



THE PHOENIX

The USS LST Ship Memorial, Inc. Newsletter

WINTER 2024

Vol XXI • Issue 3



A LIFE WELL LIVED

REMEMBERING
GOLD CREW MEMBER
BRUCE VOGES
aka "BOATS"

325



OUT OF THE PAST and INTO THE FUTURE



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IMPORTANT DATES for 2024-25

Nov. 01 Commence Winter Hours (closed Mon. & Tues.)

Dec. 01 Winter *Phoenix* Distributed

2025

Feb. 01. Spring *Phoenix* Articles Due to Office Coordinator

Feb. 01. Member / Voter Roll list closed as of 1600 hrs.

Feb. 15. Board Election Ballots mailed out

Mar. 01. Spring *Phoenix* Distributed

Mar. 15. Board Election Ballot return deadline 1700 hrs.

Apr. 01. Commence Summer Hours (closed Mon.)

Apr. 27-May 02 . . . Engineering Dept. Work Week

May 03. Board Meeting, Annual Membership Meeting

May 03. Volunteer Appreciation Dinner

May 04-09 Deck Dept. Work Week

June 01 Summer *Phoenix* Articles Due to Office Coordinator

June 14 Tentative Shrine Fest Participation

July 1 Summer *Phoenix* Distributed

Sep. 03-Oct. 02 . . . Annual Cruise

Note: Subject to revision. Check Memorial Website for latest information!

Crew Arrive NLT Sept. 03

Sep. 11-Sep. 15 Muscatine OR Burlington, IA

Sep. 18-Sep. 22 Alton, IL

Sep. 25-Sep. 29 Cape Girardeau, MO

Oct. 01 Arrive Evansville

Crew Depart NST Oct. 02

Oct. 03. Board Candidate Resumes to Board of Directors for Approval

Oct. 03. Board Pre-Meeting & Board Meeting

Oct. 17. Winter *Phoenix* Articles Due to Office Coordinator

Nov. 09-Nov. 14 . . . Fall Work Week (winterize)

All in-person events are subject to cancellation or rescheduling depending upon Coronavirus Restrictions. Please check in with the website periodically to see as updates become available.



VOLUNTEERS

To participate in traditional full crew Work Week and Cruise events, you must sign up in advance and subsequently be notified of acceptance for the event. COVID vaccine inoculation is recommended but NOT REQUIRED.

You can put your name on the list for each, all or any of these events with the appropriate Division Officer or Assistant Division Officer.

This procedure applies to all volunteers, local, out of town, regular or newcomer.

WINTER SCHEDULE

Wed-Sun: 10am-4pm
Mon-Tue: Closed

Last tour of the day: 3pm

Times are Central Standard Time (CST).

This schedule changes April 1 and is subject to change. For the most current schedule, consult our website. Thank you for your understanding.

TOUR PRICES

Adults (18 & over)
\$15

Youth (ages 6-17)
\$7.50

Children (5 & under)
No Charge

LST Memorial members (with membership card)
No Charge



END of WATCH

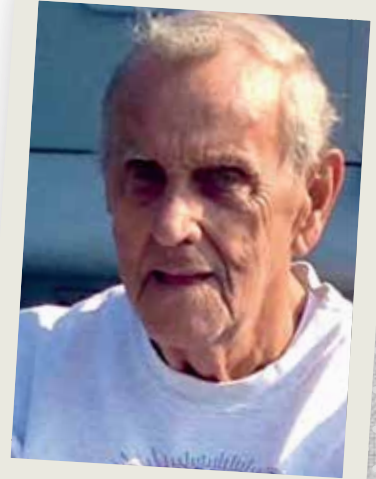
SEMPER FORTIS

SENIOR CHIEF PETTY OFFICER

BRUCE VOGES

LST-325 GOLD CREW MEMBER

1926-2024



'A LIFE WELL LIVED,' Bruce Voges, 98, of Saint Joseph, IL, passed away at his home on Monday, June 3, 2024, at 1:25PM. Bruce was surrounded by family and friends, and he left this earth as peacefully as the day he was born. He was reunited with his wife, Katie, and got to meet Jesus.

Bruce was born in Terre Haute, IN on April 28, 1926, in the family home. He left school early, lied about his age, and enlisted in the US Navy at the age of seventeen. He served this great country for 21 years, retiring as a Senior Chief Petty Officer. He served in the Pacific Theater during WWII and continued his service throughout the Korean War. At the Battle of Iwo Jima, his landing ship, the LST-725, was the first successful LST to reach the beach.

On June 12, 1954, Bruce married Kathryn Wehlage (Katie). They had three children, Mike (Tami) Voges of Saint Joseph, Michele (Terry) Lawhead of Saint Joseph, and Tim (Sherri) Voges of Urbana. Bruce was happily married until Katie's passing in 2011.

Bruce was blessed with five grandchildren, Jessi (Jon) Wrench, Jonah (Kelsey) Lawhead, August Voges, Mason (Karee) Voges, Jordan (Jennifer) Lawhead, six great grandchildren, Liam and Briella Wrench, Pierce and Sawyer Lawhead, Lincoln, and Hudson Lawhead.

After Bruce's retirement from the Navy, his family moved to Ogden, IL. He worked for Magnavox in Urbana just prior to it relocating. He made a decision to not move the family again and accepted a position as a bank teller at The First National Bank of Ogden. Over the course of his career at the bank, he advanced to the position of bank president before retiring in 1988. Bruce and Katie, along with Rosie and Don Hayn, also owned and operated the Lincoln House Restaurant in Ogden, a food staple back in the day.

In his retirement years Bruce stayed very active. In addition to his awesome woodworking skills, he helped out extensively with the original renovation of the Vermillion County War

Museum. In 2000, Bruce, along with twenty-six other Navy veterans, average age 72, went to Greece, and brought back to life an old WWII landing ship. The LST was made seaworthy after over six months of work by these men, and eventually sailed back across the Atlantic to The United States. He was the Chief Boatswain on the voyage and was affectionately known as 'Boats' by all who served with him. Boats was instrumental in the continued care and restoration of the LST over the years. The LST-325 is currently a working WWII museum ship moored in Evansville, IN.

In recent years, Bruce truly loved his quiet corner on Grand Ave. Sitting in his garage with the door up, many who drove by honked or waved. People walked past, kids rode bikes and waved, and runners called out during early morning runs. Many stopped to visit. Strangers became friends. Neighbors were treasured. Every Halloween, kids and families were treated to pizza and hot dogs. He even dressed in creative costumes with a special family friend. He really enjoyed mowing and even did so a few days after his recent 98th birthday. Religiously playing pinochle almost daily with his three kids, every win was tallied. Thankfully, Bruce won his last games two days before he passed.

The family greeted friends for two hours beginning at 10AM, on July 6, at Freese Funeral Home, Saint Joseph, IL. A procession to Mount Olive Cemetery, Mayview, IL, for a Military Honor burial followed at noon. All were encouraged to attend the military services at the cemetery as Bruce had specific requests for his final farewell to friends and family. A celebration followed at the home of Tim and Sherri.

In lieu of flowers, a donation may be made in Bruce's name to the USS LST 325 Ship Memorial. 610 NW Riverside Dr. Evansville, IN, 47708 or SJO Constitution Team "We the People", St. Joseph-Ogden High School, 301 N. Main St., St. Joseph, IL. 61873."

FAIR WINDS AND FOLLOWING SEAS, BRUCE.



FROM MIKE VOGES

FOND MEMORIES OF BRUCE VOGES

During the 2005 Atlantic Cruise, the first stop was to be Alexandria, Va. Right across from Washington D.C. During the voyage up the east coast, thanks to the Gulf Stream current, we were ahead of schedule and needed to anchor in Chesapeake Bay for 3-4 hours before proceeding up the Potomac River. This was necessary since Alexandria's Public Works Department would be helping land the ship at midday; we were at their mercy to be successful in tying off. Without a tug to assist, the *LST* really needed to coordinate with the people on the dock.

Dad, and some of the experienced crewmen, knew the anchor probably hadn't been used in decades, so this 2 A.M. event was just another in a long *LST-325* list titled "hope this all goes well...." After being instructed by Dad, known by everyone else as "Boats," on the dangers involved, I won the toss with brother Tim as to who got to swing the sledgehammer to disengage the anchor. We took our places, I swung, and the noise and the dust and the rust were probably as exciting as those three things can be—all went perfect.

Later that day, we passed Mt. Vernon, President George Washington's home. Dad had earlier briefed the crew, that when a Navy ship passes Mt. Vernon, the crew is to man the rail, tallest toward the bow. When the ship passes the tomb, attention is called. Meanwhile, the flag is lowered and the ship's bell rings 8 times at 5 second intervals. The flag is then hoisted again. Dad had stressed that the U.S. Navy NEVER dips its colors, even in International waters, when passing other country's Navy vessels. It's only done at Mt. Vernon. If ever, I could speak for everyone, it's now. Each man who took part in that tradition was struck to some degree, by the significance of the event. What a shame it would have been, to unknowingly miss that opportunity to pay that solemn tribute. Thanks Boats....

Shortly after that, we passed under Interstate I-95. The bridge was under repair with a large group of construction workers present, as well as very slow moving, heavy traffic. As the *LST-325* slowly travelled under the Interstate, all work ceased, and traffic stopped, and the cheers and well-wishers crowded the rail. Quite a welcome to Virginia.

Awhile later, we were rounding a bend in the Potomac, and we can see the large concrete docking area on the left where we will moor for the next 7 days. The ship has slowed as much as you can and still be moving upstream. "Boats" has the deck squared away and the deckhands in perfect position to dock. My assigned position was under the bow gun tub and "Boats" was about sixty' back, on the port side, ready to throw the monkey paw attached to the first main line. The only issue as we glide slowly toward the dock is there is not a Public Works person to be seen.... anywhere. The only people I see is an elderly couple walking a small white dog and a younger boy on a skateboard. As I stated, it was important not to miss on this first attempt at docking. I'm not sure what "Boats" first yelled, but I clearly heard the elderly gentleman yell back, "I haven't done this in 50 years!" Dad then yelled back, without hesitation, "well, you're doin' it today!"

That was the day three strangers landed the *LST-325* and one of the main reasons was, "Boats" sure got the best out of people and made them feel good about their effort. Those three people sure had a story to tell. A final wish would be that you could all join Boats in that shaded cubby-hole at the fantail someday, where we would chat while he drank a Miller Lite and smoked a cigar after a good day underway."



**FROM
SUSAN BLOOM**

FROM TERRY TULL

When the ship went up the east coast, it was soon after I became associated with the ship. I flew to Boston to join the cruise. I got there late at night and the next morning was told we were required to have a life jacket, and I needed to see Bruce to get one. I had never met Bruce before. I found him and asked about a life jacket. He looked at me with absolutely no expression and said "We don't give those to engineers." I replied, "I never saw an engineer who couldn't whip a deck ape for a life jacket." That was the start of many years of friendship with "Boats." I served several terms on the board with him and when he wanted to step back as treasurer, he nominated me to take his place (without asking me prior to nominating me). Bruce was a great friend and had a great love for the 325."

MY DAD (DEWEY TAYLOR) CONSIDERED "BOATS" HIS BEST FRIEND ON THE LST-325. I KNOW THEY SHARED MORE THAN A FEW ADVENTURES (AND BREWS) TOGETHER AND EXPERIENCED THE ADVENTURE OF A LIFETIME IN BRINGING BACK THE LST-325. HE HAD THE UTMOST RESPECT AND ADMIRATION FOR BRUCE AS A MAN AND A SAILOR."

LINDA MOORE



After I had been working at the ship a few years, Boats assigned me duties of needle gunning in the old boiler room off the tank deck. He assigned me to work under the work party leader—Bob Pointer. (The work party was just the two of us!) Bob took me under his wing and showed me how to use the needle gun, made sure I had my PPE on properly and we set to. It was hot in there and as we perspired, the rust and dirt stuck to us. Everywhere. We took a break for water mid-morning and then went back to work. Pretty soon, Bob tapped me on the shoulder, and we shut down for lunch. Coming out of there, I removed the PPE and could hear the laughter. I looked up to find my shipmates laughing. It's a wonder they didn't change my nickname from SeaBat to Raccoon at that point! As we washed our hands in preparation for lunch, I went into the chow line and then into the Wardroom to eat. Later as I was leaving, Boats came in and immediately asked where I was going. When I said I was going back to work, he roared with laughter and asked me if I wasn't dirty enough! I replied that my Dad always told me to finish what I started, and the job Bob and I were assigned wasn't complete and I needed to turn to. We spent a few days in the boiler room needle-gunning and Boats was so proud of me for doing a good job and sticking with it—and told me so. That was such high praise coming from him and it formed the basis of a special respect and a bond between us. Even though he always called me SeaBat, he confessed I was also a Raccoon!

FOND MEMORIES OF BRUCE VOGES



FROM HIRAM "TOO TALL" BROWNELL

When I was asked to contribute to the End of Watch for Boats, many things filled my mind immediately. I realized that picking one would be difficult plus the fact that it would be one of those that 'you would have to have been there to appreciate it' stories so I have opted to remember Bruce with words to which that I believe we can all relate.

INTEGRITY, GOOD LISTENER, LEADER, KIND, HONEST, DECENT, RECTITUDE, PRIDE, PROPENSITY FOR WHAT IS RIGHT, GREAT ESTEEM, AND PATRIOT to use a few. Those words best describe my feelings for Boats.

In short, I would follow him into the gates of hell armed only with a fire extinguisher, and a small one at that, if asked.



FROM PERRY BALLINGER

The first river trip taken by the ship was 2003 after the Bender Shipyard cut off the mast to allow passage under bridges and was towed at no charge to save money on fuel! After leaving Mobile one of the radio room volunteers had to leave to return to work, which started a search for a capable volunteer to meet the ship. A call was made to the head of the Navy Military Affiliate Radio System (MARS) for anyone who could help, and since I had retired, I raised my hand! I had 4 weeks available. I was to meet the ship in St. Louis and the charge was \$20 per day! Well, OK... we have to be fed! Well, I was an unknown addition to the crew and while Captain Jornlin did not know me, neither did the Treasurer, and I found out quickly who he was and that he would be visiting me daily for that \$20 bill! Bruce Voges was going to make sure I didn't disappear!

FROM DIANNE HILL



The first time I saw Bruce Voges was in Mobile, AL on January 10, 2001, as the *LST* arrived and docked at a pier. Bruce was waving his cap to his wife and family as they waited with the rest of us wives. I didn't know it then how our lives would be forever changed! What a day that was and so Patriotic!

Bruce and my husband William (aka Rocky) had a special bond and were always giving each other a bad time because Bruce was a "Deck Ape" and Rocky was a "Snipe" working in the engine room! But they did have the utmost respect for each other. And If memory serves me right, I think they even had a contest on who had the "best looking knees". Those two were always coming up with something to keep the crew laughing!

I recall that around 6am (AZ time) every Christmas morning after the Ship arrived back in the US, we would get a phone call from Bruce. He wouldn't say anything but he had a stuffed toy Reindeer or Teddy Bear dressed as Santa Claus that he bought in Greece and it sang "Jingle Bells" in the Greek language.. And according to Rocky's notes that he took while the ship was underway, Bruce played it for the crew on Christmas morning! What a great way for the *LST* Crew to start the day! Now I'm wondering if Bruce took that toy with him to Heaven!

As I got to know each of the Gold Crew and their wives and family, and our wonderful "Blue Crew," we all became "Family," and we have forged a forever bond not only on the ship but in each other's lives!

One thing I am sure of now that Bruce has earned his "Heavenly wings" ... is that he and Rocky are still debating who rules...Snipes or Deck Apes!

May they all rest in peace!

FOND MEMORIES OF BRUCE VOGES

FROM CHRIS DONAHUE

October of 2006 was my first cruise. Actually, I only made half the cruise, the trip back from Tall Stacks at Cincinnati. The ship had only been in Evansville for a year. My job kept me from sailing with the ship to Cincinnati, but Captain Jornlin told me that if I could find a ride to Cincinnati, I could spend a couple of days there and sail back. I

can't remember if there was any requirement to be crew like we have today with the 80-hour rule, but Captain Jornlin encouraged me to fly under the radar and just show up.

So, that's what I did, I showed up late in the day and attempted to assimilate. The next morning at quarters, Bruce (Boats) Voges was a little surprised to see me and asked where I came from. I can't remember what I said but it was some line of gibberish.

Boats then proceeded to talk about the fact that I was wearing shorts. So, I looked around and noticed that probably everyone was wearing long pants. Of course, being the newbie, I was becoming a bit unnerved. You got to remember that I was a young, 53-year-old impressionable youth. So, I inquired if shorts are not allowed. Boats said no, that's not the case, but if I had legs like yours, I'd keep them covered up.

I came to realize eventually that this was his Bos'un Mate Shtick. I am a cigar smoker. I noticed he was also. So, within a few months, I realized that the offer of a cigar could buy me a lot of good will. The first couple of cigars were imported cigars from Dominican Republic or Nicaragua. I later realized I could get away with the cheaper domestic cigar. He eventually came around to saying I didn't have the worst looking legs on the ship, mine were better looking than Rocky's. I caught some flak from Rocky for kissing up. But me and Boats were good from then on out.



FROM LOIS JORNLIN

Bob and Bruce were great friends in Greece. They had a routine almost every night after working on the ship all day. They made four stops ending up at Nicks restaurant for dinner. Bruce's favorite place was "the Brass Shop" - a gift shop in town. I understand there was a pretty daughter of the owner that worked there. I'm sure that had nothing to do with their stops there!?



BRUCE VOGES WAS THE ULTIMATE REASON ONE SHOULD NEVER TRUST FIRST IMPRESSIONS. WHEN I FIRST MET HIM, I THOUGHT HE WAS A GRUMPY OLD GUY THAT WAS GOING TO BE VERY HARD TO WORK WITH. THAT IMPRESSION COULDN'T HAVE BEEN MORE FAR FROM THE TRUTH. TURNS OUT HE WAS ONE OF THE NICEST GUYS I HAVE EVER KNOWN. I FEEL HONORED TO BE ABLE TO COUNT HIM AS ONE OF MY FRIENDS. Chip Lanham



FROM KEN FRANK

PAST PRESIDENT & DECK OFFICER

I remember one of the later trips when Boats was just along for the ride, and we had one of the guys with his son on board.

Well, Boats set up on the main deck and conducted a little Bo'sun seminar including knot making and line handling like throwing a line around a pin. It was fun to watch. Many of the deck guys joined in and had a lot of fun.

Boats enjoyed it too—maybe more than the students.



We had a stressful, but successful, cruise this year. Our venue cities were Pittsburgh PA; Wheeling, WV; and Marietta, OH. We had predicted a total of 40,000 visitors. The actual total was 32,900 which was 18% less than we projected. We attribute a lot of that deficit to the current state of the economy. Wheeling was obviously economically depressed, and we only did 63% of the attendance there than we did at our last visit in 2010. Despite the lower than projected attendance, we still managed to gross something over \$680,000 when we include the weekend cruise to Owensboro at the first of August. The Gift Shop sold 15,651 items this cruise which was 29% less than the 2023 cruise: another indicator of the shortage of disposable income available to our visitors.



The long visitor line at Pittsburgh!

2024 CRUISE STATS

TOTAL VISITORS	TOTAL GROSS
32,900	\$680k
GIFT SHOP ITEMS SOLD	
15,651	

It was a tough year for our crew as well. We had the trip to and from dry dock in the January-to-March time frame, in addition to our normal schedule, and that made it difficult to fully staff; but, we managed and we're grateful for the extra effort by our volunteers. The Board authorized the use of a shuttle van to swap out some of the crew in Wheeling who could only do either the first half or second half of the cruise and that made it possible to fully staff up.

The 1st Half Crew



The 2nd Half Crew holding quarters on the main deck.



Despite the stress, we managed to keep our sense of humor intact. Every morning in port, we assemble for Colors and Quarters. Harry Zillion usually announces "Quarters will be held on the main deck at 0800 hrs." J. J. Jones, our Chief Cook, decided to take that literally and the result was all of us "holding quarters" on the main deck one morning in Marietta!

WE WERE ESPECIALLY SHORTHANDED IN THE GALLEY AND A LOT OF THE CREW PITCHED IN TO HELP THERE IN ADDITION TO THEIR NORMAL WATCH-STANDING AND DOCENT DUTIES. A BIG BZ TO ALL OF THEM!



Stryker Stair Chair

Our visitors were treated to a number of new, museum quality displays on the tank deck this year courtesy of Cory Burdette, Fred Westfall, Becky Specht, Sarge Goodall, and others. They're awesome and we'll be upgrading more this coming year. See more about these new displays in the following article.

We've been a seriously hampered over the years in moving crew with medical issues or injury around the ship—especially up or down the "ladders" between decks—thanks to our "museum quality" wheelchair!

Joe Specht took the initiative in this regard while we were in Wheeling and asked the local Fire Department if they had any surplus equipment they could donate. Lo and behold—they had just retired a number of Stryker "Stair Chairs" in favor of newer models and they graciously donated an "old" one that appears to be virtually new! Way to go, Joe!

The Board met on 09/20 following the cruise. We heard a report from Ken Rupp, our Cruise Committee chairman, on the preliminary plans for the 2025 cruise. The current plan is to go to Muscatine or Burlington, IA; Alton, IL; and Cape Girardeau, MO with a tentative schedule of 09/03-10/01/25.

We have four candidate applications for the three Board seats up for election in Spring 2025. All four were approved as qualified to run. Candidate resumes are elsewhere in this issue. ■

ORIGIN OF THE LST

Landing Ship, Tank

"Let there be built great ships which can cast upon a beach, in any weather, large numbers of the heaviest tanks,"

- Winston Churchill, 1940



British Prime Minister Winston Churchill, a long-time proponent of amphibious warfare, gave his famous "V for Victory" speech during 1940. As far back as 1917 with the disastrous result of the Gallipoli Campaign in 1915, Churchill articulated the concept of the landing ship, tank, in Turkey (LCTs), but they were too small for mass production for the need to create a ship that could:

1. Make at least 10 knots (11.5 MPH)
2. Have a range of about 1,000 nautical miles
3. Carry as many as twenty (20) ton battle tanks
4. Discharge cargo from a bow-mounted ramp
5. Beach itself and retract from beaches with an LST as it is to be used

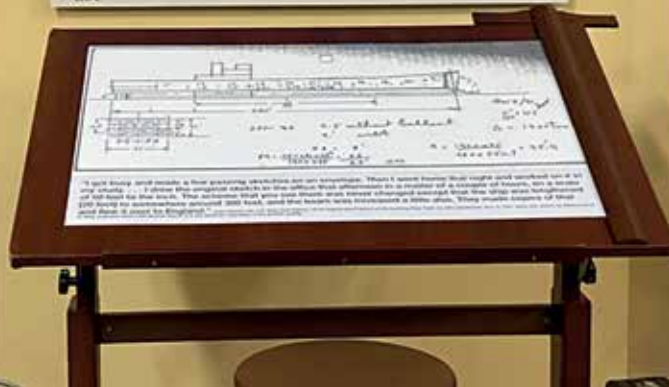
Due to the surface pressure on England's shipbuilding resources, they agreed that the design and building of these ships would be done in the US. The US Navy, under John Niedermair's direction, designed a whole new type of ship that had seagoing stability, a relatively shallow hull, and the ability to deploy tanks, troops, and combat machinery directly onto a beach, even if under attack.

Niedermair overcame a major design obstacle, the necessity for both deep draft for stable ocean travel and shallow draft for beaching. He accomplished an exceptionally large ballast system that could be filled with sea water for stability during ocean passage and then be pumped out for beaching operations. For ocean travel, the vessel was capable of a draft of fourteen feet and when beaching, a minimum draft of only two feet, one ballast was required.

On November 4, 1941, John Niedermair, out of an urgent request from the British, designed a large, seagoing landing craft that fit all of the necessary parameters for the progressive ways of waging and winning war. By October, 1942, a little less than a year from its conception, the first LST was finished, and soon after, carrying troops and equipment to beachhead battles. By the end of the war, 1652 ships were produced, more than any other single oceangoing Naval ship design.



LST-325 Hull and Deck Layout Diagram from the Bureau of General Plans. The LST-325 was laid down on February 11, 1942 by the Bath Iron Works Shipyard, Inc., Bath, Maine, and launched on March 14, 1942. The Bureau of General Plans is a collection of ship's drawings that accompany each ship and usually include internal and external profiles, layouts, main deck, second deck, third deck, and hold dimensions, gunnery and landing accommodations, and other details, such as LSTs.



A ship's hull and deck layout diagram, showing the internal and external profiles, layouts, main deck, second deck, third deck, and hold dimensions, gunnery and landing accommodations, and other details, such as LSTs.



The Father of the Modern U.S. Navy

John C. Niedermair (1885-1962) grew up on Staten Island, New York. In the 1900s, amongst the great and great ships, he received a scholarship to the United States Naval Academy. He then worked as a draftsman at the New York Navy Yard before moving to Washington as a Naval Architect in the Preliminary Design Group of the Bureau of Ships in 1919. Over the next 20 years, he would direct the design of more than 8,000 ships, from 1919 to 1940, he was the Chief of the Bureau of Ships, the Navy's largest design agency.

The American Society of Naval Engineers named him "the father of the modern U.S. Navy". He received many decorations and awards from the government, the Society of Naval Architects and Marine Engineers, and the National Academy of Sciences, but he was most proud of his contribution to the war effort. He was most proud of his ship designs, the things he didn't know, "I've seen a thing or two... to the end, and I think I've seen a few things that nobody else knows I did and that you the Navy of sleep a day."

In the Bureau of Ships, Niedermair became the Navy's resident expert on watertight integrity and standards for watertight integrity and ship stability in the United States. His work also spanned the nuclear age. He had a role in designing the first nuclear-powered submarines, aircraft carriers, and guided missile ships. Although, it was said that his role in designing the LST brought him the most professional satisfaction of his career.

NEW DISPLAYS ON THE TANK DECK

BY BECKY SPECHT

Visitors and crew of the LST-325 were treated to five new museum-quality displays on the Tank Deck during the 2024 Fall Cruise. Under the direction of LST archivist and historian, Cory Burdette, crew volunteers constructed the three-sided shells of three large displays during Work Week in May. They were painted and enhanced throughout the summer. Fred Westfall headed up construction of the pieces. Working from home, Becky Specht researched and put together the text and photos, then Slade Print of Evansville, Indiana printed and installed the pieces. The displays were completed and installed just in time for the Owensboro cruise.

The first display visitors see as they come onto the ship on the starboard side is the "The Origin of the LST", which highlights US Naval architect, John Niedermair's role in designing the large, seagoing landing craft that fit all of the necessary parameters for the progressive ways of waging and winning wars. On the drafting table in the foreground of the display sits an enlarged replica of Niedermair's original sketch—his first idea of what this vessel would look like—including measurements and how the ballast system would function. As a tribute to his genius, the design only needed a few small changes before immediately going into production.

As people move down the tank deck, next to the cargo net, sits a new display honoring Andrew Higgins, inventor of the Landing Craft, Vehicle, Personnel, or LCVP, also known as the "Higgins Boat". This display, hand-painted in acrylic by John "Sarge" Goodall, features a large representation of soldiers in an LCVP ready to offload onto a beach during battle. Realistically and painstakingly painted, this work took several weeks to complete in the unbearable heat of the Tank Deck in July. A bow ramp protrudes from the painted backdrop, giving the display an engaging, three-dimensional effect.

The third large-scale display, entitled "Casualty Care," sits across from the MASH jeep. This display teaches about the origin of the Red Cross, the life-saving role the LST played in caring for and transporting the wounded from the battlefields in her "hospital



"LCVP" Display



"Casualty Care" Display

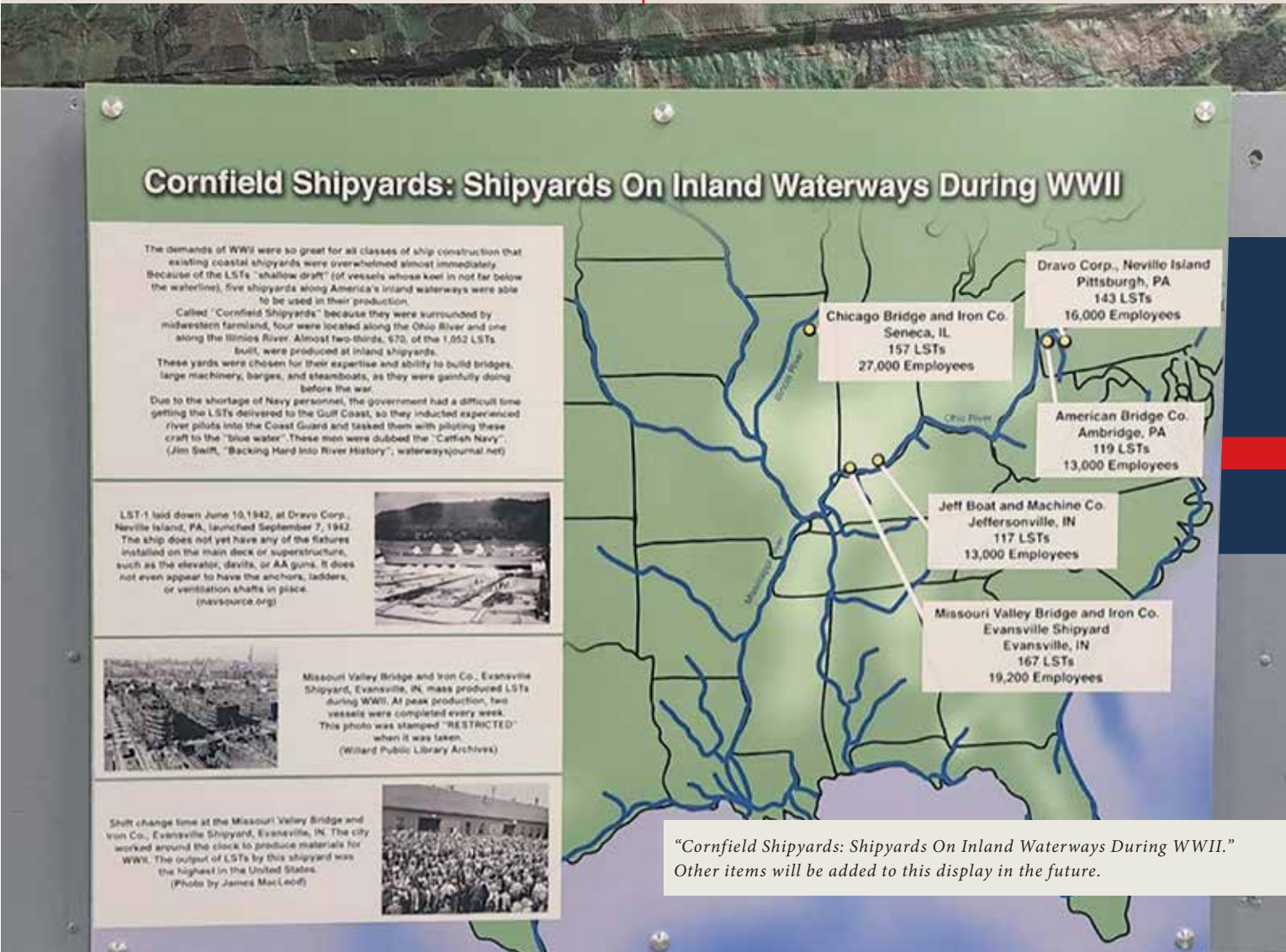


John "Sarge" Goodall drills holes to install the bow ramp on the LCVP display.

in a hold”, and also highlights the Navy Corpsman. The rectangular display box in the foreground features surgical instruments that were found in the Surgery Room on the LST-325 and an original WWII corpsman first aid bag carrying such items as iodine, morphine, and a glass needle kit donated to the Memorial by a WWII Navy Corpsman who actually carried the bag and its contents into battle.

Graphic designer Elaina Marburger (Becky Specht’s daughter) created a map of the inland waterway system to showcase where two-thirds the 1,052 LSTs were built. Because of her shallow draft requirement, the LST was able to be built inland and sailed down rivers to the Gulf of Mexico. The “cornfield shipyards” on the Ohio River were Dravo Corp., Neville Island, Pittsburgh, Pennsylvania; American Bridge Co., Ambridge, Pennsylvania; Missouri Valley Bridge and Iron, Evansville Shipyard, Evansville, Indiana; Jeff Boat and Marine Co., Jefferson, Indiana; and on the Illinois River, Chicago Bridge and Iron Co., Seneca, Illinois.

THIS INFORMATIVE DISPLAY WAS ESPECIALLY MEANINGFUL DURING THE 2024 CRUISE BECAUSE THE SHIP SAILED RIGHT BY WHERE DRAVO CORP. USED TO BE ON NEVILLE ISLAND. THE MOORINGS CAN STILL BE SEEN FROM SPACE ON GOOGLE MAPS.





Rita Yoest of Slade Print helps attach the prints to the display board.

At the end of the Tank Deck stands the final display created this summer. This three-dimensional rendition of a sailor transferring a wounded soldier into the berthing area of the ship, created by Corey Burdette, highlights the purpose and usefulness of the stretcher access hatches placed throughout the Tank Deck. Visitors can't miss the new, life-size Navy-clad mannequin as it stands very near the Mess Deck ladder and crew have reported being startled at night by the sight of the stoic seaman.



"Stretcher Access Hatch" Display



Slade Print Installer Matt Lothamer drills in the correct places with the aid of the mock-up prints.

An especially big thank you goes to Slade Print for their top-notch service and museum-grade quality prints, professional workmanship, knowledge of materials and products and how they would fare in our challenging environment, and their friendly and kind attitudes! Rita Yoest, our design consultant, was so helpful and easy to work with and Matt Lothamer, the installer was exacting and proficient as he measured and placed each piece. Slade generously gave the LST-325 Memorial a discount on the overall order.

The Administrative Board has approved money to make a few more displays to be ready for next year's cruise. In the works so far are displays showcasing the ballast system, the engine room and the engines, and a privately funded display featuring all of the landing craft in the "Amphibious Forces".

If you have an idea for a new display or a way to highlight an area of the ship, send a brief description and sketch to John Tallent and Cory Burdette for consideration by the Display Advisory Board. ■



CAPTAIN'S CORNER

WINTER 2024

by Captain Bob Kubota

As you may have heard, I had a stroke on the ship. I know some worried a lot about it, and I'd like to apologize for having it. A stroke is scary to others who may be observing it, but the person having it really doesn't know what's going on. Many thanks to the guys who got me off the boat in Cincinnati as well as Joe Specht who went with me to the hospital and stayed until my family arrived. I'd also like to thank Bruce Darst for making an emergency trip to the ship to get it back to Evansville. My daughter made a trip to Evansville to get my car, of course it wouldn't start after sitting for over a month. Chris Donahue and Jerry Wirth were kind enough to help her get it up and running, thank you, Chris and Jerry. I spent about a week at the St. Elizabeth Hospital and about 10 days in rehab at Ohio State. I'm home now and will be starting out-patient rehab. Meanwhile, my wife, daughters, and granddaughter are helping me adjust to life after a stroke. I plan to be back out on the ship eventually, although I'm not sure in what capacity. Until then



CAPTAIN HAPPY

SPOTLIGHT ON *LST-325* PILOT

CAPTAIN MIKE BLITGEN

SUBMITTED BY BECKY SPECHT

Boarding the *LST-325* for the first time in La Crosse, Wisconsin, during the 2023 Annual Fall Cruise, Captain Mike Blitgen, from Bellevue, Iowa, has quickly become a crew favorite. Aside from being an expert pilot, he helps out in any way he can, even pitching in at duty stations during tours. He really enjoys swapping river stories and talking about the benefits of having a bow thruster on the *LST* with anyone who happens to be sitting next to him.

Mike grew up in and around Bellevue, Iowa, a small river town on the upper Mississippi River. His dad worked on the river and got him his first job as a deck hand in New Orleans, Louisiana in 1975 at the age of eighteen. Mike jokingly credits an old girlfriend whom he was dating in high school for his "sudden" interest in working on boats. She wanted to get married, he didn't.

He also has fond memories of when he and his friends would see riverboats traveling up and down the river. "Seeing the *Delta Queen* go by was where I got my first inkling of working on passenger boats," he said.

Being a deck hand on his first boat, the *Hortense B Ingram*, was a bit rocky in the beginning because Mike was studiously trying to do everything "by the book." Becoming more and more nervous about getting things right and failing at almost everything, his Captain suggested that he should "give it up and go back to school". Determined to succeed, he stopped taking notes and thinking so hard, and just



**CAPTAIN MIKE BLITGEN WEARING
HIS WELL-EARNED PASSENGER
BOAT CAPTAIN'S UNIFORM.**

did what needed to be done. "I rolled up my sleeves and pitched in with anything and everything, even helping the Captain." Soon, Mike was spending a lot of time in the Pilot House helping the Captain. "He let me steer a bit, and then a bit more, until I was steering on my own," he remembers. He learned all of the aspects of tow boating, including steering and tanking barges, and became lead deck hand during that time.

Knowing that he is a "people person" and piloting many hours alone by then, helped him decide that being a pilot was a lonely job, and that he didn't want to do it as a career. So, he quit and became a bellboy at the Holiday Inn in Dubuque, Iowa. There he met his future wife, Elaine. They married and Mike worked for Frommelt Industries in Dubuque for the next seven years. However, he couldn't

get the thought of working on the river out of his mind, and with one child and one on the way, he knew that "pilots make good money". Talking it over with his wife, she encouraged him to "go ahead and do it, if it's what you want to do."



CAPTAIN BLITGEN GRABBING A QUICK PHOTO BEFORE QUARTERS IN LA CROSSE, WISCONSIN, DURING THE 2023 CRUISE.

He got his pilot license and started at Ingram Barge Company, in Nashville, Tennessee. But, wanting to stay local while his children were at home, he switched to Newt Marine and the Diamond Jo Casino (when it was a boat), both in Dubuque, Iowa. After his youngest (of three children) turned eighteen, Mike went back to barge work, thirty days working on a barge followed by thirty days at home, for the rest of his career. During sabbaticals, he would pilot the *American Queen* or the *Delta Queen*.

Since retirement in 2023, Mike has been continuing to work steadily, except that now his jobs "don't have to pay". "I don't consider myself retired," he states, "I'm always in between things. I can go and have fun. I went to Sturgis and participated in RAGBRAI (Register's Annual Great Bike Ride Across Iowa) last year." This past summer, he enjoyed piloting the Quad Cities Channel Cat Water Taxi on the Mississippi River and filling in for other captains, such as at the Par-A-Dice Riverboat Casino in Peoria, Illinois.

Recruited by Captain Bob Kubota, Mike has occupied the Conn of the LST-325 during the 2023 Fall Cruise, the Dry Dock trip to Port Arthur, Texas and back, and the short cruise to Owensboro, Kentucky, in August of this year.

"I've heard about and saw the LST many times before, but to be a part of this and to see her moving under her own power...it's awe inspiring! It does something that a stationary ship doesn't do to you," he exclaimed.

Although it is hard for Mike to maneuver himself around the ship with his six-foot, four-inch frame or get comfortable in much smaller accommodations than he is used to, he truly enjoys hanging out with everyone. "I can drive a boat anywhere," he said, "it just comes down to the people...people I wouldn't get to meet otherwise."

It's not just the people he meets. Mike stated, "A lot of people spent a lot of time training me on the Ohio River, the Intracoastal Waterway, the Upper Mississippi, etc. I feel like I am giving back to those people when I volunteer on the LST-325, and it's for a good cause!"

Not surprisingly, Mike is still in touch with many of those people from his past. With forty-nine years of experience on different waterways, he knows a lot of people! He keeps a book with river folks' names, numbers, and boats listed, including standing instructions for him to call them if he ever needs anything. It is not unusual to hear him in the pilothouse in conversation with nearby boats, tugs,



BLITGEN AS CAPTAIN FOR THE CHANNEL CAT WATER TAXI IN MOLINE, ILLINOIS, WITH NEW FRIENDS JOE AND BECKY SPECHT, SEPTEMBER 2024.

THE SPECHT'S ARE FROM SHERRILL, IOWA, CLOSE TO BLITGEN'S HOME IN BELLEVUE, WHO EVEN THOUGH LIVING LESS THAN FORTY MILES AWAY FROM EACH OTHER MOST OF THEIR LIVES, HAVE NEVER MET BEFORE VOLUNTEERING ON THE LST-325.

barges, or lock and bridge personnel at all hours of the day or night during his shifts, preparing the way for the *LST* to pass safely through, lock, go under a bridge, or dock. "I've learned many tips and tricks over the years from making friends with other river workers. It also helps ease the loneliness of the job," Mike added.

While Mike jokes that he uses the *LST* to show off because "if I was working on a tow boat, no one would look at me. But when I'm driving an *LST*... WOW!" He understands who the real hero is. "I am so appreciative of our hero-the ship, and the heroes who fought so that we could have a country that is free.

There is no better way to remember and honor their sacrifices than to sail her on the river and be able to stop and tell people about her." ■



BLITGEN ENJOYING THE CAMARADERIE OF THE ENGINEER CREW AT THE OWENSBORO, KENTUCKY VFW DURING THE OWENSBORO CRUISE IN AUGUST 2024. NO DOUBT, THEY WERE TALKING ABOUT BOW THRUSTERS!

"WE HAD A JOB TO DO AND DID IT WELL."

EMIL KOLAR ON *LST-325*

BY BILL BEARD, *CASS COUNTY STAR GAZETTE*

Originally published in September 2007 (Part 1)

The Kolar and Macek families were descended from the independent minded Czech people who settled in Bohemia about 1,500 years ago. Bohemia became an important kingdom within the Holy Roman Empire in the 10th century. Rumblings of nationalism within the Slavic Czech community began stirring after the 1526 ascendancy of the Austrian Hapsburgs led to domination by German culture. Indeed, a Czech rebellion in 1618 led to the Thirty Years War. Both families escaped the turmoil following the establishment of the Austria and Hungary dual monarchy in 1867. They sought freedom to live, farm and worship in America. The families followed other migrants from Bohemia to settle in east central Nebraska along the Platte River and its tributaries, just north of that earlier highway to the West—the Oregon Trail.

The families joined with the June 16, 1919, marriage of Frank Fabian Kolar and Mary Frances Macek. Frank Kolar has been born in a two-room sod house on January 21, 1891, two miles north of Ravenna, on the South Loup River. Like his father Joseph, who moved the family to a two-story frame house in 1910, Frank worked hard to scratch a living from the thin topsoil of windswept Nebraska. Frank and Mary Kolar's only child, son Emil, so named because he was born on his Uncle Emil's 45th birthday, entered the world on July 28, 1924. He was born in a small house on a 160-acre farm his father rented from Ed Novy, Emil's mother's great-uncle.

Emil recalled his childhood: "Ravenna had a population of about 1,600, twenty-eight miles west of Grand Island, and about 150 miles west of Omaha. We were pretty much self-sufficient, raising corn, wheat, barley, and oats. Dad never owned a tractor, always farming with horses. We kept 6 to 8 milk cows and a similar number of hogs. Mother bought one hundred baby chicks every spring, mainly roosters. We would eat the roosters during the summer and sell the hen's eggs in Ravenna on Saturday night. Mother made soap from lye and hog lard. Dad would butcher a hog after it became cool enough in November to let it hang between the corncribs. He covered it in cloth and cut off a piece for each meal."

"I had a tough start to school because I only spoke Czech. Good thing the teacher understood that language. We moved around to several farms during the Depression years. They were difficult times. Many folks looking for work passed by our house on the road west. They would often ask for something to eat, and mom gave them fried egg sandwiches. She felt sorry for them."

"1934 was a very dry year, the wheat, oats, and barley did not even head out, so dad moved them to feed the animals. The corn did not yield any ears either. During the fall of 1934 and the winter of 1935, when the wind blew it would be a dust storm because it was so dry. At the end of spring of 1935, there were dirt drifts a foot deep in the fencerows. There was red dirt from

Oklahoma in the drifts. In July 1935 we survived a tornado. I was standing on the porch and the clouds were so low I thought I could reach out and touch them. We weathered the storm in a cave we used in the summer to keep things cool. The windmill wheel blew off and we had to pump water by hand for two months before the landlord replaced the wheel."

"When I was a junior at Ravenna High School, staying with Grandpa Macek during the school week, I was big to join the Navy. Darrell Robert graduated in 1939, and he was home on leave in December 1940. I asked him all kinds of questions about the Navy. The one thing he told me that helped a lot was when you are in boot camp, whatever they ask you to do, do it, no matter how stupid you might think it is. He said after boot camp it would be easier."

Emil's class of fifty-nine graduated during the third week of May 1941. He had planned to enlist in the Navy after his 18th birthday on July 28, 1941. However, in June his father suffered a ruptured stomach ulcer and Emil had to stay home to care for the farm. Frank Kolar recovered to help with the fall harvest. Emil remembered how he learned about the Japanese attack on Pearl Harbor: "In the fall of 1941, I helped dad pick corn by hand for Frank Hervert, a farmer who lived four miles west of us. The corn did not yield that well, so it took us all morning to pick a load of 35 to 40 bushels. I think we got paid five cents a bushel for the corn we picked. When dad and I got to Hervert's farm the morning of December 8th, Frank told us Pearl Harbor had been bombed the day before. We did not have a radio; our news source was the daily newspaper and that was delivered by the rural mailman.

"During that same fall, dad and mom got a government load to be able to buy two horses and rent an additional eighty acres. I helped dad put the crop in before I enlisted in the Navy."

Emil enlisted in the Navy recruiter's office in Hastings, Nebraska on July 18, 1942, and reported to the Great Lakes Naval Training Center in Chicago on his 18th birthday, July 28. Noting that he never fell out of his hammock, though several others did, Emil enjoyed his first experience away from home. "We did a lot of calisthenics and marching," he said. "I was not too homesick. The only communication I had with dad and mom was by letters, they did not have a telephone. I did look forward to letters from home."

Emil made several stops before shipping out overseas. To Richmond, Virginia for two months of diesel engine school; three days of gunnery school at Little Creek, Virginia; to Solomons, Virginia "on a cattle boat" for two more weeks of training; then to Portsmouth for a training cruise on *LST-335*. After a lonely Christmas away from home spent wandering past the closed stores of downtown Portsmouth, Emil returned to the ship and awaited further orders.

In January 1943, Fireman 2nd Class Kolar arrived in Philadelphia to wait for the construction of LST-325 to be completed. He recalled waiting about a month in the barracks "killing time." While waiting, Emil learned the name of his future wife: "Bill Freeze, another friend in the barracks in Philadelphia, told me that his girlfriend in Springfield, Illinois had two girlfriends that would write to Bill's friends if he sent the names. Bill said Ruth Hatcher would write to me if I wrote first. I found out later that Ruth chose to write to me because she had not heard of the name Emil before. I wrote and got my first letter from her when we got to Oran, North Africa. We wrote to each other all the time I was overseas."

On the snowy morning of February 1, 1943, Emil and the crew boarded LST-325 for the first time. He remembered, "With a crew of between 110 and 120, we took a shakedown cruise to Norfolk. The problems were fixed, and we took practice runs in the Atlantic. Then we went to New York for three weeks before joining a convoy headed for North Africa."

LST-325, according to David Bronson in *Mosier's Raiders: The Story of LST-325, 1942-1946*, was "one of a new breed of ships designed to fulfill the need for a large, ocean-going vessel (328 feet long and 5 feet wide) that could deliver a number of vehicles and men directly to an enemy-held beach, without the need of a developed harbor facility. In November 1941, just a week short of one year before the Philadelphia Navy Yard laid down the keel of LST-325, John C. Neidermair of the Bureau of Ships submitted his initial design for the LST. Neidermair understood that his plan had to be simple and economical, since large numbers of LSTs (1,0051 total) would be needed on both fronts of the war. He would waste no materials or energy on making this ship beautiful; instead, he created a ship that would perform its mission beautifully."

Historian Samuel Eliot Morison noted the importance of the first seagoing American landing ships and large landing craft - LST, LCT (Landing Craft Tank) and LCI (Landing Craft Infantry). The British evacuation from Dunkirk in 1941 "showed that any war by the United States against Germany would have to be carried out on entirely different lines from those of World War I, when we were able to use the excellent terminal facilities of French Harbors. The implications of this, tremendous and far reaching, were not immediately realized. The United States Army embarked on a large field gun and tank building program without considering how these and other vehicles necessary in modern war were to be landed on coasts held by the enemy. Even President Roosevelt, so quick to apprehend needed changes in naval warfare, remarked to his Naval Aide, early in 1942, that he considered special tank landing craft to be a mistake. "Freighters are much easier to build."

"Admiral Joseph M. Reeves, the former Commander in Chief of the United States Fleet who conducted the landing exercises at Culebra in 1934, was largely responsible for bringing this important problem to the attention of the high command. In a memorandum to the Chief of Naval Operations dated 24 February 1942 he declared: 'They are building in this country a great number of tanks without adequate means of transporting them to the theater of war. This task is more complicated than is at first apparent. It involves more than the mere transportation of the tanks overseas. It includes the more difficult problem of landing them on a hostile shore. In such an offensive campaign it is unlikely that there will be available large open ports with harbors with docking and hoisting facilities. Large numbers of

tanks, especially in the first stages of the campaign, will have to be landed against opposition on hostile beaches. A special type of landing craft is required for this operation."

Later, during the planning of Operation Overlord, the invasion of Normandy, Churchill, Morison wrote, "growled that 'The destinies of two great empires ... seem to be tied up in some God-damned things called LSTs,'"

Emil enjoyed New York City, but the first stretch of the convoy's voyage to North Africa, to Bermuda, made him wonder if he'd made a mistake joining the Navy. He said, "At 0724 on March 19, 1943, LST-325, one of eight similar ships with destroyer escorts, pulled away from the pier and slowly made its way out of the harbor, in a hazy distance we passed by the Statue of Liberty. It took six days of rough seas, for and rain before we anchored in Bermuda's Great South on March 24, near the capital city of Hamilton. I was seasick all the way to Bermuda. I never got ashore ..."

Three days later the convoy set out for Oran. Despite a few days of stormy weather, Emil no longer experienced the unique discomfort of seasickness. His fondness for the Navy continued unabated after the Bermuda experience. The voyage was not without other headaches. Around April 4, a minesweeper towed the ship for several hours, including overnight, while the crew repaired a pneumatic clutch that overheated. As the convoy disappeared over the horizon, the crews tried not to think about lurking German U-boats. After repairs, the ship sailed at full speed, about 12 knots (13.8 miles per hour), to catch up to the convoy. Emil recalled, "The next day we spotted the convoy ahead of us, which was a welcome sight."

Eighteen days out from Bermuda, the convoy arrived at Oran on April 19, 1943. The initial Allied landings in North Africa commenced on November 8, 1942. Mid-April marked the halfway point in the March-May Tunisian Campaign culminating in the surrender of the last Axis army of 250,000 men in Tunisia on May 11, 1943. As Emil put it "We arrived as the North African operation was winding down. We helped close down two or three Navy bases as the Allied were moving east and condensing forces in preparation of the invasion of Sicily."

No one quite knew what to expect of the new breed of ship, the Landing Ship Tank. Bronson wrote, "With its boxy shape and high freeboard the LST was not as glamorous, not as fast as her more famous sisters in the fleet. The top speed for a LST was, at best, just above 10 knots (11.5 mph). Given the ships slow speed and its mission of beaching on enemy held territory, it did not take long for some Navy was to give new meaning to the acronym LST ... 'Large Slow Target.' In fact, the Navy thought these ships would be just that. It was felt, by some, that there would be a high mortality rate among the LSTs during any amphibious operation and that if each LST made just one successful landing it would have more than paid for itself."

Emil and his crew would first face combat during the landings on Sicily. The ships, however, soon proved their value beyond one successful landing. Wikipedia noted "From their combat debut in the Solomon Islands in June 1943 until the end of the hostilities in August 1945, the LSTs performed a vital service in World War II. They participated in the invasions of Sicily, Italy, Normandy, and southern France in the European Theater and were an essential element in the island-hopping campaigns on the Pacific which culminated in the liberation of the Philippines and the capture of Iwo Jima and Okinawa."

Emil remembered his first days in a foreign city: "On April 19, 1943, we got to Oran, North Africa... The next morning the last of the cargo in the tank deck was unloaded. We got ashore for liberty, which was quite an experience, the people there spoke French. We had two men on the ship that could speak French, and they had a little difficulty communicating. We would walk all over the city to see what was there."

On May 1, *LST-325* went east to Mostaganem. Three days later we practiced beaching operations with *LST-383*. We had several General Quarters while we were at Mostaganem, my General Quarters station was on a 20mm gun aft starboard side. While in Mostaganem the skipper let an off-duty section take the small boat to a cove that had a natural spring coming out of a rock about ten feet high and a nice beach. We played volleyball or waded or swam in the Mediterranean Sea. I got a good sunburn, all three sections got to do this."

For the next nine weeks preceding the July 10, 1943, invasion of Sicily, Emil and the crew spent their days delivering supplies. On May 26, the 325 entered Algiers harbor with a load of telephone poles and Signal Corps equipment for the British. It took until June 4 for the British workmen to unload the equipment. With the telephone poles gone, the crew loaded U. S. Army half-tracks and "miscellaneous engineering supplies." Secured for sea by June 8 "*LST-325*," according to Emil's diary, "left that afternoon with the *LST-325* for Arzew, got there the ninth and had to wait till the 11th before the Army unloaded their equipment. The next few days we loaded provisions and supplies for our ship before getting underway for Mostaganem the 17th."

Back in Mostaganem, the 325 prepared for the invasion. Emil wrote, "On June 19th, the U. S. Army 1st Armored Corp began to load fresh water, PX stores, gasoline, ammunition, and food rations onto the tank deck. Two days later they began to load their vehicles onto the ship's main deck. By 1700 a total of seventeen trucks, fourteen jeeps, one half-track and a motorcycle were loaded on the main deck. The next morning, they loaded the tank deck with nine half-tracks, six trailers, six light tanks, five jeeps, a truck, and another motorcycle for the invasion of Sicily."

"On the 23rd, ten more Army vehicles were loaded on the tank deck, also more supplies and ammunition. The next morning thirty-one officers and 242 enlisted men of the 1st Armored Signal Corp and the 1st Armored Corp Reinforcements came aboard. The next morning the 325 left in a convoy of ships for Tunis, which was the launching point for Operation Husky. We anchored in the bay, off the city of La Goulette near Tunis, waiting in the hot Mediterranean sun for the orders to proceed for the invasion. For the two days we anchored here the temperature was 135 degrees. The skipper said it's too hot to work so he had the bow doors opened, and the ramp lowered a couple of feet above the water and told the men they could swim if they wanted to. A couple guys dove into the water from the topside and they came out and said the water was too hot for swimming. There also was a fire hose turned on the topside to keep the metal from getting too hot. I went on watch in the auxiliary room at eight and the cooling seawater coming in to cool the generators was 92 degrees."

"During the first week of July 1943, I was on liberty in Tunis with someone. We ran into others who told us Bob Hope was at a large tavern with Frances Langford. At this time, I had no

idea who Bob Hope and Frances Langford were. They did a comedy and singing routine, and it was entertaining. Reggie Forsyth was the piano player the next day, and I didn't see him or know who he was either."

Historian William L O'Neill described the Allied invasion of Sicily: "On July 10, 1943, the greatest fleet ever assembled to date - an armada of 3,200 ships - arrived off the coast of Sicily. In three days, 150,000 troops hit the beaches, soon followed by 300,000 more. Sicily was defended (on paper) by 350,000 Axis troops; however, most were Italians who wished only to surrender. The real opposition was the German Army corps that never exceeded 60,000 men. The Allies ought to have brushed it aside, but instead the campaign lasted for 38 days and ended with the entire German force escaping to Italy after suffering fewer battle deaths than the Allies. Given the lack of enemy strength, the Sicilian campaign was poorly executed."

Emil described the invasion: "July 10, 1943, was D-Day for the invasion of Gela, Sicily. We were in the bay waiting our turn to go to the pontoon causeways to unload. The *LST-313* caught afire when it was hit amidships by a German bomb. That closed one causeway; I saw it burning. We had tanks aboard that the Army needed. The Navy cruiser, *Boise*, crossed our bow shelling the beach to keep the German forces back so we could unload the LSTs."

"We unloaded onto a LCT the morning of July 12. After unloading we went back to Tunis for another load of Army supplies and equipment loaded on the 13th. We got back to Gela on July 16th and unloaded on a causeway. We anchored in the bay after unloading, where we received orders to go to another causeway and dock. Three hundred ten Italian prisoners of war were brought aboard and placed under guard on the tank deck. The prisoners were taken to North Africa."

"On one of the trips to Gela, about four of us got a chance to go aboard the burned out *LST-313*, all the jeeps and trucks were just a burned steel shell. The 28th of July we unloaded at Licata. This was my 19th birthday. About twelve of us asked the skipper if we could walk up the dock to the beach and look around. He told us to be back in half an hour. None of us had a watch so time passed faster than we thought. We hurried back to the ship to find only one line tied to the ship and away from the dock, so they had to come closer to the dock so we could get on. The skipper didn't say anything. We didn't think we would get off that easy. On this return trip, *LST-325* was loaded with 730 POWs to take to North Africa."

"When we were in Bizerte, North Africa, the city was so bombed out by our Army Air Corps first and then the German's trying to recapture the city, that there wasn't anyone living there. One night during an air raid, a plane flew between our ship and the ship fifty feet away from us. The plane wing was the same level as the rear starboard 20mm gun tub. I was in the port 20mm gun tub and saw it go by. Bud Allgaier was in the starboard gun tub and said if he had a boat hook, he could have hooked the wing. We had the most air raids in Bizerte. During one raid, a 20mm gun shell came down and exploded in the 20mm gun tub, injuring Lloyd Mosby, Richard Martin and John MacPherson."

By the time Sicily fell in August 1943, it was too late in the year to organize an invasion of France. U. S. planners were not thrilled about invading Italy because they thought it would not significantly weaken Germany. Indeed, the American planners

preferred leaving Italy to the Germans because they would have to occupy it with many divisions. Yet President Roosevelt sided with Churchill and on September 9, General Mark Clark's U. S. Fifth Army of four divisions plus special forces landed at Salerno. On September 3, General Montgomery's Eighth Army invaded across the Straits of Messina and at Taranto, on the heel of Italy's boot. The Americans were almost driven off the beaches at Salerno because of fierce German resistance. Salerno signaled that the war in Italy would not go as planned. O'Neill wrote, "Now, instead of an easy takeover, the Allies found themselves caught up in a grueling struggle that would go on almost to the day Germany surrendered."

Emil wrote, "For the invasion of Salerno, Italy, we had tanks and vehicles for the British 40th Royal Tank Regiment which we were able to unload on September 11. We had another air raid where four of our men and four British soldiers were hurt from another 20mm shell that exploded on the bow of our ship. There was more resistance from the German troops than was expected. The afternoon of September 26, we anchored in the harbor of Tripoli. The next morning the 325 moored to the dock and took on 55 vehicles and 125 men of the Ceylonese Corp of the British

Army. I got to go on liberty in Tripoli. It was hot with not much to look at, did a lot of walking through what was a downtown area and wondered how the people survived there. We left for Italy the next day. We got to the Gulf of Salerno on September 30, and the starboard main engine malfunctioned and had to be shut down. The next morning, we beached and unloaded the Ceylonese Corp vehicles. With only one engine running, we didn't have enough power to back off the beach. A tug aided us in getting off. *LST-325* was sent to Bizerte to have the main engine repaired. We were there for two and a half weeks and hitchhiked on Army trucks from Bizerte to Tunis for liberty."

Their role in the Italian campaign over, the crew prepared the 325 for a convoy to England in preparation for the much anticipated invasion of France. Many ships congregated at Oran, where the 325 loaded a LCT on brackets on the ship's topside deck, a LCM, 31 rolled up mats into the tank deck, large metal grates that could be spread over a beach to keep truck and jeep tires from sinking into soft sand, fuel and supplies and six officers and 90 men of the 2nd Beach Battalion. ■

DID YOU KNOW? by CORY BURDETTE



Did you know that there was a popular tavern that was frequented by shipyard workers in Evansville in WWII? More commonly known as the historic Franklin Street Tavern, the establishment was lovingly known by the workers as the "Last Stop Tonight", or "L.S.T.". The building still stands today, but the tavern is long gone. ■





The ship just finished a very successful river trip to Pittsburg, PA; Wheeling, WV; and Marietta, OH. I would like to thank the assistant treasurer Joe Specht, Amy Grey, and all office staff for their help and support with the bookkeeping on the river cruise. We have a good start on our next dry dock fund and funds available for ongoing projects. The ship invested an additional \$100,000 into the preservation fund to help insure the continued operation of the ship far into the future. I would encourage you to earmark any of your memorial donations to be invested in the preservation fund. Please remember any funds donated to the USS LST Memorial are tax deductible. Thank you for your continued support! ■



As I reflect upon our most recent cruise, I would like to thank Jeff Gilbert for getting the crew for Owensboro, our Fall Cruise to Pittsburgh, PA; Wheeling, WV; and Marietta, OH, and Work Week (being held the week of October 20, and complete by the time this comes out in print). That's a lot of phone calls and emails! Both Owensboro and Fall Cruise went well. I am hopeful Work Week also goes well.

During Fall Work Week, we hope to paint part of the Main Deck, however, the weather has not cooperated during the last couple of work weeks. We will cover the Guns, place the port side Higgins boat on the cradle and get it covered (it's going to take some kind of framework to support a tarp). We would also like to have these other spots on the deck painted: the yellow tie downs, red fire hose holders and pipes, and handrails gun tub gray.

We got our new custom fit tarps from Anchor Supply (a local company) for the elevator and cargo hold installed

before we went on our cruise, which was much needed as they were several years old and had holes in them.

Jeff Gilbert was able to purchase 8 climbing harnesses to get into and out of the Higgins Boat safely. We call it the "Schisel gear". It is kept in the wheelhouse, and we practice using it to get in and out of the boats safely.

I would like to say that the swamp coolers worked well during the cruise in troop berthing to help our crew handle the heat while stationed in their decent spots.

We have the blisters painted that go on the davits for the Higgins boat to rest upon and hope to get them installed during work week.

Thanks to everyone who committed their time and talents to make this trip successful. ■



LST-325 80TH D-DAY ANNIVERSARY CEREMONY

by SARGE GOODALL

At the Saturday May 4, 2024, LST Board of Directors meeting, it was voted we hold the 80th D-Day Anniversary Ceremony on board the *LST-325*. The ceremony commemorating the June 6, 1944 D-Day invasion of Normandy took place on the *LST-325* Saturday June 8, 2024. This mission was no easy undertaking and required a lot of teamwork, planning and coordination.

Plan A to set up ceremony on the main deck of the *LST-325*. Friday June 7, 10 DCHS JNROTC cadets along with their leaders came on board the *LST* to set up chairs and tables. Saturday morning, June 8, Kiroy Military Vehicle Club had 8 WWII Jeeps on main deck display.

We had the 84th Infantry Division reenactors on board. We also had the Indiana Patriot Guard Riders support. Authors Chris Underwood and Donna Hanson did book signing on the tank deck. We were all set to hold the D-Day ceremony on the main deck, but a rainstorm was headed our way. So, we went to Plan B with all hands-on-deck in a hurry to move to the tank deck. Bob Pointer was able to transfer the PA system to the tank deck in time for the ceremony. We started the program on schedule with USCG Commander Rob Henson as our MC who introduced our special guest US Navy Commander Jonathan Tibbets. Special thanks to Susan Bloom for setting up the program and inviting US Navy Commander Jonathan Tibbets as our guest speaker.



We were blessed with another special guest, 99-year-old WWII Marine Sgt. Damon Hawkins. We were delighted to have him and gave him one of our LST medallions to thank him for his service. Once the guest speaker completed his speech, the eight-man group Kyilindi Pipes & Drums played God Bless America. Zach Shaw rang the bell six times, then the Owensboro VFW Post 696 color guard fired a 21-gun salute at the bow ramp. The playing of Taps as USCG placed the wreath in the Ohio river at the bow ramp. The Kyilindi Pipes & Drums played Amazing Grace at the end of the ceremony.



Special thanks to Dana Welborn and Alisa Owen for providing refreshments for the attending public on the tank deck. They went above and beyond to get that set up. We had over one hundred people on the tank deck at this ceremony. We had good local news media coverage and this mission went off with out any problems of SNAFU. I attribute that to the volunteers, Jerry Wirth, and the office staff who gave 110% support. You cannot ask for a better group to work with, they are worth their weight in gold. Everyone should be proud of them. Many, many thanks to you all for a job well done. ■

LOCAL OPERATIONS

(“DON'T BE LIKE JERRY”)

by JERRY WIRTH, *Ship Operations Manager*

Frolic and I must confess that this year feels as if we are rolling out of one endeavor into another. The return trip from dry dock was, for the most part, so uneventful that I was near boredom. It's a good thing when the engineers are bored. Jerry Sigwarth performed some tweaking on the engines using the pyrometers as a guide, and I have never heard them run as smoothly and they continued the same temperament throughout the cruise.

After the trip down and the three months of drydock activity, a little boredom was a welcome respite, but upon arrival back in port the spring work week was rolling upon us. Several new volunteers joined us for that work week, and I was greatly impressed with the attitudes and aptitudes of all. Much progress was accomplished. New tank-deck displays were created, and these museum quality displays were worthy attractions during the cruise. Creating a couple more displays is on the short list for fall work week.

Having pushed through the spring work week, it felt as if we rolled immediately into the short Owensboro, KY cruise. This trip was more intense because most everything required for our annual cruise was squeezed into one weekend. However, by the time of the Owensboro cruise, a few objectives had been accomplished.

Ken Rupp had developed a procedure, and we practiced going to manual steering if necessary. Progress had also been made in installing a backup controller for steering. Jeff Varner had fabricated an adaptor for our depth finder which made it functional. Amy Grey helped both me and John Lindholm to create spreadsheets for cruise supplies and engineering inventories to assist in the easy tracking of inventory for both.

A couple short weeks after Owensboro we rolled into the yearly cruise. New covers for the elevator and hatch were fabricated by Anchor Industries, and for the first time in several months the rain that fell on the main stayed mostly on the...well you get what I mean. Except for a few cantankerous issues with the dish washer, ice machine, and a dryer, most everything performed smoothly. There was an incident with a water leak from an exhaust manifold that required an early morning

weld job, but it was soundly resolved. There is a rumor connected to the welding of the manifold and floated by Terry Tull that the Assistant Chief Engineer, me, can't tell if an engine is running or not. This rumor is true, but in my defense, Sigwarth has the engines running so smooth, how can one tell? Don't be like Jerry (Wirth).

Engineering went so well that several engineers were able to assist in the galley which was shorthanded. Jannine Clemons scrubbed the grease off her hands and spent several days helping JJ. At one time things became so bad that Terry and I helped cleanup and wash dishes. We were not invited back.

In a couple weeks from the writing of this article we will be rolling into the fall work week. While there will be a few projects to finish, a few repairs to be made, and some preventative maintenance to be performed, what I like is that much of what will be done will be improvements and not patching problems.

THE ABILITY TO FOCUS ON IMPROVEMENTS IS THE RESULT OF THE GOOD LEADERSHIP AND GOOD CRAFTSMANSHIP THAT HAS PRECEDED US.

Lastly, one of my favorite times on the cruise was something I named "Strawberry Confessions." (Despite some questions, the title is not Donna Hanson's stage name) In the evening some of us would share a bowl of strawberries with the only rule being that with the fork, "We stick but don't lick." Often complex questions were resolved. Once in Pittsburg while watching the vertical trams working on the hillside I asked where they went?

Amy Grey told me, "One goes up, and the other goes down." (You had to be there.) But to just sit with others and share our connections, our contributions, and our visions for ship, it is then that we get a sense of what this ship is and how our efforts are added together with others to create its legacy. So, to coin another of my Jerry-isms, "Will anyone tell us good job?"



The river trip was a big success for engineering. The engineer crew stepped up and made the trip simple, easy and seamless. We had no major issues. The main engines performed without incident considering they are 82 years old. All the engineering systems seem to be in great shape following our stay in dry dock. We have several projects planned for work week including an upgraded back up system for ship steering. There is new museum quality engineering displays planned for display on the tank deck. Please consider volunteering for work week or next year's river cruise. Contact Robert Duval to volunteer.

See you on the river! ■



INTRODUCING COURTNEY JURANOVICH

Hello everyone, my name is Courtney Juranovich, I am thrilled to introduce myself as the newest member of LST-325. I am happy to fill the role of Office Operations Manager, and I am excited to connect with all of you.

A bit about me: I have a background in management and administration. I am also a trained life/mindset coach. Over the years, I have had the opportunity to work on various projects that have honed my skills in customer service and leading others. I believe anything is possible, and I am committed to bringing that same energy and dedication to our community.

To the many I have met in the office and on cruise thank you for welcoming me into this wonderful community. I look forward to engaging with you all! ■



Hello everyone. What a pleasure it was to attend all four legs of cruise this year. I am happy to say we had a very successful cruise. The implementation of the new POS system went very smoothly. There were a few opportunities, but they were fixed fairly swiftly. The biggest issue seemed to be the credit card readers overheating, to be fair they were being used back-to-back for hours at a time in very hot weather.

Most gift shop inventory flew off the shelves. We had very little stock left when we returned. Some of the hot items were the Sand shirts, D-Day playing cards, the Higgins

boat brick sets and the old-time favorites, clickers and gliders. I had a difficult time keeping items stocked for the visitors in Pittsburgh, PA and Marietta, OH.

I certainly enjoyed getting to know all of the volunteers that participated better than before. I have always had a great respect for the volunteers but now I have a new admiration for you all. The hard-work and the amount time that you all put in at the LST-325 is beyond amazing. I am forever grateful to you; we could not do what we do without you. ■



BOARDMEMBER

RESUMES

Watch for ballots to arrive by mail in mid-February 2025 and keep an eye on the calendar. You must vote and mail your ballot to arrive by March 15, 2025 at 7pm for your voice to be heard.

BOARDMEMBER RESUME

AMY GREY

I, Amy Grey, would like to introduce myself and ask for your support in the upcoming board election.

After working in the banking industry for 15 years, I went back to college while raising a family and working full time. I am a 2008 graduate of Davenport University earning a Bachelor of Applied Science Business Studies degree.

I retired from 1st Source Bank in Northern Indiana after 26 years of service. During that time, I worked in various positions, most notably including Production Control Specialist, Electronic Funds Transfer Manager, and IT Project Manager.

I learned about the LST 325 in 2022 when a convention brought me to Evansville and I toured the ship. I was approached and said "yes" to the opportunity of being one of the first "Rosies" during the same year. I became a member and have participated in several work weeks as part of the Engineering crew.

This year was the first time women were allowed to cruise with the ship during its fall tour. It was my great honor to be part of that crew. My responsibilities during the tour were to be a part of an engineering watch team as we cruised to Pittsburgh and to assist the Treasurer when in port to collect and account for the day's receipts.

I meet the qualifications required of board members and wish to serve the organization as an active member of the board. I enjoy the camaraderie and friendships I have made while serving the ship as an active volunteer. Please consider supporting me in the upcoming board election.

SUSAN L. BLOOM

RESUME OF SUSAN L. BLOOM

I have been involved in the LST 325's activities since 2003. I have performed many duties on board the ship. Whether it is cleaning parts, scrubbing deck plate in the engine room, scraping or needle gunning, painting, working on archives or just cleaning, I try to do my part. I have worked many of the LST Conventions held throughout the years with other volunteers and I chaired the Pittsburgh reunion in 2010. In recent years, with Chris Donahue, we chaired the 75th Anniversary of D Day with international guests and the 20th Anniversary/Crew Appreciation in Evansville with representatives from all eras of the LST 325's lifetime. I became an Honorary Crew Member in 2010 and was honored by that recognition. I also work from home - researching, writing, and continuing our LST education. Work with the Policies Committee with Chip Lanham, Don Miller, Erik Eriksen, Jeff Gilbert, and Sandy Kolar has focused on making the Memorial in line with the USCG regulations, Federal, State and Local laws and to ensure we are in good standing with the laws. My work for LST 325, the USS LST SHIP MEMORIAL, Inc. has always been fulfilling; learning, making so many friends, new experiences and so many unexpected connections with others has truly blessed my life.

I retired in 2017 as Director of Elections in Fairfield County, Ohio. During my employment, I was on the State of Ohio's Ohio Association of Elections Officials Legislative Committee, actively working to make Ohio's Election Laws clear, fair to all people and easier to administer. I mentored new Directors and their Deputies, conducted District Meetings, and worked State-wide conferences. In my home County, I constructed and administered budgets of several million dollars, oversaw all work processes, developed written procedures, and supervised employees to achieve the exacting work of Elections.

Prior to my time in Elections, I was a Regional Billing Supervisor, Western Division, for Professional Lease Management, Inc., Railcar Maintenance Division. While my main duties there were to ensure all repairs were billed at the contracted rates and that the repairs were listed properly, I also learned a great deal about the railroad cars themselves. I traveled extensively doing training for the many shop locations and experienced so many wonders of our Country. One thing I can say decisively, those V12-567's sounded so familiar the first time I heard them on LST 325!

As a result of the elements of my personal history, LST 325 has been a great adventure from that first trip to see her in 2003. I want to use my abilities to benefit LST 325, honoring our Veterans, my father's Navy service on LST 125 and the thousands who served and built these marvelous ships. It would be a privilege to continuing serve the LST 325 as a Board Member. I believe my depth of experience and skill set would bring value to the Board and I would appreciate your endorsement and vote.

JOHN M. TALLENT

Resume of John M. Tallent

I joined the Memorial in 2012. I was first elected to the Board in 2015. Since 2017 I have been honored serve as Deck Officer of the 325 and as President of the Memorial Board of Directors. I have participated in all the Cruises since 2012, the return from dry dock in 2013, the trip to dry dock and management of the 2.5-million-dollar dry dock evolution in 2024, as well as most of the Work Weeks and special events. As of March 2024, I have logged over 11,000 hours of volunteer service to the Memorial.

I served in the U.S. Navy Reserve from 1966 to 1972. I was part of the Crew returning USS Sphinx (ARL-24) to active duty for the war in Vietnam. Sphinx was originally laid down as LST-963 and converted for repair service. We were part of the Mobile Riverine Force, TF-117 in the Mekong River Delta.

I retired in 2017 as Corporate Vice President for the 10th largest private landowner in the U.S. My responsibilities included land transactions, management of land-related litigation, negotiation of leases and contracts, management of a large ranch in west Texas and annual budgets running to several millions of dollars.

I cherish being a part of the crew of the 325. I relish the work. I get to use the skill sets from my past for something that benefits the future. I enjoy the camaraderie among the crew, and I am overwhelmed by the response of the American people to this marvelous ship and her crew.

My purpose in seeking re-election to the Board of The USS LST Ship Memorial, Inc. is to continue using my managerial skill set to benefit an outstanding organization that is engaged in the challenging task of preserving and bringing an important part of America's history to the American people.

It would be an honor and a privilege to continue serving the LST-325 as a Board member and I would appreciate your vote. Thank you...John Tallent

BOARDMEMBER RESUME

TERRY TULL

I, Terry Tull would like your support in the upcoming board election.

I proudly served in the Navy for a 6-year enlistment which ended in 1969. During this time, I served 2 years active duty on LST 980 In Vietnam. At the end of my tour in Vietnam I was an EN2 rate.

After my return from Vietnam, I owned and operated a Chrysler Corporation Dealership. I spent my whole career working in this business. Through hard work, dedication and passion I was able to run a successful business while maintaining a high degree of integrity. In 2001 I sold the dealership and retired.

In 2003 I started my volunteer work with the LST 325. I began this service by working in the engineering department. While working in the engineering department I have worked on many projects to ensure the successful operation of this department. I have proudly served several years in this department. I currently have the opportunity to serve as Chief Engineer. In this position I have had the privilege to oversee several projects to make sure the LST is Coast Guard compliant and continues to operate efficiently.

I have completed all tasks as requested and worked as a team player to get the job done. I have had the privilege of serving as a member of the Board of Directors for several years. During this time, I was elected to the position of Treasurer. This responsibility is not taken lightly and is run with a high degree of integrity. As Treasurer I oversee the ships investments through Edwards Jones. I arrange and complete necessary monetary transactions prior to each cruise. I monitor the ticket sales and gift shop while on the cruise to ensure the accuracy of sales and income.

I wish to continue severing in these roles and contributing to the success of the LST 325 and preserving her history.

Your continued support is appreciated.



In Memory of

BRUCE VOGES **USS LST-325**

by Melissa & Eric Barber
James Bartlett
Ronald K. & Angela K. Bezouska
Susan Bloom
Boy Scout Troop #40 I
Jeff Bridgford
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Dale & Arlys Carmien
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Tina & Dennis Demoss
S.W. & D.A. Donberger
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Karen Jannusch
Mardella Jannusch
Lois M. Jornlin
John & Julie Lafleur
The Lambros Trust & Laura Missitzis
Michael & Amanda Lawhead

CAPTAIN ROBERT D. JORNLIN **USS LST-325**

by Corky & Kay Bennett
Gregory & Lucy Cain
Steve Gilmore
Michael T. Perruso

JOHN CATER **USS LST-499**

by John J. Casner

GEORGE EMERSON **USS LST-515**

by John J. Casner

JOHN HERCHUCK **USS LST-521**

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by Dianne Hill

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PAUL M. WILSON by Robert Wilson

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ALBERT BATEAU SF 1ST CLASS **USS LST-57, 1944**

by William Douglas

LT. COL REBECCA HAYES by Patti Dee & William W. Wazny

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The LST Memorial depends on your generous
Donations, Memoriams, Honorariums, and
Charitable Bequests to keep the history of our
ship and the valiant men and women who built
and served on her alive for generations to come.
Contact our office to discuss ways you can be a part
of this museum's legacy.

WHAT WE DO HERE IS REAL.
WHAT WE DO HERE IS NOW.
WHAT WE DO HERE WILL BE FOREVER.

A LEGACY'S IMPACT

BY CORY BURDETTE

Have you ever thought about what your legacy is? Maybe it's that perfect grandchild, a passion project out in the shed, or even having your name on a plaque. Regardless, if you have ever thought about it, that means you want to be remembered. Back in WW II, that was far from the minds of those who were in the midst of battle, weathering the unpredictable elements, and sometimes losing their buddies in the process. What they went through, though, was real. It was the present time; and it would live on in their memories forever.

Little did they know, but these boys would forge a legacy known the world over. Women slaving away in the shipyards, airfields and assembly plants would as well.

Working in a museum, continuing their legacy is our primary job: to preserve and carry their legacies on for (hopefully) the end of time. I can tell you for a fact that these legacies still, after 80 years since they first happened, have a profound impact today.

We have a slogan on ship, where you can "walk the decks of history". For some families, they can do just that. They can experience and even connect to someone they have never actually met. Maybe they have only seen them in photographs or heard about them through family stories. Sometimes it is more personal, It can get emotional, and that is absolutely fine. Every now and then, some of these folks will apologize, but they shouldn't. What we do here is real. What we do here is now. What we do here will be forever. The great artist Thomas Kinkade once said: "Our most important impact will be the contributions we make to the lives of other human beings." If that isn't a legacy, then I don't know what it is. If you're reading this, you're also a part of that legacy.

Thank you for helping maintain the USS LST-325's legacy. ■

Special Thanks

Amherst Madison, Mr. Bill Barr
City of Marietta, OH
City of Owensboro, KY
City of Pittsburgh, PA
City of Wheeling, WV

CountryMark Refining and Logistis
Donut Bank
Ernest E. Andrus, Coast to Coast Runs
Hibbs Electric
James Marine, Inc.
Joe Bush, Window World

Joe & Steve Beard
Mission BBQ
Nena Ace Hardware
Texas Wheel Works, Inc.
Wheeling Fire Dept.

Numerous wonderful people from all ports that helped feed the crew with pizza, donuts, etc. We thank you!



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Your USS LST Ship Memorial membership now includes a new perk. We have been accepted by the Missouri Historical Society Time Travelers program. As with the HNSA Reciprocal Museum Free admission program we now

have varying benefits from other members of Time Travel.

Explore other eligible programs by visiting <http://timetravelers.mohistory.org/node/52> Click on the **View a List of Participating Institutions** link and select the state you are interested in. A list of participating institutions in that

state will populate along with what type of benefits are offered. The benefits vary by institution and it is suggested that you call ahead to insure that they are still Time Traveler members.

Currently, the Time Travelers program includes over 300 organizations in more than

40 states across the country. Members of these organizations can receive a variety of exclusive benefits and privileges, such as free admission, gift shop discounts, and much, much more.



USS LST SHIP
MEMORIAL, INC.

MISSION STATEMENT



The mission of the USS LST Ship Memorial, Inc. is to educate its visitors about the role of the LST in World War II, Korea, and Vietnam. It is our desire to preserve the memory of these ships and all the countless heroic men who died in battle during the service to their country.

The names of all who died while serving on LSTs will be displayed on the ship.



By preserving this priceless piece of American history, we will bring honor to the American ship building industries that produced them, the crews who served on and defended them, and those who were carried onto the invasion shores by them.

To support this educational mission, the museum will present exhibits and programs to the public. Artifacts, books, photographs, oral histories, and archival material relating to the service of LSTs in general, and the USS **LST-325** in particular, will also be collected and displayed.

The main focus of the museum's acquisitions, exhibits, and programs will be 1941-1978 with a special emphasis on 1941-1945. The appearance of the ship will maintain its wartime configuration.

Our plans, if possible, are to keep the USS **LST-325** operational, sailing from port to port, visiting other cities where LSTs were built. The USS **LST-325** will be available for special events when invited, with a goal to further the education of future generations.

