

AMPHIBIOUS FORCES MEMORIAL MUSEUM



Amphibious Fleet News



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LATE BREAKING NEWS:

LCI-713 has been approved to apply for National Historic Landmark. The National Park Service has reviewed the nomination and will need additional material.

Spring

2010

Work Continues on Restoration

Work continues on restoring the 713. Much un-needed material has been removed from the ship and transferred to a off site storage. The job continues to sort out what is in the trailer and turn un-needed excess to recyclers with money earned to be added to general fund.

Marine Surveyor, Alison Mazon has begun a Survey of the hull of the 713 to be taken to find the weakest steel that will have to be replaced.

Further discussions have been taken to decided which is the best for the ship's bottom replacement. Dry-dock, on land or on a barge. We are leaning towards a barge and replace the thinnest steel with new until we

run out of funds, then put her back in the water until we can raise more money until all of the steel on the bottom is replaced.

Work continues in compartments installing insulation. Troop #2 will be the display area for the AFMM artifacts.

The first 20mm machine gun mount will be put on the bow and as the other four guns are assembled will be mounted in the remaining gun tubs.



LCI-713 Moored at the Red Lion Jantzen Beach for the NorthWest LCI convention 2008. Photo by Gordon Smith

AMPHIBIOUS FORCES MEMORIAL MUSEUM

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On the web.
amphibiousforces.org

Editor: Alfred Berg

Lifejacket Memorial Program.

The AFMM and LCI-713 need your help. In exchange for a \$250 dollar 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 crew 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.

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 and equipment ashore from seagoing vessels is required.

Bi-Annual Elections held.

The bi-annual election ballots were mailed out in February to all members of good standing.

The election ballots were counted and the following listed members now consist of the AFMM board:

Gordon Smith, Chairman of the Board
Rick Holmes, President
Jerry Ubigau, Vice President
Mark Stevens, Treasurer
Jerry Gilmartin, Secretary
Clark Caffal
John Gillon
Chuck Kellogg
Dave McKay

Board meeting held every third Saturday of the month, usually on the LCI-713, open to the public, but limited room on the ship

The AFMM is Federal 501 (C) 3 IRS Tax Code. No board member receives any pay. Every penny of all membership fee's and donations go toward restoring the LCI-713. Membership types: Plank. \$1000.00 (Good for life.), Mustang. \$100.00 (One year only—Life membership status for Vets of WW-II, Korea and Viet-Nam) Yard Bird. \$20. (One year only.) You can join by mail or visit our website and join using a credit card.

Amphibious Ship of the Quarter: Dock Landing Ship (LSD)

One of the most versatile ships is the LSD. With its well deck can carry cargo, vehicles, and by filling ballast tanks flood down, opening the stern gate to discharge and receive various landing craft, amphibious tractors, Fitted with extensive repair shops able to repair landing craft from Lcvp's to LSM's (WW-2 to Viet-Nam) and the newer landing craft of the 2000's. during amphibious operations.

All LSD's were twin screws and had various armament over the years. First LSD commission in 1943, newer and larger LSD's are still active in the Amphibious Forces.

Classes of LSD's:

Ashland Class: LSD 1-8,
Length: 458' Beam: 72' Propulsion: 2 Skinner Uni-flow reciprocating engines. Max speed: 17 knots. Era: 1943-1970's

Casa Grande Class: LSD 9-27
Same specs as Ashland except propulsion: 2-Geared steam Turbines. Era: 1943-1970's

Thomaston Class: LSD 28-35
Length: 510' Beam: 84' Propulsion: 2 Steam Turbines. Max. Speed: 21 knots. Era: 1954-1980's.

Anchorage Class: LSD 36-40

Length: 553' Beam: 84' Propulsion: 2- Steam Turbines
Speed: 20+ kts.

Era: 1967-2000's.

Whidbey Island Class: LSD 41-48

Length: 609' Beam: 84' Propulsion: 4 - Colt 16 Cylinder Diesels. Speed: 20+ kts.

Era: 1980-Present

Harpers Ferry Class: LSD 49-52

Same Specifications as Whidbey Island Class. Era: 1991-Present

For more information on LSD's and other Amphibious ship on the web go to.

www.navsourc.org



USS Ashland LSD-1



USS Point Defiance LSD-31



USS Harpers Ferry LSD-49

New Generator Installed.

The #2 generator was installed in the engine room on March 6. Unit provided by the Oregon National Guard. Now awaiting for our electrician to wire it into the main breaker.

#1 Generator engine is still awaiting repairs. As of right now we depend on our Emergency generator installed on the fantail to provide our power.



Generator positioned over the Engine room ladder well.



Rick & John ready to lower generator into engine rm. Dave supervising?



Volunteer of the quarter:
John and Jackie Gillon.

Our Father and Daughter Volunteer team. John owns his own Machine shop business. Jackie is a High school student and budding musician. John served in the Navy from 1967-1971 and veteran of the Viet-Nam conflict serving on Aircraft Carriers.

Both have been volunteers on the LCI-713 For three years.

John and Jackie reside in Portland, Oregon

Volunteers always needed: If you are interested, join us for breakfast Sat. mornings at "Pauls" restaurant, 1800 Broadway, Vancouver, WA. at 0830. By 1000 the ship is usually open for working parties.

Oregon Parks and Recreation Grant

Again this year the state of Oregon has granted the AFMM \$20,000.00.

Thanks to the effort of our Vice-President: Dave McKay in jumping the hoops and hours spent doing the paperwork, the state of Oregon has again this year given us a matching grant. This will be used for further bottom work on the ship. Dave is also working on applying for designating the 713 as a National Landmark Status like the USS Constitution.

Still Looking for a Home.

Through the Owner of the Red Lion Hotel, Jantzen Beach, has allowed the 713 to moor at the dock of the old Red Lion (now closed). However we are looking for a more permanent moorage site and with the prospects that a new I-5 bridge will be built, that will eliminate our present moorage.

An ideal area would be in the inner basin of Swan Island as it would be in a more secure area in the vicinity of the Naval Reserve and Coast Guard Station. We have a few feelers out however as of this date have not aggressively tackled the problem due to our number one priority being dry docking the ship to install a new bottom, as we have purchased \$40,000 of steel and it is waiting for us to find a facility for repairs.

Past Happenings

In 2009:

Aug: The U.S. Army 41'st reunion Of Veterans visited the 713. The 41'st served 3 1/2 years in the pacific war zone and the 713 landed one company of their infantry on an island in the Phillippines.

Sept: Portland, OR. Police Bureau's Special Emergency Reaction Team (SERT) conducted a training exercise utilizing the 713. This training also put us on the Police radar as we found out one -

-Saturday morning, as we gathered in the parking lot a patrol car pulled up to investigate our group, checking to find out if we were a bunch of evil lollygaggers out to do harm. Thank you Portland Police Dept.

Usually every Saturday will we are working on the ship a few people will drift down and want to come aboard. One of our volunteers will break off from their work and conduct a tour of the ship and usually when they leave they will drop a donation in the coffee can. Every penny counts towards restoration. Thank You.

Joke of the Quarter:

A Chief Petty Officer and 2 seaman were walking on the beach when the chief found a bottle in the sand, pulling the cork and wiping off the sand a Genie pops out. "I will grant you three wishes for releasing me from the bottle. Chief replies. "How about one wish each?" I can do that replies the Genie. Asking the seaman what his wish is. "I want a mansion on an island and be rich for the rest of my life" The Genie waves his hand and poof the seaman is gone. Asking the 2'nd seaman for his wish. "I want to be married to a sexy rich woman so I never have to work again." Poof he is gone. "What is your wish chief?" "Those two seaman be back on the ship by 1300."

If you have a clean Military related joke send it by mail or e-mail to the Editor

Quiz of the Quarter:

How many LCVP's (Landing Craft Vehicle Personnel) were built during WW-2?

Winner with the closest answer will receive a LCI-713 Ball Cap. Send your answer to our mailing address or by e-mail to: EditorAFMMnews@comcast.net.

SHIPS STORES: We have some books, patches, award & campaign medals & ribbons and other items.

Check our ships stores at: www.amphibiousforces.org.

or call John Gillon at 503-283-9784

The AFMM Newsletter is published by the AFMM Museum. Any comment, suggestions or articles you might like to see in the future contact us by mail or e-mail the editor.

The AFMM tries to save every penny. If you would like to receive the Quarterly newsletter electronically contact the editor at: EditorAFMMnews@comcast.net or our website.

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