

**AMPHIBIOUS
FORCES
MEMORIAL
MUSEUM**



Amphibious Fleet News



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Continuing Restoration Work.

Insulation has been installed in the forecastle and the compartment is being painted. The head busting bar that was over the ladder to the bow from the main deck has finally been reworked so folks don't bang their heads on it any longer.

The Commanding Officer's stateroom has been cleaned out and is now the temporary museum office that was moved out of Troop 2.

Pressure washing of the exterior decks has continued and if the weather holds painting will follow.

Another Generator has been procured and will replace the disabled #1 generator in the engine room.



20MM Machine Gun mounted on the bow. Left to Right:
John Gillon, Jerry Ubigau, Jerry Gilmartin

AMPHIBIOUS FORCES MEMORIAL MUSEUM

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On the Web.
Amphibiousforces.org.

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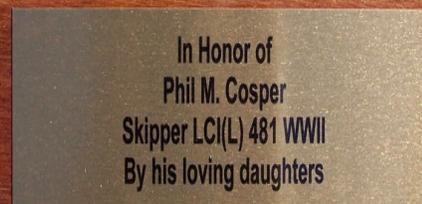
AFMM Organization: The purpose of the museum is to collect, preserve, protect and perpetuate the history of Amphibious Forces from World War II to the present. To educate the public on the rich naval maritime heritage which has played in the country's history. To serve as a resource available to educational Institutions, our ships, artifacts, and veteran sailor's and soldier's documentation. To serve as a tribute and provide an opportunity for the reflection on the accomplishments of the Amphibious Forces in wartime and the application of military technology to civilian enterprise, wherever the need to move men equipment

LIFEJACKET MEMORIAL PROGRAM.

The AFMM and LCI-713 need your help. In exchange for a \$250.00 donation we will permanently mount a lifejacket with an inscribed plaque. The lifejackets are authentic Navy issue. The lifejackets will be mounted with steel brackets to the overhead in the crews mess area, troop 2 or the crews quarters area. The plaque is 1 7/8" x 8" gold aluminum plate attached to an oak strip which is attached to the lifejacket. You may specify up to 3 lines and 30 characters per line of text. Contact us for details.



Examples of plaque's already installed.



AMPHIBIOUS SHIP OF THE QUARTER LANDING CRAFT SUPPORT (LCS)

The LCS were developed when during WW-2 the Navy realized the need for a shallow draft heavily gunned ship during the initial landings during an amphibious operation where deeper draft ships (destroyers, cruisers) could not operate.

Lawley Company of Neponset, Mass. developed the LCS using the basic LCI(L) hull. Crew quarters were enlarged, Troop quarters were converted to magazines, High capacity fire pumps installed. A total of 130 LCS's were built by the three builders of LCI's, Lawely in Mass., Albina Machine and Commercial Iron Works in Portland, OR.

All LCS's operated only in the Pacific theater of war, they were first used at Iwo Jima, the Phillippine's area and Okinawa.

Ships were armed with a mix of various weapons, 40MM, 3"/50 gun, rockets. What would become the standard in the later built ships for armament would be: Twin 40MM on the bow, Twin 40MM forward of the bridge and a Twin 40MM on the stern. 4-20MM machine guns located Port and Stbd. Sides, 2 to 4 50 cal. Machine guns for exploding mines and close in defense.

During the Okinawa campaign in addition to patrolling along the beaches to provide gunfire support, their most heroic roll was escorting Destroyers on the Radar Picket line. This was during the Kamikaze air raids when the Japanese concentrated on destroying the radar picket stations. The LCS's not only provided anti-aircraft fire, but were also used for fighting fires, dewatering damaged ships and if the Destroyer was sunk, picking up survivors of the ship. The preferred LCS's for the picket line was the later built LCS's that had installed gun directors, however any LCS's, LCI(G) or LSM's available were utilized in this role. After the war many LCS's were sold to various countries and were operated well up into the late 1990's. Con't. on page 6.

. Is the USS RANGER (CVA-61) Coming to Portland? Not a done deal, but things are looking up that she will be here in 2013 and moored in the Fairview area. The RANGER was the third ship of the Forrestal Class Carriers, commissioned in Aug. 1957. The class was called the super carriers of the late 1950's and the first aircraft carriers built after World War-2. Larry Schmuhl the program manager has expressed interest that the LCI(L)-713 could be a part of this. For more information on the USS Ranger CVA-61 see their website at:

www.USSRANGER.ORG

War Stories From Gordon Smith LCI(L)-43. The third day after the invasion in Salerno, Italy the LCI(L)-43 was German prisoners off of the beach, when some crew member called saying there was a prisoner who said he was from Portland, OR

Gordon went to the group and a young German prisoner, hungry, wearing a ragged and dirty uniform, scared witless having no idea what may happen to him. Gordon asked his name? Bodo Grober. Are you from Portland? Yes., What high school did you attend? Benson High School. What are you doing in the German Army? In 1939 he and his sister went to the Fatherland to visit their Grandparents. Hitler went into Poland in September and he was impressed into the Army and his sister was living with friends in Germany. How long since has it been since his parents had heard from him? Several years. Do you want me to write to your mother in Portland? “Ja, please”.

Gordon wrote to Mrs Grober a rambling censored letter and at the bottom wrote, “Oh, by the way I saw Bodo the other day. He is fine and tells me that Gertrude is fine and with friends.

Shortly thereafter Gordon received an airmail letter stamped “Special Delivery” enclosed by Mrs Grober seeking more information about Bodo. However due to war time censorship Gordon couldn’t really tell the facts of the meeting with Bodo, but wrote back, “I have not seen Bodo since a few weeks ago. However, you should be hearing from him very shortly.”

Gordon returned to the state the following January and went to visit Mrs Grober. Entering the yard where a little old lady was working in he said. “Mrs Grober I’m Gordon Sm...” and that’s all he got out when she rushed over and hugged him saying thank you, thank you, I owe you so much!

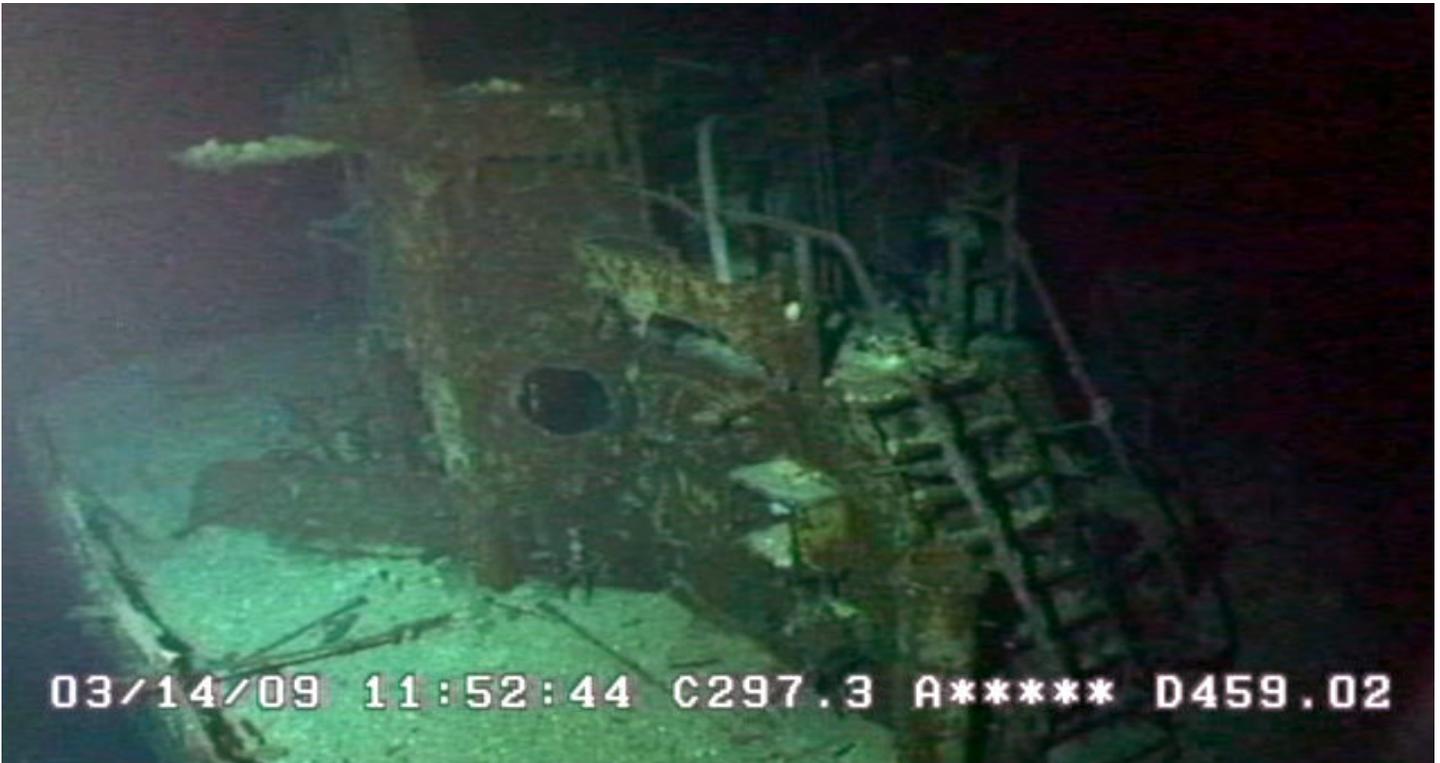
Bodo had arrived back in the states and she had visited him in a P.O.W. camp in Georgia. Time went on, college, marriage, etc. Gordon use to call Mrs Grober when he was working late in the office and the city directories told him that Bodo was married and employed by the Hyster Company and Iron Fireman in Portland. Gordon never looked Bodo up as he didn’t wish to embarrass him and felt that if he so wished, he could look him up. One night Gordon called the family again and was told, “We have lost Bodo” He had passed away in his 50’s from pneumonia. Gordon never did contact the family again, but wonders what ever happened to the sister Gertrude.

Happenings: The Military Vehicle Collectors Club held a meeting on the LCI(L)-713 on Aug.2. The Portland SERT team again has asked to use the ship again for a training exercise.

The 713 was opened for the veterans of the 101’st Airborne Division who were having their reunion at the Red Lion Hotel, Jantzen Beach.

SISTER SHIP FOUND THE LCI-714

We received an e-mail from Steven Price who works with the Hawaii Undersea Research Lab. In 2009 while conducting ordnance surveys south of Oahu came across the remains of the LCI (L)-714. She has been sitting upright on the bottom at 1,532 feet and considering she has been there for about 60 years looks in good shape. How the 714 ended up at the bottom of the ocean is unknown as she does not show any damage as if used for target practice. If anyone has any information on her history we would appreciate hearing from you. See our website for a link to the Hawaii Undersea Research Lab and more pictures of the 714.



Quiz of the Quarter: In the last newsletter the question was; How many LCVP's were built during WW-2. The winner was Fred Langston with a guess of 20,000. The actual number was 23,397. A 713 ballcap will be on its way to Fred.

New Quiz: How many LST's were built during WW-2? The winner with the closest answer will receive a 713 ballcap.

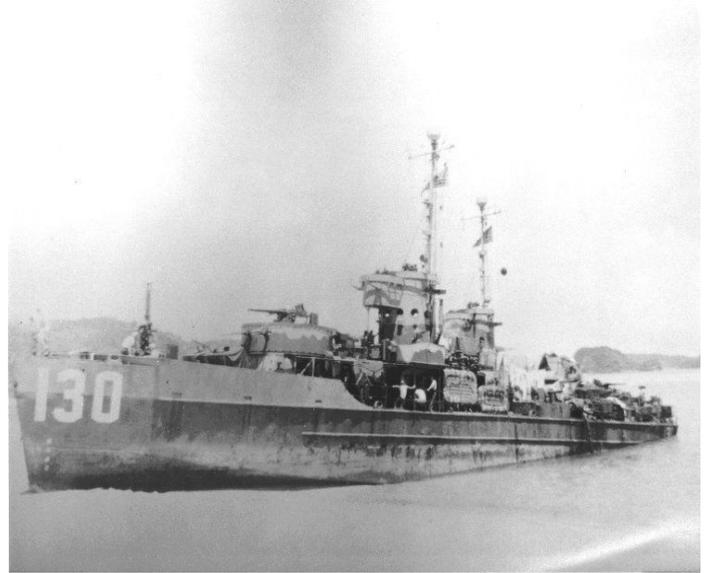
Joke of the Quarter: A war correspondent saw this epitaph on an Army mule's grave.

"In memory of "Maggie" who, in her time, kicked two Colonels, 4 Majors, 10 Captains, 245 Lieutenants, 42 Sergeants, 486 Privates and one bomb.

Submitted by Gordon Smith (LCI-43) from an old Stars and Stripes he had.

LCS's (cont). For further information on LCS's on the web are: NavSource.org, National Association of USS LCS(L) 1-130.

An outstanding book on LCS's is: *Mighty Midgets at War: The Saga of the LCS (L) Ships from Iwo Jima to Viet-Nam* by Robin Rielly from Hellgate Press, Central Point, Oregon. Contains a number of interesting after action reports written by the Commanding Officers.



LCS-1

Both pictures courtesy of www.navsource.org

LCS-130

Volunteer of the Quarter: Jerry Ubigau. Jerry is the Vice-President of the AFMM. He is an Air Force Veteran with 20 years of active and reserve time. He



was a transportation officer and retired as a captain (O-4). Jerry worked for Boeing Aircraft as a procurement agent for bearings fuse pins and fasteners for 31 years. He has three daughters, one a finance manager, one a biology teacher, his youngest is a Psychology student at North Eastern Univ. in Boston. Jerry's other interests are private pilot, expert pistol marksman and sailing. Jerry drives most weekends from the Seattle area, 3 1/2 hours each way to volunteer and work on the 713.

SHIPS STORE:

We have a number of items of interest for sale: World War-2 Gold Amphibious Lapel pins, Amphibious Forces shoulder patch's, USS LCI National Assoc. patches, U.S. Navy Gold Anchor pins, U.S. Navy Gold Eagle pins, LST pins (silver), Sorry we are out of LCI pins at this time). Miniature campaign medals, (WW-2 & Korea era), Campaign service ribbons, D-day pins plus pins for all three invasion beaches, various ball caps in colors of Tan, Black and Blue, LCI-713 Coffee Mug's. Books: Black Cat Flotilla, Iwo Jima Recon. U.S. Navy at War., Cradle of Invasion (A history of the Amphibious Training base, Solomons, MD, 1942)

Check out our website for ordering or call John Gillon at 503-283-9784

COLUMBIA RIVER MARITIME COMMUNITY:

On June 19'th a presentation was hosted by Chuck Kellogg at the Hilton Hotel in Vancouver, WA. With guest speaker Tom Cashman, Executive Director of the Foss Waterway Seaport Museum in Tacoma, WA. Mr Cashman outlined his role in the organization of the museum and it's use which is supported by the city of Tacoma. All maritime groups in the Portland area were invited, including the AFMM, PT-658, Submarine Blueback at OMSI, Rivers West, Shaver Tugs, USS Ranger CVA-61 and community Members. Mr Cashman presented a very interesting talk outlining the beginning of the museum in Tacoma. Mr. Cashman came back on Aug. 14'th at the Portland Yacht Club on Hayden Island speaking more of establishing a museum that is being planned in the Portland area with in the next three years.

Looking for your ship or station when in the service? Try using Google or your favorite search engine. I did and now eight years later have joined many of the ships crews sites and have been to a number of reunion's. Many sites have links to other sites you may find interesting.

Other sites you may find interesting.

[www. navsource.org](http://www.navsource.org) List all of the different type's of U.S. Navy ships from Battleships to yard craft.

U.S. Naval Institute at [www. USNI.org](http://www.USNI.org).

The USNI site also has a referral to the Naval History Magazine, published six times yearly. I wished I would have subscribed to the magazine years ago. It is an excellent publication on Naval History.



Amphibious Forces Memorial Museum
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The AFMM is a Federal 501 © 3 IRS tax code.

No board member receives any pay. Every penny of all membership fee's and donations go toward restoring the LCI(L)-713.

Membership Types: Plank: \$1,000.00 (Good for life.) Mustang: \$100.00 for one year. (Life membership status for Vets of WW-II, Korea and Viet-Nam.)

Yard Bird: \$20.00 yearly. You can join by mail or visit our website and join using a credit card.

AFMM Board Meeting held every third Saturday of the month, usually on the LCI(L)-713, open to the public, however there is limited room on the ship.

Want to know more about us? If you are in the area join us Saturday Mornings at 0830 for breakfast at Paul's restaurant, 1800 Broadway, Vancouver, Washington. Or visit us on the ship at the now closed Red Lion Hotel pier on Hayden Island just west of the I-5 bridge on the Oregon side. The ship is usually opened by 1000.