."

After returning home, Jim and Willie Ann returned to their little Santa Monica apartment, and he resumed working at Douglas Aircraft Company, but once again, the idyllic California life was interrupted when he was notified that his father had suffered a heart attack. That notice was followed by a petition from his parents to return home to take over the family business, a Ford Dealership, which resulted in a move back to Missouri.

Dad continued in the automobile business, purchasing another north Missouri dealership with his brother, and together they spent over 50 years running the businesses. Dad quietly passed away in the presence of my sister, Kate, and me on July 29, 2011, at the age of 92. His August 5th burial was accompanied by a full Military Honor Guard.

Sources of Information

I wrote this account of my father's service on *LCI 1057(M)* based on many conversations I had with him, his notations in the personal calendar/diary he kept during his time in the service, Google searches, and Microsoft Copilot AI queries. The latter queries were used to help reveal the 1057's likely assignments during the 10 weeks following the April 1, 1945, Okinawa Invasion. The specific resources include the following:

1. U.S. Navy Action Reports & War Diaries (1945)
2. Samuel Eliot Morison, *History of United States Naval Operations in World War II*,
3. Roy E. Appleman et al., *Okinawa: The Last Battle*
4. Richard B. Frank, *Downfall*
5. Amphibious Forces Pacific, "LCI(G) and LCI(M) Fire Support Doctrine" (1944-45)
6. Because LCI-1057's deck logs are not digitized, the timeline also relies on pattern matching with logs of sister ships in the same flotilla.



Beached AT Balusa Waterhole



(above) The photo of LCI 1057 is captioned, "Beached at Balusa Waterhole." No date is known or exact location. Might be in Indonesia.

(left) James Pettijohn during training at University of Arizona.

(below) is the Naval Air Transport Service bag tag that he attached to his sea bag.



In Memoriam

LCI 64

William Bertsch

LCI 439

John Nimeskern

LCI 355

Peter DeBlaise

LCI 450

Rodolfo “Rudy” Carbajal

LCI 989

Harold Ball



Remember Always Remember

Lest I continue my complacent way,
Help me to remember
Somehow out there a man died for me today.
As long as there be war,
I then must ask and answer
Am I worth dying for?

*A remembrance prayer by Eleanor Roosevelt Pearl
Harbor Memorial in Hawaii*



Maurice G. Boutell S1/c KIA LCI(L) 216 Palermo
Another name on a WWII Monument on a
Courthouse Lawn from this Long List of Names

ETO: Atlantic, European, Mediterranean and North African Waters

LCI(L) 1

Sicily 7/01/1943

by shore battery

KIA Don N. Mace
KIA Russell R. Stark
KIA Ralph A. Austin

LCI(L) 5

Bermuda Drownings 2/27/1943

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

LCI(L) 12

Tunis 8/5/1943

DNC Robert E. Hoffman

LCI(L) 18

Elba Italy 6/17/1944

KIA John W. Paige
KIA Robert J. Maher

LCI(L) 19

Anzio Italy 1/23/1944

KIA George W. Solmn Jr

LCI(L) 20

Anzio Italy 1/22/1944

Sunk by aerial bombing

KIA Donald F. Hamilton
KIA Harold R. Kalshnek

LCI(L) 32

Anzio Italy 1/26/1944

Sunk by naval mine

MIA Olindo P. Martello
KIA Paul L. Nardella
KIA William L. Nisbet
KIA Charles W. Seavey
MIA John F. Guethlein
KIA Robert H. Jackson
MIA Warren G. Johnson
MIA David A. Purcell
MIA Eugene L. Sales
MIA Herbert Stake, Jr.
KIA Charles J. Gilbride
KIA Ralph Harding
MIA John E. Campbell
MIA Lawrence M. Kennedy

LCI(L) 39

Italy 9/6/1943

KIA Wallace W Hanna

LCI(L) 47

Italy West Coast 4/11/1943

KIA Harry Ekey

LCI(L) 76

Italy West Coast 4/11/1943

KIA Miles Beck

LCI(L) 88

Normandy France 6/6/1944

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

LCI(L) 91

Normandy France 6/6/1944

Sunk by mine and shore battery

KIA James E. Atterberry USCG
KIA Leslie Fritz USCG
KIA Ernest Johnson USCG
KIA Stanley Wilczak USCG
KIA Bernard L. Wolfe USCG

LCI(L) 94

Normandy France 6/6/1944

by shore fire

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

LCI(L) 193

Sicily 7/10/1943

KIA Raymond J. Doherty

LCI(L) 196

North Atlantic 1/4/1943

DNC James W. Baker

LCI(L) 211

Anzio Italy 1/22/1944

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

Bermuda Drownings 2/27/1943

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

LCI(L) 212
Bermuda Drownings 2/27/1943
DNC Jesse A. Ryman
DNC Wilbur A. Light
DNC James C. Rogers
DNC Willie Stafford

LCI(L) 213
Bermuda Drownings 2/27/1943
DNC Lonnie L. Albert
DNC Vincent G. Farrell
DNC Leroy R. Chamberlain
DNC Allen C. Jensen

LCI(L) 214
Bermuda Drownings 2/27/1943
DNC Charles F. Kennedy
DNC Richard A. Kapff
DNC Jack T. Twiggs
DNC Adam T. Picozzi

LCI(L) 215
Bermuda Drownings 2/27/1943
DNC Grant R. Redding
DNC Thomas L. Leonard
DNC Robert C. Gragg
DNC James L. Riley

LCI(L) 216
Palermo Sicily 8/1/1943
by aerial bombing
KIA Maurice G. Boutell

Bermuda Drownings 2/27/1943
DNC James A. Hayes
DNC Robert L. Jones

LCI(L) 218
Bermuda Drownings 2/27/1943
DNC David H. Muth
DNC Earl L. Roberts

LCI(L) 219
Normandy France 6/11/1944
Sunk by aerial bombing
KIA Johnson B. Wiles
KIA Cornelius B. Dorcey
KIA Lester R. Bumps
KIA Albert Combs
KIA Cyril J. O'Connor Jr
KIA Rolen C. Sikes Jr.
MIA John M. Longman

Bermuda Drownings 2/27/1943
DNC Russell L. Bloom
DNC Lawrence R. Wallar

LCI(L) 232
Normandy France 6/6/1944
Sunk by naval mine

KIA Howard J. Dague
KIA Roger Huskisson
KIA Walton K. Ellis
KIA Leland A. Glover
KIA Wilbert E. Henke
KIA Roger F. Johnson
KIA George A. Kelley
KIA Robert A. Mett
KIA Mack Penawell
KIA Frank J. Petricca
KIA Charles O. Rector
KIA John H. Shrevers
KIA Frank Souza
KIA Raphael Weinstein
MIA Norvie Blaine Tinney

LCI(L) 237
off Taranto, Italy 10/27/1943
by naval mine
KIA Clyde H. Roberson

LCI(L) 319
Gulf of Salerno Italy 9/9/1943
KIA John C. Scheusman USCG

LCI(L) 408
Normandy France 6/6/1944
KIA Raymond Aubin

LCI(L) 415
Normandy France 6/6/1944
KIA Arthur Virgil Shields

LCI(L) 416
Normandy 6/7/1944
KIA John Hawkins

LCI(L) 523
Normandy France 6/9/1944
DOI Dave J. Moyer

LCI(L) 951
Southern France 8/17/1944
KIA Floyd Mage

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

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

FLOTILLA 1 STAFF
Aboard LCI(L) 5
Normandy France 6/6/1944
MIA George F. Edwards

FLOTILLA 2 STAFF
Bermuda Drownings 2/27/1943
DNC John J. Grey
DNC Clifford H. Radford
Aboard LCI(L) 9
Sicily 7/10/1943
KIA Ernest L. Fletcher

Aboard LCI(L) 32
Anzio Italy 1/26/1944
by naval mine
KIA Thomas J. Brown
KIA George Cabana
KIA Ralph S. DiMeola
KIA Jack Elkins
KIA John W. Finck
KIA Delbert Mallams
KIA Hamp L. Richardson
KIA George L. Marsh
KIA Earl W. Ruebens
KIA George L. Marsh
KIA Ralph DiMeola

FLOTILLA 3 GR 7 STAFF
Aboard LCI(L) 77
DNC Joseph F. Nestor

FLOTILLA 11 STAFF
Aboard LCI(L) 530
Southern France 8/17/1944
KIA William Hendrix

PTO: Pacific, Southwest Pacific and Japanese Home Waters

LCI(L) 22
SWPA Philippine Islands
KIA James A. Barber

LCI(L) 23
South Pacific Solomons
KIA Theodore Morano

LCI(G) 23 (continued)
SWPA Babatngon, Leyte Philippine Islands 10/23/1944
by aerial bombing
KIA George H. Gootee
KIA Loys V. Hayes
KIA Ruben C. Kale
KIA Anthony J. Pulice
KIA Arnold G. Retersdorf
KIA Harold L. Reynolds

LCI(G) 23 (continued)
KIA Antonio R. Fabian
KIA Robert T. Riordan
KIA Stanley C. Winkler
KIA William E. Dutro

LCI(L) 24
S Pacific Rendova, Solomons
KIA Mahlon F. Paulson
KIA Ernest Wilson

LCI(L) 34
SWPA New Guinea 5/18/1944
KIA Sherman C. Wagers
KIA Edmund J. Baldwin

LCI(L)(G) 65
Pacific Rendova, Solomons
by aerial bombing
KIA Hurley E. Christian
Philippines Islands
Leyte Gulf 10/24/1944
KIA Lester Eugene Aiston
Lingayen Gulf
MIA James O. Vincent

LCI(L) 69
Pacific Bougainville, Solomons
MIA Thomas W. Stanborough

LCI(L)(G) 70
Pacific Bougainville, Solomons
KIA Joseph Byars
KIA D. H. Shook
KIA Eugene Henry Whalen
SWPA Lingayen Gulf
Philippines Islands 1/5/1945
by Kamikaze aircraft
KIA Robert Muir Craycraft
KIA Walter G. Kiser
KIA Densil Ray Phillips
KIA Charles Adolph Poole
KIA George Pressley
KIA James Oliver Vincent

LCI(L) 71
SWPA 10/24/1944
KIA Lawrence Weingartz

LCI(L) 72
SWPA Lingayen Gulf
Philippine Islands 1/9/1944
KIA John R. Mansell

LCI(L) 73
SWPA New Guinea 5/18/1944
KIA Kenneth Talley

LCI(L) 74
SWPA
KIA Bernard Yank

LCI(L) 82
Japanese Home Waters
Okinawa 4/4/1945
Sunk by suicide boat
KIA Freeman W. Baker
KIA Bernard G. Brockwehl
KIA John T. Eastman
KIA Robert G. Heaberlin
KIA Clyde E. Irvine Jr
KIA Joseph M. Rozeman
KIA Earl H. Settles
KIA John C. Wheatly

MIA Bennie Helton
LCI(L) 90
Japanese Home Waters
Okinawa 6/4/1945
by Kamikaze aircraft
KIA John P. Ross Jr USCG

LCI(R) 338
SWPA Corregidor
Philippine Islands 02/16/1944
KIA Philip L. Michel
KIA John R. Rauch

LCI(L) 339
SWPA Lae New Guinea 9/4/43
Sunk by aerial bombing
KIA Fay B. Begor

LCI(L) 341
SWPA Lae New Guinea 9/4/43
by aerial bombing
KIA Robert W. Rolf

LCI(L) 342
SWPA Lae New Guinea 9/4/43
KIA James Eatmon

LCI(L) 344
SWPA Leyte Gulf
Philippine Islands 10/27/1944
KIA Robert Pumphrey
KIA Jack Lanbert
KIA James Palmer
KIA Edward Woodzien

LCI(G) 347
Pacific Saipan 6/15/1944
KIA Garland Eddington

LCI(L) 352
Japanese Home Waters
Okinawa 5/20/1945
KIA Carlos W. Jones
KIA Melvin E. Buhr Jr

LCI(G) 359
SWPA Philippines 7/18/1945
DNC Allard W. Risen

LCI(G) 365
Pacific Guam 7/21/1944
KIA Charles L. Martin
KIA Casimir Andrew Leszczynski
KIA Edward W. Nemeth
KIA Clifford W. Mossman
KIA Thomas Wilkinson
KIA John J. Gibbs
KIA John F. Harrison

LCI(G) 366
Pacific Guam 7/24/1944
KIA William J. Barry
KIA James F. McWatty Sr
KIA Carmelo R. Sidoti
KIA Richard C. Steyer

KIA Robert W. Unger
LCI(G) 372
Pacific 3/13/1944
DNC Noel H. Graham

LCI(G) 396
Pacific Palau Islands 1/18/1945
Sunk by naval mine
KIA James R. Wirtz
KIA John P. Mannino
KIA Bobby G. Ozbirn
KIA Delonda J. Self
KIA Robert J. Calvert
KIA Oliver E. Cole
KIA Charles V. Foxx

LCI(G) 422
SWPA Leyte Gulf
Philippine Islands 10/20/1944
KIA William Jenkins
KIA Jack G. Johnson

LCI(G) 429
SWPA Australia 12/31/1943
DNC George W. Grell

LCI(G) 430
SWPA Leyte Gulf
Philippine Islands 8/26/45
UNK John T. McGrath

LCI(G) 438
Pacific Saipan 6/26/44
KIA Robert R. Meili

LCI(G) 439
Pacific Guam 7/24/44
KIA Jessie J. Marzie
KIA Donald Rhodes
KIA Lawrence M. White

LCI(L)(G) 440
Pacific Eniwetok 2/22/1944
by friendly fire
KIA Paul M. McGowan
KIA Robert F. Graham
KIA Joseph Mercoli
KIA Thomas F. Smay
KIA Robert Zielinski
KIA Earl L. Miller
KIA Fred J. Spicer
KIA W. Edward Pappen
Japanese Home Waters
Iwo Jima 2/17/1945
by Shore Battery
KIA Lee Yates UDT-14

LCI(G) 441
Japanese Home Waters
Iwo Jima 2/17/1945
by Shore Battery
KIA William T. Connors
KIA William E. Griffin
KIA Jack D. Starbuck
KIA Julian R. Scott

KIA Clinton E. Snider

LCI(G) 441(cont.)

KIA Glenn O. De Long
KIA Moses Trexler

LCI(L) 442

Pacific Eniwetok 2/22/1944

by friendly fire

KIA Paul D. Mayes
KIA Gordon McCuiston
KIA George W. Meckley
KIA Fleet F. Willis
KIA Floyd E. Wright
KIA Alexander W. Finney

LCI(G) 449

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Byron C. Yarbrough
KIA Frederick Cooper
KIA William G. Corkins
KIA Lawrence Bozarth
KIA John T. Flook
KIA Bruce Goodin
KIA Clarence J. Hoffman
KIA William H. Hudson
KIA Robert R. Minnick
KIA Ralph Owens
KIA Lareto F. Paglia
KIA Carl F. Park
KIA Howard W. Schoenleben
KIA William Tominac
KIA Glenn H. Trotter
KIA Charles E. Vogel
KIA Frederick F. Walton
KIA Leroy Young
KIA Lee C. Yates
KIA Harry L. McGrath
KIA Edward P. Brockmeyer *USMC*
DNC Raymond Twyman

LCI(G) 450

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Jack H. Musselman

LCI(G) 457

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Willard D. Helvey

LCI(G) 466

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Thomas E. Coppinger
KIA Huey P. Hester
KIA Charles E. Barton
KIA Glenn A. Foldessy
KIA Robert E. Pipelow
KIA Horace J. Long

LCI(G) 468

Pacific Guam 6/17/1944

Sunk by aerial torpedo

KIA Dean L. Beemer
KIA Leslie G. Foss
KIA Dewey A. Hayhurst
KIA Joseph A. Hunter
KIA Lyan S. Long
KIA Robert G. Marquis
KIA Robert Barnett
KIA Robert G. Davis
KIA J. B. Gladdis
KIA Hollis W. Hicks
KIA Steven L. Karako
KIA Woodrow B. Maggard
KIA Ralph E. Parks
KIA Ralph E. Spaugh
MIA James H. Schuerman

LCI(G) 469

Pacific Guam 11/30/1944

DOI Ben T Morris Jr
DOI Robert A Meaux

LCI(G) 470

Japan Typhoon 9/16/1945

DOI Martin N Minsky

LCI(G) 471

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Jessie L. Adamson
KIA James F. Bernethy
KIA Richard Cano
KIA Louis P. Hagan
KIA Billie J. Harris
KIA Troy L. Morehouse
KIA William P. Morrissey
KIA Donald Nygard
KIA Richard H. Pond
KIA Jerry A. Terracciano
KIA James W. White

LCI(G) 473

Japanese Home Waters

Iwo Jima 2/17/1945

by Shore Battery

KIA Joseph Edward Davis
KIA Dominick S. Gonzalez

LCI(G) 474

Japanese Home Waters

Iwo Jima 2/17/1945

Sunk by shore battery

KIA Daryl G. Huish
KIA Fred H. Gray
KIA Donald S. Rappold
KIA Lester H. Welch

LCI(G) 475

Japanese Home Waters

Okinawa 3/25/1945

KIA Leo P. Selan

LCI(G) 568

Japanese Home Waters

Okinawa 4/4/1945

KIA Edward L. Kolodziej
KIA James M. Sweatt

LCI(G) 580

SWPA Leyte Gulf

Philippine Islands 10/20/1944

KIA George C. Thomas

LCI(L) 600

Pacific Ulithi 1/12/1945

Sunk by midget submarine

KIA Seth Bailey
KIA Glen DeQuaisie
KIA Edwin Janacek

LCI(L) 606

S Pacific Solomons

DNC Herbert N. Masterson

LCI(L) 615

SWPA Philippine Islands

MIA Dewey R. Gantt

LCI(L) 616

Pacific 8/21/1994

MIA Donald R. Klock

LCI(L) 621

SWPA Mindoro

Philippine Islands 1/4/1945

KIA Raymond Carter

LCI(R) 707

Japanese Home Waters

Okinawa 5/3/1945

KIA Harry M. Karnemont

LCI(R) 726

Japanese Home Waters

Okinawa 5/3/1945

DOW Robert A. Compton

DOW Jerome J. Pruchniewski

LCI(L) 727

S Pacific Guadalcanal Solomon

DNC M. L. Ward

LCI(M) 807

Japanese Home Waters

Okinawa 4/1/1945

KIA Andrew Karsen
KIA Philip R. Kenny
KIA Hugh F. Martin
DOW Thomas E. Perry
DOW Robert J. Madsen

LCI(L) 812

Pacific 7/20/1945

DOI Walter Siek

LCI(L) 821

Pacific Palau Islands 5/7/1945

KIA Wayne A. Seath
KIA Lee Henley Raigins
KIA Robert E. Kriniak

LCI(L) 875

Asiatic Theater 6/6/1945

Missing Harrison M. Carr

LCI(L) 971

SWPA Philippine Islands

DNC Harold V Powell LCDR

LCI(M) 974

**SWPA Lingayen Gulf
Philippines Islands 1/10/1945**

Sunk by suicide boat

KIA William W. Baft
KIA Sidney F. Brennan
KIA Emidue J. Falini
KIA Richard E. Kern
KIA Charles Passwater
KIA Thomas F. Sheehan

LCI(L) 979

**SWPA Leyte Gulf
Philippine Islands 11/24/1944**

by aerial bombing

KIA Martin J. Fleishman
KIA Martin F. Deem
KIA William C. Nordan

LCI(L) 1056

SWPA Philippine Islands

DOW Robert Owens

LCI(L) 1060

**SWPA Mindoro
Philippine Islands 2/17/1945**

KIA Alexander J. Osowieki

LCI(L) 1065

**SWPA Leyte Gulf
Philippine Islands 10/24/1944**

Sunk by Kamikaze aircraft

KIA Sigurd J. Bjertness
KIA Wallace W. Hamlett
KIA Michael M. Jalad
MIA Gordon A. Judson
KIA Floyd J. Parker

Codes Used in the List:

KIA: Killed in Action

MIA: Missing in Action

DOW: Died of Wounds from Combat

DNC: Died Non Combat

DOI: Died from Injuries non Combat

UNK: Unknown

"We leave you our deaths. Give them their meaning."

THE POEM *THE YOUNG DEAD SOLDIERS DO NOT SPEAK*
by ARCHIBALD MACLEISH

ATO Atlantic, Pacific and Gulf Coast Waters

LCI(L) 88

San Diego California
DNC William B. Cole Lt USCG

LCI(L) 336

DNC Billy E. Claxton

LCI(L) 355

DNC Elmer E. Loshaw

LCI(L) 419

Hawaii, Pearl Harbor
DNC Richard J. Zoner

LCI(L) 439

Hawaii, Waianae 3/25/1944
DNC Dewey L. Mayes

LCI(L) 459

DNC Manuel A. Reyes

LCI(L) 490

DNC Charles C. Groh

LCI(L) 531

Hawaii
DNC William A. Brown

LCI(L) 644

California
DNC Gordon J. Monett
DNC Warren G. Moore

LCI(L) 682

ATB Solomons MD 5/26/1944
DNC Thomas H. Reese

LCI(L) 691

DNC Nicholas Derbis

LCI(L) 949

DNC Stanley S. Dabal

This is our list. It is not complete. It is a compilation of the names assembled through years of research by many members of the USS LCI National Association . These names come from official reports filed during the war years from 1942 to 1945. As additional names are found during our research, they are added The list is organized by the theaters of THE WAR, the European Theater of Operations (ETO) the Pacific Theater of Operations (PTO) and the American Theater of Operations (ATO). If known, the list includes the Date and Action of the event, that resulted in the casualties. The list also includes the LCI's that were sunk if it resulted in casualties from the loss of that ship.

- **Robert E Wright Jr.**

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Abe Laurenzo

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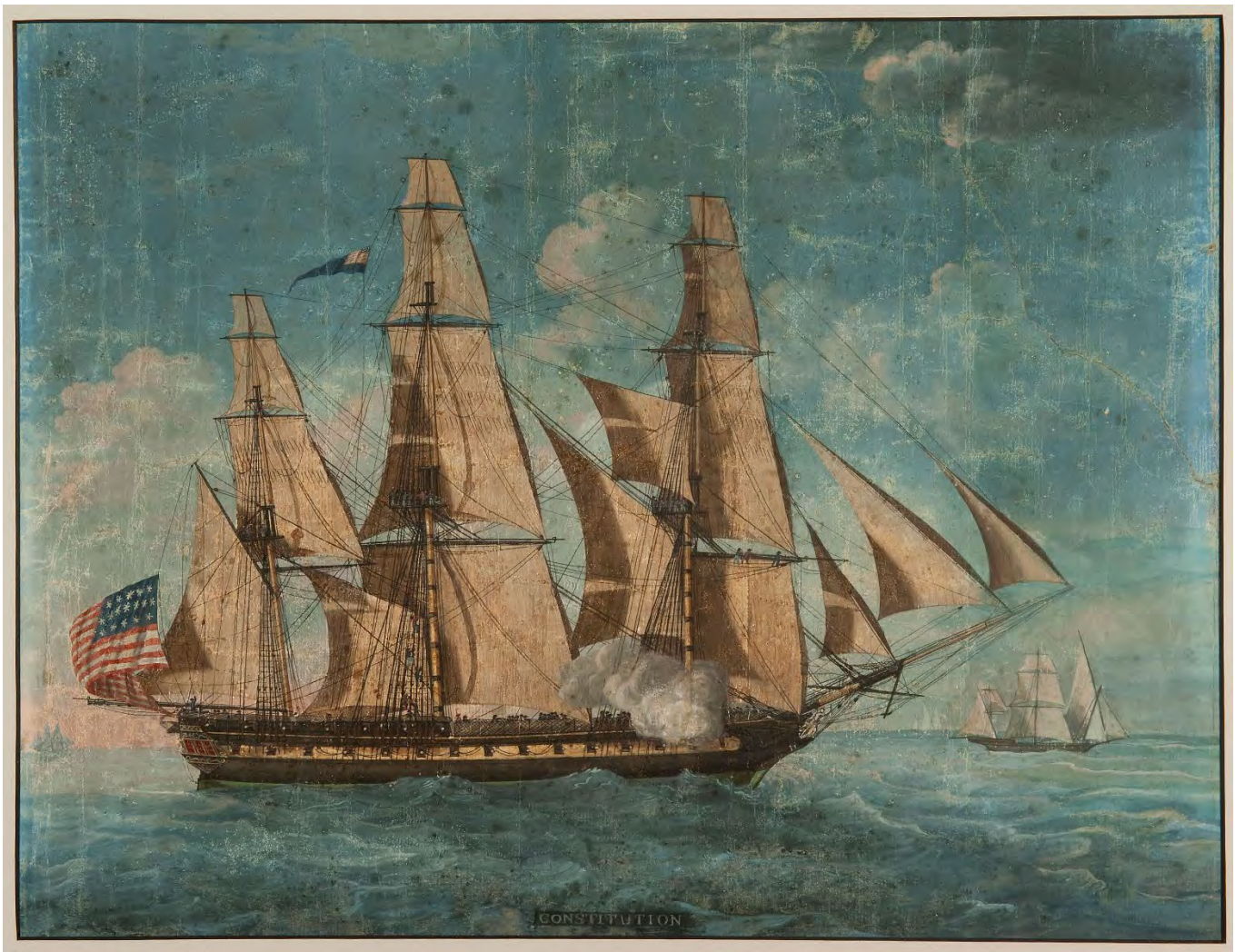
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USS LCI National Association, Inc.

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Independence Day Underway: USS Constitution will celebrate our 250th anniversary on 4th of July with a 21-gun salute in Boston Harbor. “Old Ironsides” is the oldest commissioned ship in the Navy.