

Robert Nathan Rosenthal

World War II Military Service

Date of Birth: 24 May 1911

Date of Death: 11 February 2000

Service Unit: United States Navy Reserve

Service Number: 343448

Highest Rate/Rank: Lieutenant Commander (O-4)

Dates of Service: 11 December 1943 to 12 January 1946

Deployment: Commanding Officer, USS LCI (L) 1033

Asiatic-Pacific Theater 11 August 1944-30 December 1945

Service Medals and Ribbons:

- Combat Action Ribbon
- Navy Unit Commendation
- China Service Medal
- American Campaign Medal
- Asiatic-Pacific Campaign Medal (with Bronze Star)
- World War II Victory Medal
- Navy Occupation Service Medal (Asia Clasp)
- Philippines Presidential Unit Citation
- Philippines Liberation Medal (with Bronze Star)

Robert N. Rosenthal Goes to War



'The voyage has been long and the air raids constant. In the faint light of early dawn hundreds of ships are spread across the gulf. Suddenly, the huge guns of the battle cruisers begin their barrage with deafening sound and flashes of light like constant lightning. The great ships are silhouetted against the lightening sky. The enemy shore is ahead of us and fear is sweaty palms and dry mouth. Before long we will be on those beaches. How on earth did we get here? The place where nobody wants to be. God save us all.'

Background

Robert (Bob) Rosenthal lived a privileged upper middle-class childhood. Only the emotional turmoil from his father's premature death, when Bob was 15, clouded his otherwise happy and active childhood. As a youth in Cincinnati, Ohio in the 1920's he owned one of the first Kodak cameras and the first home movie camera, the equivalent of the best computer or video game console of today. He used that Kodak camera to take many of the photographs included in this account. Even the stock market crash and Great Depression did not interfere with his family's ability to send him to a private high school, college at Vanderbilt University, and his sister to Wellesley College. There was even time for him to experience the frivolous exploits common among young men of that era, including trips to Europe, California, and a summer escapade in New York City. In short, there was nothing in his upbringing that prepared him for the experience of war. But he and millions of his fellow citizens were about to be drawn into the catastrophic vortex that was World War II.

Except for our Revolutionary War of Independence and the Civil War, no conflict has come close to World War II in scope. It is difficult for people living today to understand the magnitude of this truly worldwide conflict and its impact on families and everyday life. Of all the nations engaged in the war, the United States suffered the least number of military deaths. Still, that number was over 400,000. Worldwide, during the war years from 1939 to 1945, there were over 47 million military and civilian deaths, mostly civilian.

Japanese students, military attaches, and diplomats who had spent time in the United States understood that war with this country was pure folly. It was protected by two oceans, with the greatest industrial and agricultural capacity in the world, and with all the natural resources necessary to build and supply the instruments of war. Still, the parochial militarists of Japan won out. Germany, for its part, vastly underestimated the productive capacity of the United States and its ability to quickly convert from civilian to military production.

From late in 1941 until mid-1945, every stitch in the fabric of American society was woven into the enterprise of war. In 1941, President Roosevelt called for 185,000 airplanes, 120,000 tanks, 55,000 anti-aircraft guns and 18 million tons of merchant shipping to be produced in two years. In response, all major industries shifted their production almost exclusively in support of the war effort. The major automobile companies, Chrysler, Ford, and General Motors ceased automobile production and instead produced airplanes, jeeps, tanks, trucks, and diesel engines for ships. Ford alone produced B-24 bombers at the rate of one per hour. The Kaiser Shipyards in Richmond, California produced 747 transport ships in two-thirds the usual time, launching as many as two per day. From December 1942 to December 1944, the number of U.S. aircraft in Europe alone grew from 1,300 to 12,200. By the end of the war US factories had produced 300,000 planes!

Some 35,000 ships and landing craft were built for the U. S. Navy's amphibious forces. A small part of that effort was contributed by the Albina Engine and Machine Works, a family owned company in Portland, Oregon. They built 167 ships and craft between 1942 and 1946. Twenty of these ships were LCI (L)s. The last one built was hull number 1033. That ship would become home to Bob Rosenthal for one year and four months.

The company that Bob Rosenthal worked for, the Frank Tea and Spice Company in Cincinnati, shifted much of its production from domestic consumers to provide the military with spices, mustard, sauces, and peanut butter. By November 1944, the company was shipping 80,000 pounds of spices and 300,000 pounds of peanut butter each week for the Army and Navy. They still fell behind their quota to the military by nearly 1,000,000 pounds by the end of the war.

These are just a sampling of the extraordinary demands on resources that were duplicated in all industries, and affected every company and every American, regardless of age. Older civilians assumed civil defense duties. Children saved pennies to buy savings stamps that could be exchanged for War Bonds. Hollywood produced military training films and propaganda. Critical items such as sugar, meat, and gasoline were rationed for civilians. Scrap metal and cloth was collected for munitions and bandages. Wages and prices were strictly controlled. In addition to the sixteen million men and women who served in the United States armed forces during World War II, another 70 million worked in the factories and on farms, largely in support of the war effort. Many of these were women, one million of them, who were new entrants into the work force.

Japan and Germany were correct about one thing--the low ebb of military preparedness in the United States in 1939. That, however, changed quickly. The growth in U.S. military personnel was exponential. At the beginning of the war in Europe in 1939, the United States had only eight Army and Marine combat divisions (about 10,000-15,000 men each). By 1941, the number of combat divisions had grown to 39. By 1944, the number of divisions was 94. The strength of the U. S. Army at the end of 1939 was only about 190,000. By the end of 1940, the number was still only about 270,000. With the advent of the draft in 1940, followed by the attack on Pearl Harbor, by the end of 1941 the number had risen to more than 1.4 million. On the eve of the June 6, 1944 D-Day invasion of Normandy by the Allies, there were more U.S. troops in England than there are now on active duty in the entire U.S. military. In the Pacific, by 1945 the military was able to launch three major invasions within four months, using close to 180,000 troops for each action (Leyte, Luzon, Okinawa).

As a young man, Bob Rosenthal joined a company owned by his brother-in-law's family, the Frank Tea and Spice Company in Cincinnati, Ohio. Although that company no longer exists, one of its branded products, Frank's Original RedHot Sauce was a staple during the war years and is still found on supermarket shelves. Bob Rosenthal began with the company as a salesman working in the southern U.S. It was on a sales trip to North Carolina that he met his future wife, Betsy Lindeman. They were married in 1937. It was a time of increasing turmoil in Europe. In 1937 and 1938, Germany annexed Austria and Czechoslovakia, actions that were rationalized as the exercise of German manifest destiny. In early September 1939 however, when I was barely five months old, Germany invaded Poland, the undeniable act of war that launched World War II.

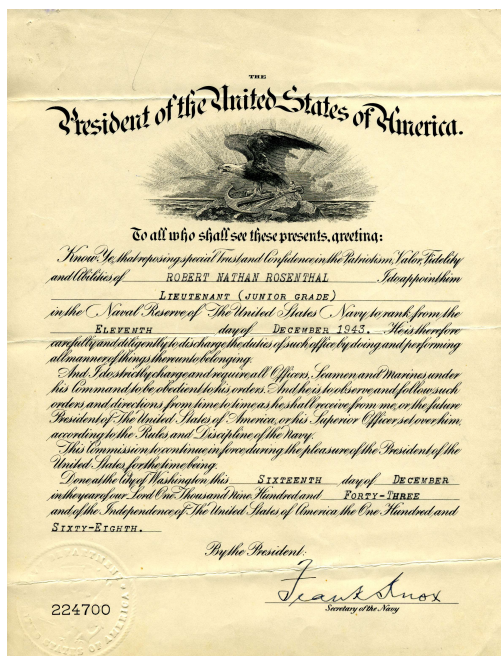
War has not been well received in American culture. The conflicts in Korea and Viet Nam were unpopular. And despite the punishing and deadly attacks on the World Trade Center and the Pentagon in September 2001, our military responses in Afghanistan and Iraq have been opposed by many of our citizens. A much smaller, but vocal minority similarly opposed our entry into World War II. The United States appeared determined to stay out of the war in Europe. Congress

passed the Neutrality Act to assure that outcome. There was great reluctance to get involved in another European war.

Some in government determined to help our European friends by supplying them with war materiel, ships, and planes. The growing threat in the Far East, however, went mostly unnoticed by most Americans. The Japanese were exercising their sphere of influence, invading Manchuria, and attacking European colonial interests, correctly believing that the Europeans would be distracted by more immediate and local dangers. There was little expectation that the Japanese would attack U.S. interests. While in hindsight many historians suggest that the attack on Pearl Harbor was predictable, it would have seemed much less likely at the time. It was a genuine surprise to most Americans.

The Japanese attacked Pearl Harbor on the island of Oahu in Hawaii early in the morning of December 7, 1941. Many Americans did not even know where the Hawaiian Islands were. Most did not know that they were a possession of the United States. In the attack by planes from Japanese aircraft carriers, much of the U. S. Pacific Fleet was damaged or destroyed and more than 2,400 people were killed on that single Sunday morning. The Japanese had planned additional attacks but discovered that the Pacific Fleet's three aircraft carriers were not at Pearl. Fearing the danger of an immediate counterattack, they withdrew; a conservative tactic that was duplicated in later battles and that would ultimately spell disaster for the Japanese.

Immediately after the Pearl Harbor attack, President Roosevelt asked Congress to declare war with Japan. That same day, Germany declared war on the United States and Japan attacked U.S. bases in the Pacific, including the Philippines. After token resistance, the United States forces withdrew, leaving behind thousands of captured soldiers, sailors, and U.S. civilians. Suddenly the United States was committed to war in two major theaters of conflict, Europe and the Pacific.



Commission as a reserve naval officer

In the 1940's, events unfolded slowly and distances were great. Consequently, the events of the following six months were startling. On April 18, 1942, just four months after the attack on Pearl Harbor, then Lieutenant Colonel James H. Doolittle led a raid on Tokyo using 16 B-25 bombers launched from the aircraft carrier Hornet.

Less than a month later, in May, a U.S. aircraft carrier task force engaged the Japanese in the Coral Sea. Although both sides suffered about equal damage, it was a decisive victory for the United States because the Japanese were forced to withdraw. The waters between New Guinea and Australia were made safe for shipping and the invasion of Australia was thwarted. Australia and New Guinea then became major staging areas for allied operations in the Western Pacific.

Then, in June, four Japanese carriers with their planes and pilot crews were sunk at the Battle of Midway by

planes from the Yorktown, Enterprise, and Hornet. The U.S. carrier Yorktown was sunk. The Hornet was later lost at the Battle of Santa Cruz the following October, but a new Hornet slid down the ways that same year. The second Hornet is moored in Alameda, California and is a floating museum.

With the Battle of Midway, the eastward movement of the Japanese was stopped, and the Japanese navy ceased to be an imminent threat in the eastern Pacific. Within six months of Pearl Harbor, the tide of war had turned and the U.S. offensive to retake the Pacific islands had begun. However, it would take another three years and two months of grinding warfare on the beaches and in the jungles to complete that task.

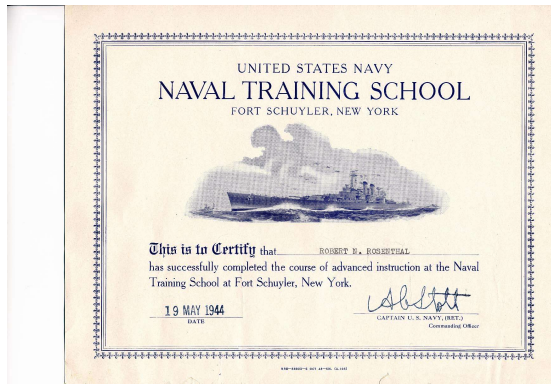
On the home front, Bob Rosenthal faced near tragedy. His wife (my mother) contracted tuberculosis complicated by pneumonia. Her survival was miraculous, but a long and difficult convalescence followed. With a seriously ill wife and a young child, Bob Rosenthal did not need to go to war. Moreover, by 1943 he was by military standards an "old man" of 32; not exactly the youngster that the military was looking for. Like millions of others, however, he struggled to set aside personal and family responsibilities to contribute to the cause that now overwhelmingly consumed the nation. There was no way to estimate how long the war would last, and the best judgment was that there were years yet to go.

Two years after the attack on Pearl Harbor, on 16 December 1943, Bob Rosenthal received a commission in the United States Navy Reserve and was called to active duty on 28 January 1944. He would spend the next two years of his life as a war-time naval officer. This is the story of those two years.

Training to Become a Naval Officer

Fort Schuyler, New York is located on the easternmost tip of the Bronx. Driving down Interstate 295 to the Throgs Neck Bridge on the way to Kennedy airport, it is on the left. Across the East River and to the west, you can see the Manhattan skyline. Fort Schuyler was built in 1851 by Irish laborers and New England stonemasons. It was named for General Philip Schuyler of Revolutionary War fame. It was garrisoned during the Civil War and during the Spanish American War. Today it hosts a museum and the home of the State University of New York Maritime College. In January 1944, however, it was a naval training base. This was Bob Rosenthal's home for sixteen weeks of basic and advanced training.

The first eight weeks of Indoctrination Training was purely a test of mental and physical stamina. The men spent most of their time in physical conditioning and learning the basics of military life and the Navy tradition. Anyone who has been through basic military training knows what this is like. Many candidates "washed out", but Bob made it through completing that phase of training



Naval Training School advanced diploma from Fort Schuyler

procedures. There was little free time. When he had an occasional weekend liberty, Bob would go to the city and stay at Charlie Frank's apartment in mid-town Manhattan. Charlie was spending more time in Cincinnati at the Frank Tea & Spice

Company, filling in for some of the 45 company men who were in the service. At Charlie's, Bob could relax, see a Broadway show, and visit with friends and company colleagues who lived in the city. On 19 May 1944, five days before his 33rd birthday, Bob graduated from Advanced Training.

Toward the end of Advanced Training, Bob had to decide whether to apply for duty on a destroyer or apply for amphibious training. He chose the latter because it was the best opportunity to obtain a position with command responsibility.

The U.S. Naval Amphibious Training Base was located at Solomons, Maryland, about 55 minutes south of the Washington beltway where the Patuxent River meets the Chesapeake Bay. The base housed 10,000 enlisted men and 1000 officers. Bob Rosenthal spent eight weeks at Solomons, learning how to sail a ship. Until then, his only experience on the



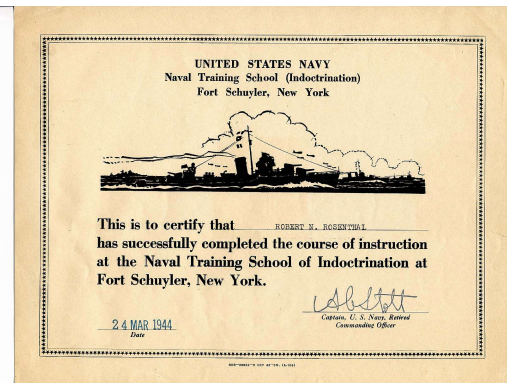
Aerial view of amphibious training base at Solomons, Maryland

water had been in canoes and rowboats as a boy at summer camp. He was not even a particularly good swimmer. The course was rigorous, but he excelled, even though he had no relevant academic preparation. In college he had majored in chemistry and pre-med. His graduate work was at the Harvard Business School. In civilian life, he was a salesman of food products. Still, he took and passed exams in gunnery, naval administration, celestial navigation (there was no

on 24 March 1944. During the second eight weeks of Advanced Training, the officer candidates learned basic seamanship, navigation, gunnery, and command



Graduating class Fort Schuyler (RNR top left)



Naval Training School introduction and indoctrination diploma from Fort Schuyler

GPS then), engineering, and seamanship. His hard work and instincts paid off and he was slotted to command a Navy ship. Late in the training, in July 1944, he was assigned a crew that he would train, who would accompany him across the country to Portland, Oregon to pick up their new ship, and then sail with him across the Pacific Ocean into harm's way.

The Ship

The United States Navy has a reputation as the most conservative and tradition bound of the military services. It was inconceivable, therefore, that a green, Lieutenant junior grade reserve officer (the equivalent to First Lieutenant in the Army) with only 24 weeks of training would be given major command responsibilities on larger vessels. Such men were not destined to command battleships, cruisers, aircraft carriers, or even destroyers. Rather, they were passed off for duty on much smaller vessels, such as PT Boats and landing craft. Fast attack PT boats demanded youth and daring, like the characteristics of a fighter pilot. Assault landing craft, on the other hand, required a certain maturity with the steadiness and determination to bring a slow ship onto the beach under enemy fire. A thirty plus year old was right for that kind of work.

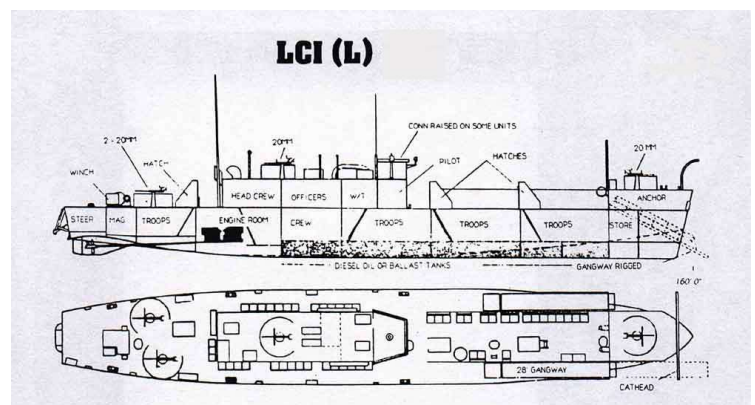
The mission of the Amphibious Forces was to transport and deposit troops and their heavy equipment on beaches, where port and docking facilities did not exist. To accomplish this, the force had available over twenty diverse types of ships and craft. These ranged from large transports such as APA's and APD's 450 feet in length, to landing craft just over 100 feet in length. The smallest of these were the LCM, LCT and LCV, designed to land tanks, artillery, and heavy vehicles, but they were not considered ocean going, because their range was just over 700 miles with a speed of only 7 knots. At 158 feet in length, the LCI was the Navy's smallest ocean-going vessel, with a top speed of 16 knots and a range of 4000 miles. There were several different configurations for LCI's. They included the LCI(L) Large, LCI(R) Rocket, LCI(G) Gunboat, LCI(M) Mortar, and LCI(FF) Flotilla Flagship. Over 900 of these ships were built and deployed during the war.*

Bob Rosenthal and training crew 3671 at Solomons were assigned to an LCI(L), Landing Craft Infantry (Large). This particular configuration



*Training crew 3671 at Solomons.
Most went on to LCI 1033*

was designed to transport and land on the beach with their equipment, a company of infantry of about 200 officers and men, and to provide covering fire from five



Schematic diagram of LCI(L)

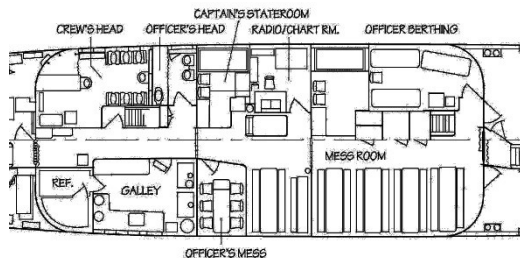
*Throughout this narrative, the term LCI will refer to LCI (L). Other types of LCIs will be specifically indicated.

20mm cannons, and on this newer model, two .50 caliber machine guns on the con deck.

During July 1944, the crew of 4 officers and 25 enlisted men completed land training at Solomons, Maryland and left for a training cruise on the Chesapeake Bay using LCI(L) 370 as the training ship. This was the first time the crew sailed as a unit. Ensign John Yff (pronounced 'eye-f') was the Executive Officer, Ensign Albert Ross Coffman, Jr. the Engineering Officer, and Ensign Melvin W. Longberry the Communications Officer. Lieutenant (j.g.) Robert Rosenthal was in command. The first time out was an "observation" cruise. A short cruise on their own followed soon thereafter. Finally, with this stage of their training completed, the officers and crew were ready for their own ship.

The crew's trip from Maryland to Portland, Oregon was arduous. From Union Station in Washington, D.C., they went by train to Chicago; then on to the West Coast to Portland. Despite traveling under military orders, arranging transportation was a major ordeal. Trains were overcrowded, reservations were rarely taken and then often ignored. There was never enough room, and travelers took turns in seats to get a few hours of sleep. The trip across the country took four days and three nights. Despite the hardships of wartime train travel, as the crew neared Portland their excitement and anticipation grew.

Their ship was ready and waiting. It had been laid down at the Albina Engine and Machine Works at Portland, one of several shipyards in the city that were building LCI's at a furious pace. On 11 August 1944, with the officers and crew taking command, the ship was officially commissioned as U.S.S. LCI (L) 1033. Typically, LCI's were not given names, only hull numbers. For ten days the crew learned about the ship and took on supplies while awaiting orders. Then about 20 August the orders came.



Superstructure interior deck plan

It would be easy to dismiss this "smallest ship in the Navy" as a military afterthought. However, it was clear that the vessel was designed and built with care. Bob wrote home, *"It is a honey, modern and complete in every respect. It has everything for solid comfort. Fast and maneuverable, it's difficult to learn to handle properly, for there are so many conditions that alter a ship's reactions. But I'm learning. We have a complement of 25 crew and 4 officers, and facilities for sleeping and feeding comfortably over 200 troops. Our equipment is marvelous. This is a million dollar job" (13).*

A river pilot boarded the "million-dollar job" and guided the ship from the Willamette River into the Columbia; 100 miles down-river past Scappoose, St. Helens, Rainier, Longview, and Astoria, and slipped it through the treacherous mouth of the Columbia River into the Pacific Ocean. Then, with the pilot safely off-boarded and on his way, the crew set itself the task of turning south for the 930-mile voyage to San Diego where the ship would be outfitted with armaments and begin its "shakedown" cruises. The senior enlisted man on board, Carl L. Chapple, was the only member of the crew with prior sea and combat experience. He had been reassigned from LCI (G) 451, a rocket and gun ship.



Engine room LCI 1033. One of eight GM diesel engines

He was a veteran of the invasion of the Solomon Islands and the landings on Kwajalein, Majuro, and Eniwetok Atolls. Chapple's urgent duty was to shape up the green crew, including the officers, and get them seaworthy. The trip to San Diego took just under three days. LCI 1033 purred down the coast, past San Francisco, Santa Barbara, and Los Angeles, propelled by its two sets of four, six-cylinder General Motors diesel engines, each developing 800 horsepower. Each group of four engines turned one of the ship's two variable pitch propellers. Four separate primary and backup generators supplied electricity as well as power for mechanical devices, such as the anchor winches. Everything was going smoothly. The crew was beginning to gain confidence.



*Engine room
control panel*

In June of 1943, the Secretary of the Navy had authorized the establishment of the Amphibious Training Base in the San Diego area to meet wartime demands for trained landing craft crews. These crews were deployed to the South Pacific area of operations. As the ship approached the San Diego Naval Base, the amount of ship traffic entering and leaving the harbor increased alarmingly. The base was so crowded that as many as five ships were tied up along-side each other at a single pier. None of the men had ever seen so many ships in one place. As instructed by the harbormaster, LCI 1033 made its way cautiously toward its berthing partner, a much larger destroyer. The approach speed was too fast, however. The frantic command "ALL BACK FULL EMERGENCY!" came too late. From command to effect would take at least 30 seconds. The bow of the ship crashed unceremoniously into the side of the destroyer.



LCI 1033 underway

Bob Rosenthal was certain that his brief naval career was over. He wondered if his job at the Frank Tea and Spice Company would be waiting for him when he emerged from military prison, if not for years, at least not until the end of the war. His court martial was assured.

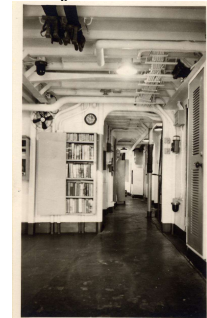
The next morning, after a solitary and sleepless night, Lt.(j.g.) Robert N. Rosenthal, USNR was presented with written orders to report directly to the Harbormaster's Office, San Diego Naval Base. The harbormaster's office was built high, with a commanding view of the entire naval yard. From his loft, he was able to see every ship entering and leaving the harbor, as well as all those hundreds of ships tied up within. To Bob Rosenthal the sight was overwhelming. Only now did he begin to understand how small a part he and his ship were playing in this stupefying endeavor of naval warfare. At first, he was not certain that he had heard the superior officer's words correctly. Surely, he had said, "Lieutenant, you are a disgrace. Go directly to the brig." But, no. He had to hear it a second time for it to register. "Lieutenant, don't look so worried. This happens two or three times a week. Take your ship directly to the Industrial Command for repairs. Dismissed."

While the ship was out of commission, the crew engaged in land training that included short courses in Armed Guard School and Fire Fighter's School. This instruction was required for all enlisted men and officers as well.



XO's makeshift desk in officer's berthing/ infirmary

The ability of the Ship Repair Unit of the Industrial Command to service and repair damaged ships quickly was an achievement of which navy yard workers were justly proud. LCI 1033 was received on 24 August and released quickly enough to take part in training exercises on 31 August at San Nicolas Island. What followed were intensive sea trials and much needed experience in ship's handling. In September, Bob wrote, *"We've just completed the stiffest of maneuvers, lasting three weeks. No punches were spared. It's gruesome sailing all night blacked out, but one learns to do that, and gains confidence as he goes along. At present, we are in 'Availability', having last minute repairs, completions, additions, painting. You know what that means. When? I can't say, and I truly don't know. We are ready though and will give a good account of ourselves"* (14). Within days, their orders arrived.



Interior corridor looking aft from mess

A Time for Battle

Most people who have experienced combat do not talk about it. That was certainly true of soldiers, sailors and marines who returned from World War II. Many family members wrongly assumed that their father's or husband's silence meant that nothing of importance had happened to them. They talked about the "good times" and told some amusing stories. Terrible things had happened only to others, and they reported it as second-hand information. Only in the sunset of their lives did many of these men and women begin to reveal the full force of their experiences and the strong emotions that went with them. The survivor's guilt had washed away and the age of "coming to terms" was upon them. That is the way it was with Bob Rosenthal. It was not until he reached his eighties that he spoke of some of the more terrible things he had witnessed.

Most people in the military never experience combat. For those who have that misfortune, the time is usually brief when compared to the months and years of preparation and training. Military life is mostly training, preparation, and overcoming boredom. By the time Bob Rosenthal and his crew reached their first battle station, they had spent a year in preparation. They would spend another 10 months in the war zone. In all those twenty-two months, they would take part in only two combat actions that lasted a total of 15 days. However, those 15 days were the reason they had come so far from home.

Rosenthal opened his orders, read them, and passed them to his Exec. John Yff. Yff passed them to Coffman. When Coffman and Longberry had finished reading them, they simply looked at each other in silence. They were to proceed at once to Pearl Harbor. From there they were to sail east to join Group 65 of LCI (L) Flotilla 22 under the command of Commander Seventh Amphibious Force. At full strength, Flotilla 22 would consist of 36 ships in three assault groups. The next day, LCI 1033 set out for Pearl.

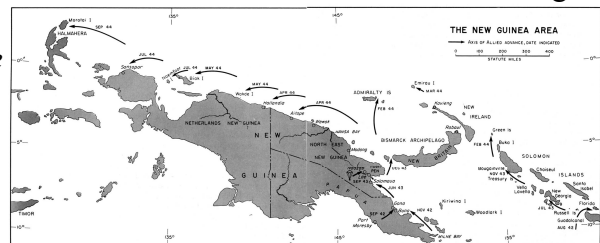


Officers Yff, Coffman, and Longberry

Sailors talk about having navigated small, 25-foot sailboats from California to Hawaii by following the contrails of commercial jets. In 1944 there were no commercial jets winging their way between San Diego and Oahu. There was no GPS. The jittery crew marked their position hourly by taking readings of the sun during the day and the stars at night. Bob wrote, *"We are busy keeping the ship in order, and making installations and improvements.... We are going to have deck sports for the crew and Sunday Services beginning this Sunday. Captain's inspection of the ship will be held regularly on Saturday.... We heard the first World Series game today and it came in clear as a crystal."* [October 4, 1944-St. Louis Cardinals vs St. Louis Browns]

The voyage to Pearl Harbor was about one week, but not until they noticed increasing numbers of warships sailing in the same direction did they begin to feel confident that they were getting close to their destination. As if by magic, the Islands began to appear. LCI 1033 skirted the northern edge of the Big Island and headed northwest to Oahu and Pearl Harbor. The effect was exhilarating. They had crossed 2600 miles of ocean and arrived at their intended destination! Heading out from Pearl would pose no problem. They were seasoned seamen now! At Pearl they received updated radio equipment and a gyro-repeater installation for the bridge. In mid-October, the ship was refueled, and took on water and supplies. Shortly, they were again on their way, this time in convoy with other LCIs, troop carriers, and escort destroyers. They were now headed into enemy territory.

Heading southwest, they crossed the Equator at the Gilbert Islands, 3800 miles from Pearl. They held the traditional crossing ceremony, and the initiates were welcomed into the realm of King Neptune. By God, they were veteran sailors now! Bob wrote to his mother, *"I spend 75% of the time navigating and keeping us on course. This navigation is very fascinating, especially the celestial sights and calculations and plotting of them. They must be 100% accurate or they do not plot correctly, which means they are no good. There is a tremendous amount of math involved and I am learning not to make mistakes"*.



Map of New Guinea area

From the Gilberts they convoyed southwest through the Solomon Islands to Manus in the Admiralty Islands. At Manus, they received several more weeks of training, finally reaching Hollandia, New Guinea in mid-November 1944. Lt. Rosenthal, along with the other new arrivals, reported to the group commander, Lt. Cmdr. W. Exton, Jr. on board LCI 1032. From there, they rode a launch to LCI (FF) 618, the flagship for Flotilla 22. It was a new ship just out from the States, and it had all the latest equipment. It was designed to be a flagship. It had the latest radar and radio equipment, and the troop compartments were all offices. In fact, there were two radio "shacks", eight radiomen and six radar men. Cmdr. M. M. Byrd was the flotilla commander, and he welcomed the new ship captains to the organization. The flotilla consisted of 36 ships, all LCI (L)'s, divided into three battle groups of twelve ships each, the 64th, 65th, and 66th. LCI 1033

would be in the 65th. Each battle group had its own group commander. Through November until mid-December the ship and its group did odd jobs of supplying troops in the different areas in the Hollandia region, and preparing, preparing, preparing.

Bob Rosenthal seemed to be preoccupied with the fact that the ship's cook had an exceedingly small repertoire, limited to the basic meal and menu charts he had learned in cook's school. All Bob wanted was some variety. The cook was able to bake Parker House rolls, and that was the limit of his baking skill. Bob tried in vain to get something new to come out of the ship's ovens. When, one day he showed the cook a recipe for gingerbread, the poor man agreed to try to prepare this delicacy. At the next lunch, the crew was served Parker House rolls with a "faint taste of ginger". After much complaining and cajoling to the group commander, LCI 1033 got a new cook. The old cook made a hell of a good gunner's mate.



Portion of galley

On 15 December 1944, all ship and group commanding officers of Flotilla 22 were ordered to report to the Flag. At



Map of Luzon, Philippines

that meeting, Cmdr. Byrd's operations officer outlined the coming action. They were to take on fuel, water, and enough supplies to feed troops for a week to ten days. The flotilla had one doctor on board LCI 618, with a fairly complete infirmary and emergency operating room. The other ships had only pharmacist mates. They could provide first aid and treat small wounds, but more serious injuries would be transferred to the flagship. Maps and charts were distributed that showed the sailing route, the destination, and the invasion plan. The maps were of the Philippines, and the charts showed the waters of the gulf at Lingayen. They were about to invade the Philippine's largest island, Luzon with its capital Manila, and a major Japanese stronghold.

For the upcoming invasion, many of the Flotilla 22 ships are assigned to special duty. LCI (L) 1033, along with seven other LCIs, is detached from group 65 and assigned to Task Unit 77.8. The unit includes the salvage and rescue ships USS Rail and USS Amycus. On 22 December LCIs 1033, 63, 333, and 335 sail from Hollandia to Seeadler Harbor (Manus) in the nearby Admiralty

Islands, arriving on the 24th to pick up firefighting and salvage gear. LCI 1033 takes on board 10 added crew members, including a warrant officer, specially trained in the use of the equipment and emergency procedures. The other four ships in this special group remain with the main body until they are reunited for the convoy to Luzon. On the 27th, LCI 1033 with USS Amycus and its group leaves Seeadler Harbor in convoy for Aitape.

On Christmas Day 1944, the remaining ships of Flotilla 22 depart Hollandia for Aitape and load cargo.

On the 28th, the two groups merge and travel together northward **(23)**.

The Invasion of Luzon at Lingayen Gulf

Dale Andrade (9) writes, General Douglas MacArthur felt a moral obligation to retake the Philippines at the earliest possible opportunity. It was a matter of pride. His view that the Philippines would be the logical staging area for the final assault on the Japanese homeland ultimately prevailed. In September, the Joint Chiefs approved a December starting date for MacArthur's invasion of Leyte Island in the central Philippines. The invasion would be followed by an assault on Luzon, the large, northernmost Philippine island. MacArthur's return to the Philippines began on the island of Leyte in October 1944. Prior to the amphibious assault, the Japanese carrier force had been decimated in the battle of the Philippine Sea on June 19 and 20 of the same year. Moreover, the battle of Leyte Gulf in October saw most of the Japanese surface fleet destroyed with little to show for its sacrifice. Japan's once formidable air force was also decimated, leaving the skies over the Philippines open to American air power. The primary objective of assaulting Leyte was to provide a staging area for a much larger effort, the assault against the island of Luzon where most of the Japanese land defenses lay. The operations on Leyte in December gave the Americans little more than a foothold in the Philippines. In December, MacArthur moved his base of operations to Mindoro, closer to the objective Luzon.

From his headquarters in Manila, General Yamashita realized that he could expect little outside support. The Japanese naval and air arms had done their best in the preceding months but to no avail, and they had been largely destroyed in the process. Moreover, Yamashita's forces on Luzon, some 260,000 strong, were weak in artillery, transport, armor, and other modern equipment. They would be unable to face the well-equipped American Army units in open warfare. Thus, Yamashita decided to fight a delaying action, keeping his army in the field for as long as possible. Yamashita planned to withdraw the bulk of his forces to three widely separated mountain strongholds and settle down for a long battle of attrition.

On the American side, General MacArthur intended to strike first at Lingayen Gulf, an area of sheltered beaches on the northwestern coast of Luzon. A landing there would place his troops close to the best roads and railways on the island, all of which ran through the central plains south to Manila, his main objective. In addition, by landing that far north of the capital, MacArthur allowed himself maneuvering room for the large force he intended to use on Luzon. Once the beachhead was secure, his initial effort would focus on a southern drive to the Filipino capital. Possession of this central core, as well as Manila Bay, would allow his forces to dominate the island and make a further coordinated defense by the Japanese exceedingly difficult.



Map of Lingayen Gulf

Ultimately, ten U.S. divisions and five independent regiments would see action on Luzon, making it the largest campaign of the Pacific war and involving more troops than the United

States had used in North Africa, Italy, or southern France (9). World War II historians, however, would later describe the landings on Luzon as "largely unopposed". It is true that the action on the beaches was light compared to earlier island assaults. Such a characterization of the developing battle, however, does not tell the complete story.

The Invasion of Luzon, The Lingayen Landings

In June of 1942, the tide of war changed dramatically at the Battle of Midway due to the heroic efforts of a single striking force made up of only three aircraft carriers. Two-and-a-half years later, on 30 December 1944, and ten days before the Luzon invasion Admiral Halsey's Third Fleet left from Ulithi in the Carolines with the most powerful striking force ever seen. The force of three fast carrier groups consisted of 8 heavy carriers, 6 light carriers, and many accompanying cruisers, destroyers, escort carriers, submarines, and support vessels. The fleet was to station itself in the waters between Luzon and Formosa (Taiwan) to block Japanese aircraft coming from Formosa to the north, and to suppress enemy air activity from Japanese airfields on Luzon, thus providing a protective blanket for the invasion force.



Ship's mess and day room

The Third Fleet air suppression effort was hugely successful, limiting Japanese bombing and *Kamikaze* Force attacks to about 130 events, with no new planes coming to Luzon after January 9, and no enemy support whatsoever from Formosa. Still, the attacks, when successful, were devastating for those involved. LCI 1033 has its own close calls on 7 and 12 January. But because of the wide dispersal of the invasion force, different sections of the convoys experienced different degrees of danger. Where the ships passed through the Surigao Straits, the convoys extended as much as 40 miles from beginning to end. One end did not always know what was happening at the other.

The main invasion Task Force 78 had embarked troops from as far away as Bougainville, as well as points along the northern coast of New Guinea, and throughout the South and Southwest Pacific. Additional troops embarked at Tacloban on Leyte (25).

As LCI 1033's slower convoy approached Leyte, it joined Task Force 78, the vastly larger and faster force that although leaving later had, by then, caught up. Natives in sailing canoes came out to greet the ships. Over the next four days, the convoys would proceed through the Surigao Straits, southwest through the Mindanao Sea, then north through the Sulu Sea, and South China Sea to arrive at Lingayen Gulf on the 8th of January. Danger followed them throughout the voyage.

2 January- Screening destroyers pick up an enemy submarine. It is chased away with depth charges, but not hit. The destroyers follow it over the horizon. Two aircraft carriers join the convoy to provide close air support.

Enemy air attacks occur only once on the **3rd**, while on the **4th**, they approach at intervals throughout the day. On the evening of the **4th**, south of Mindoro, the carrier USS Ommaney Bay is hit by an enemy suicide plane. It is abandoned and sunk.



*"En- route to Tacloban",
Leyte Gulf to rendezvous with
invasion fleet*

Shortly after Noon on the **5th**, while abreast of Luzon, the search planes ahead of the task force report two enemy destroyers. Air strikes are launched, and the destroyers reportedly sunk. Later that afternoon, the heavy cruiser Louisville is hit by bombs and later a suicide plane. HMAS Arunta, an Australian Navy destroyer, is also hit by a suicide plane. As is the cruiser HMAS Australia, the destroyer escort Stafford, and the escort carrier CVE Manila Bay.

6 January- This morning begins the worst day, with enemy suicide planes approaching the destroyer Summer out of the sun on the port bow, strafing and crashing into the rigging, the after stack, and the after-torpedo mount killing 14 men, wounding 29 others and causing extensive damage. Sixteen attacks occur that day on other ships in the convoys.

7 January- In the morning, heading north through the Mindoro Straights, general quarters are called several times. A Japanese plane is shot down at the front of the convoy. This morning about seventy-five B-25s fly overhead on a raid.



Map of Philippines

At about 1830 hours, LCI 1033's section of the convoy is attacked by two planes coming in "very low and fast". All ships begin firing. Two bombs are dropped between two columns of LSTs about a mile away. A second plane attempts a strafing run and possible suicide dive. It is shot down by an LCI and splashes into the water (**22,24**).

That night, at about 2230 hours, while passing west of Manila Bay, there is a running gun battle with an enemy destroyer and some of the escort ships. The enemy ship is sunk. The LCI 1033 convoy sees the gun flashes and flames in the distance, just over the horizon.

Air attacks occur on the **8th** and suicide planes succeed in hitting the cruiser Columbia, the battleship Mississippi, and the cruiser HMAS Australia for the third time, while a shore battery scores a on hit the destroyer Jenkins (**2,3,4,5,25**).

By the evening of the **8th**, LCI 1033 and all the other ships in the invasion force are on station in the Gulf. The picture is difficult to comprehend. Lingayen Gulf is roughly the length of Monterey Bay, from Santa Cruz in the north to Monterey at the south. Imagine nearly 1000 ships and landing craft spread out from north to south and from one to ten miles out to sea. Destroyers serve as a protective screen on the outer edge of the Gulf. The capital ships of the 7th

Fleet, the cruisers and battleships, lay off from one to five miles from the beaches. They will provide the pre-invasion barrage, and later support the troops moving inland until land-based artillery is in place. Planes from aircraft carriers will supply air cover. But the majority of ships in the Gulf are attack troop transports stationed 1000 yards off the beaches, with their small craft that will carry the first wave to the shore. Then the LCIs and LSTs, hovering up to 500 yards off the beaches. Those will carry in the second wave of men, supplies and heavy equipment. These are the ships of the 7th Amphibious Force. That is roughly the picture. In the morning, 175,000 troops and their supplies will begin landing along twenty miles of beach. It is the largest invasion force of the Pacific war.

9 January 1945-Invasion Day

The weather on 9 January (called S-day) is ideal. A light overcast dapples the predawn sky, and gentle waves promise a smooth ride onto the beach.



Invasion fleet assembles in Lingayen Gulf

At **0345** hours - All units go ahead with scheduled operations. Bombardment units proceed to assigned stations.

0500- Sleep has been elusive this night. Bob Rosenthal has been up since 0400, authoring reports and censoring crew mail. He cannot bring himself to write home about what has happened the past nine days, and what is about to happen on this morning. Only afterwards does he write a poem that expresses his emotions. The LCI 1033 crew goes to general quarters and dons battle gear. Bob reaches for his helmet and leaves his quarters for the con. LCI 1033's sister ship, the 519, is 50 yards on the port beam. They, and the rest of the battle group hover 500 yards from the beach. LCI 1033, along with LCIs 63, 333, 335, 616, 690, 776, and 777 form part of Task Group 77.8 that is equipped for fire-fighting, salvage, and rescue duty.

0618 - Enemy planes are reported over the area and several reports of bombs being dropped are received, but with no apparent damage.

0636 - Enemy planes drop bombs near the destroyer Barton, which also narrowly miss the battleship New Mexico and the cruiser Minneapolis.

0650 - The Barton sights and opens fire on an enemy twin-engine bomber coming in over the shipping area from land to the southeast. It is difficult to pick out the plane in the twilight, but

the Barton's alertness enables other ships in the area to get on target. Combined AA (anti-aircraft) fire finally drives the plane off with no apparent damage.

0704 - For the past week, destroyers and minesweepers have cruised in and out of the gulf, clearing mines and bombarding targets marked by Philippine guerrillas along the Lingayen beaches and inland. Now, on invasion morning, heavy ships, cruisers and battleships, supported by their screening destroyers begin bombardment in all areas. Explosions first hit the beach areas, and then "walk" inland.

Smoke can be seen coming from the mountains, miles away. Many of the ships' crews have never seen a battleship before or witnessed the indescribable noise and firepower. The sound is both crisp and deafening. Landing craft form up for the assault.

0716 - The Barton is the first ship to open fire on an enemy plane that flies over the area at about 5000 or 6000 feet. Immediately after Barton opens fire, the sky is soon covered with a mass of AA bursts. The plane seems to escape damage although it is continually blanketed by the volume of fire. However, it cannot close to make a bombing or diving attack and is driven off.

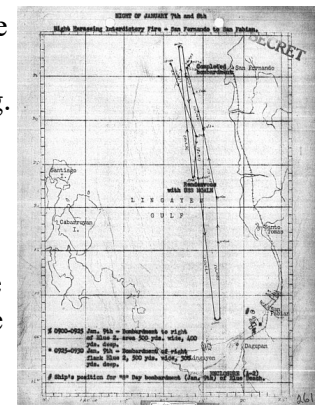


Chart showing pre-invasion runs up and down Lingayen coast (from DD692)

0730 - Troops on transport ships (APA's and APD's) begin loading into assault craft. For the crew on LCI 1033, the action seems to be spread widely over the gulf. Some is so far away that it seems like a movie. However, some ships nearby are taking hits and firing wildly. The entire picture is confusing and chaotic. Only by keeping their minds on their ship and their mission does the crew keep focused and functioning.

0748 - There is AA fire near the Lingayen beachhead, and bombs are dropped by a plane. The cruiser Columbia has been hit by a suicide plane for the third time but continues bombardment. The pre-invasion bombardment lasts two hours.

0900- Assault craft leave the point of departure and head for the beaches. Behind them, LCI 1033, abreast of her sister ship LCI 519, and the other ships of Flotilla 22 begin their run for the beach.



"Invasion morning at Lingayen. LCI(L) 1033 steaming abeam of us."(Capt. 519)

From the rocket squadron, LCI(R) 226 begins her run, firing her rockets starting 200 yards from the beach. Suddenly, there is a big explosion and water shoots up about 100 feet off her stern.

About ten seconds later, there is another about 100 feet on her port beam. Then the big one comes. It hits just a little over 10 feet from her port bow, spraying all the crew with water. With her rockets launched, the 226 backs away from the beach with all engines wide open. Two more shells hit close to her starboard beam on the way out.

LCI(G) 365 has recently returned from Pearl Harbor. She was damaged at Guam and lost six crew members. She has been repaired and rocket launchers added to her decks. She also makes her run on the beach and fires her rocket barrage. However, some ships seem to be followed by misfortune. This will be her last action.



LCI(G) 365

LCIs 1033 and 519 continue their run and reach the beach with hundreds of other LCI's, landing craft, and assault craft. They safely put their troops and supplies ashore. The troops descend the 28-foot gangway on each side of the ships into knee deep water, while some exit through the bow doors. LST's hit the beach and unload heavy equipment.



*Explosion on beach
(marked censored)*



*LCI's at and approaching Sansapor,
New Guinea, LCI 519 in foreground*

0949 - The first waves have landed meeting "little opposition".



LST 740

1305 - AA fire comes from near Lingayen beach. The cruiser Australia has been hit for a fourth time by a suicide plane.

1423 - Landing craft on White Beach are under fire by a Japanese mortar. This gun is taken under fire by two unidentified destroyers and quickly silenced.



LST on beach

1841 - Destroyers on picket station are attacked by an enemy suicide plane. The plane attempts to crash one of the ships but is hit repeatedly by AA fire and crashes into the water.

1900 - An enemy plane is sighted at high altitude and out of gun range heading for the main

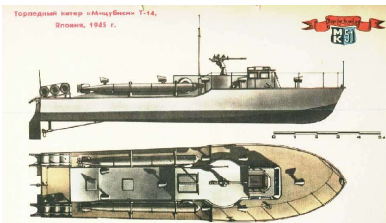
shipping area. Considerable AA fire is directed at this plane, which continues a southerly course and is attacked by a P-61 Black Widow as it passes over the beach.



*Stock photo of P-61
Black Widow*

1920 - Four enemy planes are reported in the area, two over the beachhead, and two near the Barton. One misses the destroyer Bennion with a bomb as it passes the Barton about 1000 yards on the port beam. LCI 1033's group takes part in the anti-aircraft fire, but with no hits scored **(22, 24)**.

After the unloading of troops and supplies, the LCI's, including LCI 1033, retract from the beaches and assume their post-assault assignments. Part of the group is ordered to the outer edge of the gulf to make smoke each morning and evening to cover the entire gulf and to hide all the ships present.



Drawing of Japanese patrol boat

During the night, Japanese swimmers and powerboats succeed in attacking several ships with explosive charges, while star shells over the beaches keep the ships in the harbor well silhouetted. An 18½-foot plywood suicide boat, manned by two Japanese, dumps two 260-pound depth charges with shallow settings into the sea from the stern of their boat, coming in so close that the destroyer Robinson's guns cannot be brought to bear. They speed away into the darkness. The Robinson suffers no severe damage, but the force of the resulting underwater explosions sends her men reeling along the decks, and temporarily puts her sonar equipment out of commission. Seventy of these suicide boats sortie from their concealed anchorage at Port Saul in the southwest corner of Lingayen Gulf. Nearly all are lost in this initial attack, but they sink the LCI(M) 974 and cause grave damage to two transport ships and four LST's.

The LCI(G) 365, which survived this morning's beach assault and launched her rockets so valiantly, is damaged so seriously in the attack that she must be abandoned **(5)**.

10 January 1945

0000 - Another LST is reported hit by a torpedo from an enemy torpedo boat.

0400 - Enemy torpedo boats are again reported to be in the shipping area and two more ships are hit with torpedoes. One other ship reports that it was approached by small boats and grenades thrown onto the ship.

0500 - The Task Force Commander orders all unloading operations and movements of small boats to cease. Any small boat detected approaching a ship is to be fired upon.

0713 - A Japanese "Val" is sighted overhead and taken under fire by all ships in the vicinity. The plane attempts to suicide crash but misses the destroyer Saufley (DD 465) by about 200 yards.

0946 - LCI 1033 assists USS Grapple in attempting to pull off beached pontoon barges, but the

towing reel breaks down and the effort is abandoned.

Two Japanese midget submarines are reported in the area near the western end of the beach by the cruiser Belknap. One is sunk, and the Belknap reports that she also killed several Japanese swimmers with explosives strapped to their backs.

1107 - The destroyer Cony is ordered to assist the Belknap in searching for Japanese suicide swimmers. The swimmers attempt to approach ships under cover of floating boxes or other debris.

1320 - The Smith reports a number of Japanese swimmers attempting to swim out toward transports, and several APD's and destroyers are dispatched to the area to assist in rounding them up.

1919 - An enemy plane makes a suicide attack and crashes into the APA DuPage.

2100- The LCI's are ordered to anchor in a circle around the Amphibious Flag Ship Fremont. It is reported that a Japanese torpedo boat tried to damage her the night before. They are to shoot at all boxes in the water, and small boats if they do not reply. Japanese are coming out from the rivers on rafts and with bombs on their bodies to blow up ships. The LCI 1033 crewmembers walk the decks in shifts, armed with rifles and .45 automatic pistols. Many boxes are shot at.

12 January

In the morning after breakfast, the USS Amycus, LCI 1033's lead ship is singled out for an attack by a Japanese plane that first drops bombs and then attempts a strafing run. All ships anchored in the vicinity open fire and force the plane off. It tries a second run and is hit, but escapes. Carrier planes pick up the chase and the intruder is shot down **(24)**.

13 January

After delivering supplies and personnel on the 12th, LCI 1033 is unable to retract from Crimson Beach. The USS Hidatsa (AT-102) with LCI 63 assisting sends over 1 5/8" and 2" wire cables and is finally able to retract LCI 1033 at high tide. Assistance in retracting beached ships and craft is a common occurrence.

14 January

Sporadic attacks continue, but the task force begins to break up and head back to Leyte. Some LCI (G) gunboats are sent up the Lingayen River to seek out enemy suicide boats and destroy anything they can find. The number of attacks goes down.

15 January

Word comes down that seven were killed on LCI 70. It was hit about S Day minus 3.

18 January

Throughout this period the LCIs of Flotilla 22 not assigned to other tasks have been making smoke in the morning and evening to obscure the ships in the Gulf and protect against air and submarine attacks.

19 January

LCI 1033 transfers her ten extra crew members of the fire-fighting team to LCI 616.

22 January

On 22 January, on a secret mission, some of the Flotilla 22 Staff go aboard LCI 519 and proceed in convoy up the coast, about 50 miles behind enemy lines, to supply the guerrilla forces in that area and to pick up the President of the Philippines wife and family and take them out of harm's way back to Dagupan. With Mrs. Osmena are five other members of the family, nine servants and two infants. Also, with the party are Col. R.W. Volkmann, USAFIP and Capt. Nebres Blenuenido D. PA Chief Surgeon USAFIP, several wounded guerrilla fighters, and several Japanese prisoners of war. They return on the 24th.

24 January

LCI 1033 along with LCI 360 is retracted from Blue Beach with the help of ATs. In a plaintive status report the Flotilla 22 commander notes that as of this date, of the seven ships remaining on salvage duty only two, the 616 and 777 are operable. All the others are broached or have sustained underwater or engineering damage in the performance of their duties. That is the toll of sustained operations for nearly a month.

25 January

LCI 1033 is towed alongside USS Grapple with repairs needed to her electrically operated steering gear. Grapple does not have the necessary facilities and sends her on to an ARL (Landing Craft Repair Ship). After repairs, LCI 1033 is back on station in the Gulf until mid-February, when operations move to Subic Bay.

My Check Engine Light Is On and I Need Fuel—Is There a Service Station Nearby?

The answer is both 'yes' and 'no'. Battle damage as a direct result of enemy action is only one problem in a combat zone. Major damage to a large ship could result in it being sent for repairs to Manus, Saipan, Guam, or even back to Pearl Harbor. But consider the need to refuel, rearm, and conduct maintenance and minor repairs of nearly 1000 ships and craft in the invasion zone. The continued presence, through January, of the invasion force in Lingayen Gulf was necessary to evacuate wounded, land replacements, resupply, and provide fire support. This support needed to continue until land forces moved south to take and reopen Clark Airfield, setting up air transport and air-support. Manila also needed to be secured, along with Manila Bay and the smaller Subic Bay to the immediate northwest. Port and repair facilities needed to be established or rebuilt at those locations.

Meanwhile, all refueling, arming, servicing, and repair of ships and craft had to be carried out in the Gulf. An entire floating infrastructure existed for this purpose; ships with the designations AO (Fleet Oiler), ATR (Rescue Tug), ATS and ARS (Salvage and Rescue ships). And, since most of the ships and craft in the Gulf were part of the Amphibious Force, there were ARL

(Landing Craft Repair ships). The detached ships of Group 65, including LCI 1033, were in support of that operation.

It was for these operations that LCI 1033, and all the members of the task unit, were awarded the Navy Unit Commendation for service in Salvage, Fire Fighting, and Rescue Unit, Service Force, 7th Fleet - Philippine Islands area, 6 January to 15 February 1945.

After the Invasion

Bob wrote home, *“Well-here we are, after a magnificent invasion, safe and sound, and all secured. Tense, yet exciting days are behind us for a while., and we are now very busily occupied on special duty. Air raids were constant as we travelled through enemy territory, but the loss to our huge armada was negligible. The attack and invasion were wholly successful, and we understand that the army is steadily gaining inland. This is a major victory, ahead of schedule, and of great strategic importance. Soon, now Japan will feel the full weight of war, for we are now in position to carry it there. All my boys were courageous and fine, cooperating fully, and ‘on the beam’. I’m really proud of them. We suffered not a single casualty and I have thanked God from the bottom of my heart.”*

Bob could not write home about the *Kamikaze* Force suicide missions had he wished to. The information was classified, even for embedded war correspondents, lest the Japanese learn the effectiveness of these attacks. The public did not learn of this horror until the battle of Okinawa in April. Between 3 January and 13 January 1945, this desperate Japanese assault against the Luzon invasion force resulted in the sinking of 4 ships and the damaging of 43 others. Seven hundred forty-eight Naval officers and enlisted men were killed, and 1,377 others wounded. After 13 January, the attacks all but stopped. The Japanese had run out of planes.

With little initial Japanese opposition, General Krueger's Sixth Army had landed almost 175,000 men along the twenty-mile Lingayen beachhead within a few days. While the I Corps, commanded by Lt. Gen. Innis P. Swift, protected the beachhead's flanks, Lt. Gen. Oscar W. Griswold's XIV Corps prepared to drive south, first to Clark Field and then to Manila. Only after the Manila area had been secured was Swift's I Corps to push north and east to seize the vital road junctions leading from the coast into the mountains of northern Luzon (9). For now, the Navy's work was mostly done, but the Army's work had just begun.

After this, some of the LCI's were assigned to supply the guerrilla forces in the north on a regular basis. Some of the ships were assigned to riverboat patrol, flushing out enemy suicide boats up the Lingayen River, and destroying them (1).

By 21 February, Commander Flotilla 22 in LCI 618, with LCIs 433, 518, and 690 escorting 60 LCM's, 20 LCV's and "J" boats of the 594th Engineer Special Brigade, three Army Tug Boats and ten LCT's, proceeded to Subic Bay, Luzon. There Flotilla 22 set up its base of operations. LCIs 1033, 519 and other ships of the Flotilla soon followed (1).

The Subic Bay Naval Base lay in a much smaller inlet just northwest of huge Manila Bay, near the town of Olongapo. Subic was to be LCI 1033's home base for the remainder of the war. In late February LCI 1033 and the other ships in the salvage, rescue, and fire-fighting task group were relieved from that duty and returned to the command of Group 65. Until early April, after the ship underwent maintenance and repair work, she resumed normal duties, ferrying troops and supplies, supporting smaller missions, and planning and preparing for the next invasion.

A Small Mission

In addition to the two major invasions in which LCI 1033 took part, there were many small actions and missions. Here is an example of one in some detail.

In March, Flotilla 22 received orders to escort eight LCTs along with members of the 24th Special Naval Construction Battalion (Seabees) from Olongapo town in Subic Bay to a site in north Manila Harbor. The Seabees were critical to the mission of rebuilding the port facilities throughout the South Pacific that had been destroyed by allied air attacks and naval bombardment. LCIs 776 (with the Group Commander on board), 777, and 1033 were tasked with this operation. Sitting low in the water, LCTs had limited visibility and navigation capability. Loaded with equipment, there was not enough room to transport personnel. The LCIs would carry the Seabees, as well as guide and guard the convoy.

On 18 March at 1300 hours the three LCIs left their Subic anchorage and moved to the dock at Olongapo where between 1600 hours and 2010 hours they loaded the Seabees and their personal gear. The convoy got underway at 0100 hours. Traveling at night reduced the threat of air or water attacks. The LCTs formed up in two columns of four. LCI 776 was in the lead as formation guide, with LCI 436 on the port flank, and LCI 1033 on the starboard quarter. In this way, the LCIs supplied a joint fire power of 15 20mm cannons able to fire in all directions. At 0200 they passed the submarine net at the entrance to Subic Bay and headed south.

Proceeding south and then east into the morning sun, along the coast of the Bataan Peninsula, at about 1000 hours they observed a mortar bombardment of Caballo Island from the south side of Corregidor. The Japanese were still entrenched in that small, fortress island.

Turning north into North Harbor, Manila, they arrived near to LCI 433 that had preceded them. At 1445 hours, the senior officer on site (SOPA), the commander of the transport USS Neville came on board LCI 776 to help guide the formation, now single file, through the treacherous waters strewn with the wreckage of numerous ships. Passing the breakwater at 1515 hours, they

threaded through the derelicts at 1/3 speed until they beached at 1545 hours near the south side of wrecked pier one.

Between 1545 and 1640 hours, the three ships disembarked all their troops. The LCIs then retracted from the beach and anchored in the vicinity of LCI 433. At the request of the SOPA, Group 65 commander Exton remained on shore to supervise the unloading of the LCTs.

The next morning at 1000 hours the four LCIs carefully maneuvered at 8 knots through the anchored and wrecked ships in North Harbor. Passing through harbor entrance control, they proceeded at 12 knots to Subic Bay, arriving at 1615 hours and anchoring independently—just in time for cocktail hour **(23)**.

On 23 March, LCI 1033 underwent her semi-annual military inspection. It must have gone well, because on 1 April 1945, Bob Rosenthal was promoted from Lieutenant (j.g.) to full Lieutenant.

Invasion of Mindanao, Consolidation of the Southern Philippines

Background

"It is still somewhat of a mystery how and whence," eminent naval historian Samuel Eliot Morison (25) once pondered, "General of the Army Douglas MacArthur derived his authority to use United States forces to liberate one Philippine island after another." At the Yalta Conference in February 1945, General George C. Marshall, the U.S. Army Chief of Staff, had told his British counterparts that only a few American forces would be involved in the reconquest of the remaining Philippines. Australian troops and elements of the new Philippine Army were to be the primary forces for these operations. In fact, General MacArthur had received no specific directive from the Joint Chiefs of Staff (JCS) for any operations after Luzon. Morison's considered judgment was that MacArthur simply believed that, "as Allied theater commander in the Southwest Pacific, he had a right to employ the forces at his command as he thought best for the common cause."

MacArthur's major commands in the Philippines included Lt. Gen. Walter Krueger's Sixth Army, fighting on Luzon, and Lt. Gen. Robert L. Eichelberger's Eighth Army, part of which was assisting Krueger on Luzon with the remainder temporarily in reserve. The Eighth Army's future area of operations was vast, stretching over 600 miles from west to east and some 400 miles from north to south. Within this expanse, all south of the largest island in the Philippines, Luzon, were thousands of smaller isles that together constituted the bulk of the archipelago. At the extreme south was Mindanao, the second largest island in the Philippines. The major islands lying between Mindanao and Luzon included Bohol, Cebu, Negros, and Panay, (collectively known as the Visayas) which stretched in an east-west line from American bases on Leyte to just southeast of another American enclave on Mindoro that had been seized in December. Outside of the central islands, the Sulu Archipelago extended southwest from Mindanao's Zamboanga Peninsula almost to Borneo in the Netherlands East Indies. Farther west, Palawan island lay between Borneo and Mindoro and fronted on the South China Sea. All the larger islands

possessed imposing terrain, ranging from sea-level mangrove swamps to rain forest-covered and ravine-scarred mountains that jutted thousands of feet high, and all offered formidable opportunities to a determined defender. Enemy garrisons dotted the islands, generally concentrated around ports and smaller seacoast towns. Additional dangers awaited in the forms of disease and a generally enervating environment.

After the invasion of Zamboanga, and by mid-April 1945, Colonel Fertig's 24,000-man Philippine force controlled most of the island of Mindanao, keeping the Japanese confined to their garrison towns and to the major roads. The guerrillas were prepared to participate actively in future actions. Also working against the Japanese was their belief that the March 1945 operations in the Zamboanga Peninsula by General Doe's 41st Division constituted the extent of American plans for Mindanao.

On March 11, General MacArthur formally ordered the Eighth Army to clear the rest of Mindanao in Operation VICTOR V. MacArthur expected that the campaign could take four months. Ground operations were assigned to Maj. Gen. Franklin C. Sibert's X Corps. Sibert's principal combat units were the 24th Infantry Division, under Maj. Gen. Roscoe B. Woodruff, and the 31st Infantry Division led by Maj. Gen. Clarence A. Martin. The plan called for Task Group 78.2, now under Rear Adm. Albert G. Noble, to carry the 24th Division and the X Corps headquarters to the assault beaches near Malabang on April 17 to secure an advance airfield. Then, five days later the 31st Division would be transported twenty miles farther south to Parang, located near Highway 1, the route to Davao.

As Task Group 78.2 moved toward Illana Bay, Colonel Fertig sent welcome word that his guerrillas owned Malabang and its airstrip. With friendly forces in complete control of Malabang, an opportunity was presented to speed the initial penetration of central Mindanao. Generals Sibert and Woodruff and Admiral Noble quickly changed their plans to take advantage of the new developments. Although one battalion from the 21st Infantry would still land at Malabang, the bulk of the 24th Division was to come ashore at Parang, much closer to Highway No. 1, and thus speed up the entire operation **(10, 25)**.

The Mindanao Landings

Although the war in Europe had been over since early May 1945, in the Pacific there was no end in sight. To the north, the invasion of Okinawa had begun on 1 April 1945 and would go on through the third week of June. Troops from the European theater were being retrained in the States for deployment to the Pacific for the expected invasion of Japan. On 1 April, LCI 1033 tied up along-side the USS Leyte (ARG 8), an Internal Combustion Engine Repair Ship, for maintenance and repair of its eight diesel engines. On 3 April the ship was in dry-dock for further repairs and painting.

On 5 April, with repairs and maintenance of the ships completed, the Flotilla 22 commander, along with the group commanders of Groups 65 and 66, left Subic Bay with 17 ships of the flotilla including LCI 1033. This was part of the amphibious attack force for the "V-5" Operation and headed for Mangarin Bay, Mindoro, Philippines. They arrived there on the 6th.

On 11 April the group staged a rehearsal landing under the Commander of Amphibious Group 8. Two days later, at about 0900 hours, the group beached on White Beach at Mindoro and began taking on troops, finishing at 1035 hours, and retracting to an anchorage.

LCI 1033 had welcomed on board as their passengers, "E" Company of the 21st Regimental Combat Team (RCT) with Capt. Robert L. Kilgo in command, a unit of the 24th Infantry Division. Along with "E" Company was a detachment of the 57th Portable Surgical Hospital, making the passenger list 169 troops and 7 officers in all.

PASSENGER LIST

ORGANIZATION	COMPANY "E", 21ST INFANTRY
DATE	
PLACE OF LOADING	
DESTINATION	
C. O. OF TROOPS	Capt Robert L. Kilgo
LOADING OFFICER	

Portion of Passenger List from Mindanao Landings with Capt. Robert Kilgo's signature

Robert Kilgo was a college graduate when he enlisted in the Army. As an infantryman, he had seen action with the 24th Division prior to the Mindanao action. He received a battlefield commission and quickly advanced from squad leader to platoon leader, and now company commander. Robert L. Kilgo hailed from South Carolina, familiar ground that Bob Rosenthal had covered as a salesman. Since the ship's officers and the officers in transit ate together on board, there was opportunity for Bob Rosenthal and Bob Kilgo to make some connections with places and people back home. However, the meetings were brief, because once landed on the 17th, Kilgo's regiment was soon marching inland and occupied with serious fighting.

The convoy consisted of 153 ships and craft--66 LSTs, 28 LCI (L)s carrying troops, 6 LCI (G) gunships, 9 LCI (R) rocket ships, 3 light cruisers, and 6 destroyers. They were underway at 1115 hours on the 14th. The LCIs were in a tactical 'V' formation at 300-yard intervals. Unlike the voyage from New Guinea, the trip from Mindoro to Mindanao was only three days and uneventful. Japanese opposition on the seas and in the air was virtually ended.

The ship's cook and ship's steward had their hands full. They were now preparing and serving meals for over 200 passengers and crew for the four days that the guests would be on-board. They would have to eat in shifts and the galley would operate 24 hours a day. For this voyage, they would get temporary help from two other crewmembers.

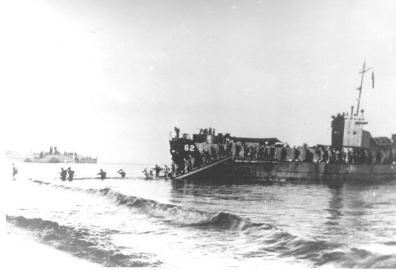
On the 17th the group arrived at Mindanao and entered Polloc Harbor on the southern edge of Sugut Bay. Sugut Bay lay on the eastern edge of much larger Illana Bay. At 0625 hours Naval rocket and gunfire hit the Bacolo and Parang target areas. Landings were made without incident on Red beach at Parang at about 1330 hours (19). However, shallow water made it possible to come only within fifty yards of the beach. Small boats were used to move the troops to land. By 1400 hours there was a slack tide and LCI 1033, the last to unload, could not retract from the

beach area. By 2015 hours the tide was sufficient to retract from the beach and anchor in the harbor (21).

On the 22nd four ships of Group 65 including LCI 1033 transported troops from Red Beach at Malabang to the north of Parang, to Cotabato, south of Parang and returned to Polloc Harbor.

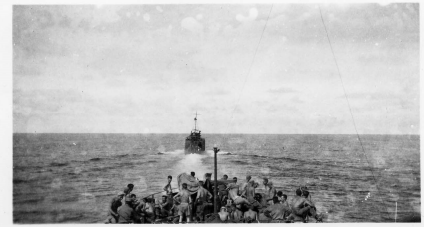
On the 27th four ships of Group 65 including LCI 1033 transported troops from Red Beach at Malabang to Green Beach and returned. The target beaches located in the Malabang - Parang Area were characterized by a relatively slight gradient, while steep slopes arose just behind the water's edge. The road paralleling the beach was in poor condition.

Although the Malabang - Parang Area had been under theoretical Japanese control for more than three years, garrisons were reported to be small and long stretches



'Older' version LCI 62 at beach

of beach were already secured by Filipino Guerrilla forces. The assault landing was made on three beaches in the Malabang -Parang Area. These beaches were designated Red, White, and Blue from north to south. One battalion



Foredeck of LCI 1033 in convoy, showing members of Company "E", 21st Infantry

of the 21st RCT landed on White Beach for the purpose of securing Malabang Town and the airfield area. Two battalions of the 21st RCT and the 19th RCT landed on Blue Beach with the mission of proceeding southeast along the coast and capturing Parang, and opening Polloc Harbor to amphibious shipping. Unlike Luzon, the landings at Parang on 17 April went completely unopposed, and the division quickly headed inland along Highway 1. General Woodruff's 24th Division, minus the 21st Infantry in corps reserve, was to continue its advance along Highway 1 to Digos, then seize Davao City. General Martin's 31st Division would follow to Kabacan and then attack north up the Sayre Highway toward Macajalar Bay.

In such an environment, the 24th Division fought the Japanese for the next two months. It now did so at full strength. Recognizing the need to bolster his line troops, General Sibert had obtained the release of the 41st Division's 162nd Regimental Combat Team from reserve on Zamboanga. Sibert sent one battalion to protect the 24th Division's immediate rear and assigned the rest of the regiment responsibility for the area from Illana Bay to Kabacan, thus allowing the 21st Infantry, with Captain Kilgo's "E" Company to return to General Woodruff.

As Woodruff's infantry assaulted the Japanese defenses, platoons and squads cautiously worked through the abaca and surrounding jungle seeking out Japanese bunkers and spider holes. On the left flank, Kilgo and Company "E" met intense resistance clearing the Libby Airdrome and the village of Mintal, some five miles west of Davao City. Pushing headlong into the Japanese defenses, the regiment was assailed from three sides by a numerically stronger enemy. Individual acts of heroism often spelled the difference between victory and defeat in the desperate fighting.

On 17 May, the 24th Division renewed its offensive. The 21st and 34th regiments attacked in the west, while the 19th Infantry prepared to swing around the Japanese eastern flank and join up with a division of Fertig's guerrillas. As before, the fire of Japanese artillery, mortars, rockets, machine guns, and small arms made the advance slow and costly, but the infantry crept forward behind the steady pounding of artillery and Marine close air support. In such fashion, and reinforced by the 3rd Battalion,



Bronze and Silver Star

163rd Infantry, the two regiments chewed through the main Japanese defenses, inflicting heavy casualties on the defenders. Beginning on 29 May, the 19th Infantry and Filipino guerrillas caved in the Japanese eastern flank, seizing the town of Mandong on 15 June, and the eastern bank of the Davao River, which flows from north to south into Davao City. By now, the defenses of the Japanese 100th Division had collapsed, and the sorely weakened unit was in retreat. To this point, the 24th Division had lost 350 men killed and 1,615 wounded; the Japanese had lost approximately 4,500 killed **(10)**. Capt. Robert Lawton Kilgo, Sr., and several of his men were awarded the Bronze Star and the Silver Star for their acts of bravery and valor.

After the Invasion

After the invasion of Mindanao, LCI 1033 and other LCI's of Group 65 lingered in the area of Polloc Harbor into May, conducting varied transport tasks. On 10 May, the Flotilla 22 ships departed Polloc Harbor to return to Subic Bay, arriving early morning 16 May.



R and R on way to Manila

On 31 May, LCI 1033 left Subic Bay for Manila for well-earned and much needed shore leave and recreation. Somewhere along the way, choosing one of the many lovely beaches along the peninsula they dropped anchor at a deserted cove.

A persistent problem that plagued most of the men, including Bob Rosenthal, was a tropical skin fungus, not so affectionately known as "jungle rot". The only treatment that seemed to relieve the itching and dry up the rash was saltwater. Therefore, the crew spent much time swimming in the cove and then drying out in the sun. Clean clothes also helped, so most of the crew did laundry and air-dried it. Although there were wash facilities on board, each man handled his own laundry and there was no effective way to dry clothes. Because of the tropical humidity, nothing ever dried completely. On board ship, the crew shared cramped quarters with triple deck bunks. With no air conditioning and only fans, sheets were soaked with perspiration by dawn. In the informal

atmosphere of the cove, the men slept on the beach or on deck. It was a welcome relief. Chapple, in addition to being the senior non-com, was a crackerjack barber. He went to work on the crew,

including Bob and the other officers.

Bob walked to the far end of the beach to take his swim. Coming out of the water, he climbed onto a slightly slippery rock. More intent on not losing his balance than anything else, he did not notice the jellyfish upon which he sat. The pain developed first slowly and then quite rapidly. At first, he did not know why he was in such agony. Then, as he wiped the slimy mess from his thigh, he realized what had happened. Once again, saltwater was the savior, and the pain gradually subsided. That night he ate dinner standing up.



Stock photo of B-29

On a spit of land opposite the beach, there was a single runway airstrip that was home for a group of three B-29's. They made raids on various enemy positions on nearby islands and supported the troops fighting on Mindanao. The pattern was predictable. The planes would take off in the morning and return early in the afternoon. Bob Rosenthal saluted the ensign as he walked down the gangway. He did not sign out. Taking the long way around the cove, he made his way to the airstrip, pushed mostly by curiosity. As he got closer to the planes parked at the end of the runway, one of the pilots walked up to him smiling. Bob introduced himself. The pilot asked Bob if he would like to go for a "joy ride"? Bob climbed on board the bomber with the rest of the crew. He returned to his ship late that afternoon and said nothing. Everyone assumed he had gone swimming.

[The "joy ride" is memorialized in a short story by Steve Rosenthal, called "The Milk Run"]

The next morning, they continued to Manila for liberty. Manila had become wall-to-wall bars and women. Trouble was almost inevitable. One of the crew was badly overdue. It was after midnight when Yff roused Bob Rosenthal to tell him that one of the crewmembers was in jail. They borrowed a jeep, but by the time they arrived at the Shore Patrol office in town the seaman was gone. He was a big guy who could hold his liquor, but not his temper. He had gotten into a fight and broken someone's nose. He was now on his way to prison. Yff, Carl Chapple and Bob were in hot pursuit. The old fortress, Bilibid Prison just south of Manila, had been used to house American POW's in the early months of the war. Now it was a military prison, housing miscreants from the Army, Marines, and Navy. Unless something was done quickly, this young man was going to be its newest inmate.

As the imposing stone façade of the prison came into view, Bob tried desperately to think of some way to get the man back from the military police. He felt rather fatherly toward the young men on his ship. He could not abide the thought of one of them wasting away in that cold stone hellhole. In the end, it was surprisingly easy. The crew member was released into the custody of his commanding officer. The military police were quite content to dispose of the case, with the promise of a deck court-martial on board ship. The next day, the man stood contritely before his skipper and apologized profusely. He also spent the next three weeks chipping and painting. His liberties were canceled, and his rank reduced.

Over the life of the ship, only four members of the crew received disciplinary actions that resulted in fines or reduction of rank. In each case the reduction in rank was reversed by the Judge Advocate General on technical or procedural grounds. In only one case did the officers on board feel compelled to re-try a sailor and send him home with a lower rank.

LCI 1033 made its way back to the Naval Base at Subic Bay. It was now June. There was little to do. The ship had to be refueled. Fresh water and food supplies had to be picked up. They took their turn moving troops around and supplying them, escorting LCMs and LCTs to various locations, and collecting and delivering mail to other ships. There was almost constant scraping and painting for the crew to take care of.

One day Bob sat under the awning of the forward gun deck looking out at the anchored ships. Three sailors were on scaffolding over the side of an APA anchored nearer to shore. They were busy repainting the ship's side. Without warning, there was an explosion that enveloped the side of the ship. When the smoke cleared, the three sailors had vanished. This was still a place of occasional, but sudden and unexpected violence. Japanese mortar teams sometimes infiltrated through the lines to conduct these kinds of raids.

In June Yff and Longberry were detached and sent as training officers to the 63 and the 777 ships. Ross Coffman remained as Exec. Two new officers came on board LCI 1033, Norris L. Fant as Engineering Officer, and William N. (Bill) Witt as Communications Officer.

Recreation was a constant problem. If you were lucky enough to be tied up near a destroyer, you could visit that ship for movies. There was a black market for movies, especially new ones. Most of the men had seen the same picture a dozen times or more. Bob Hope and the U.S.O. never made it to Subic Bay.

As the weeks drifted by with less to do, both boredom and a palpable sense of foreboding set in. With the Japanese retreating everywhere, there was only one place left for U.S. forces to go, the Japanese mainland. What the men did not know was that the Joint Chiefs had set an invasion date of November 25. The estimate that the men heard of the casualties to be expected from the coming invasion was mind numbing. Between April and July 12,000 men had died taking Okinawa. Now they were hearing that the war could go on for at least another two years. Most of them had been overseas for nearly a year, and there seemed little chance for a swift return home. They thought that the flotilla might return to Pearl for refitting. LCI 1033 would have rocket launchers installed on the foredeck and the gunner's mates would go to school to learn how to operate them. Each of the five 20mm cannons was to be replaced with twin 40mm rapid fire cannons. She would look much like the LCI(G) 365 that was lost at Lingayen. The ship would still carry troops, but the ship's increased firepower would be unleashed during the beach landings on Japan's home soil. Unlike the Lingayen and Mindanao invasions, all ships would be under relentless attack from a people defending their homeland. As they waited for the orders that they expected would soon arrive, they took part in several escort and troop transport missions.

On 10 June they escorted several LCTs from Subic Bay to Manila. There they loaded 122 replacements of the 158th Regimental Combat Team (RCT) and ferried them to Legazpi near the

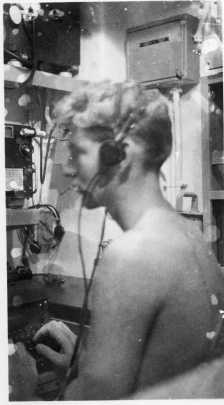
southern end of Luzon where fighting was still ongoing. There they unloaded the replacements and picked up 6 officers and 126 enlisted men, as well as 12 guards and 59 Japanese POWs, all for transport back to Manila.

In a mission from 28 June to 8 July they escorted LCMs and LCTs from Manila to Aparri at the northern tip of Luzon. The landing area was reported to have minefields in the vicinity, but none were found, and the craft were unloaded successfully. On the return to Subic Bay, they encountered heavy weather and seas and LCI 1033 had to take an LCT in tow. All returned safely.

On 20 July LCI 1033 along with LCI 519 escorted 11 LCCs from Subic Bay to Leyte Gulf with overnight stops at Marinduque Island and Masbate Town on Masbate Island. The third day, the group passed through the Janbatas Channel and into the San Juanico Strait, the back-door entrance to Leyte Gulf. On arrival at Leyte, they were to report to Commander Amphibious Forces, Pacific Fleet for duty assignment, who sent them right back to Subic Bay.

By the end of July 1945, LCI 1033 had completed missions that had traversed most of the Philippine Islands, from the northern tip of Luzon to the southern island of Mindanao, and from Subic Bay on the western side of Luzon to Leyte Gulf to the east. Ships were now being platooned from Subic Bay to Manila Harbor for what was thought to be the final opportunity for "liberty". Returning from the escort mission to Leyte in late July, LCI 1033 took her turn in early August.

6 August 1945 was a Friday. Not that it mattered. It was not as though the coming weekend promised a family picnic or a night at the movies. Bill Witt took over as officer of the deck at 0800, double daylight savings time. The sun was not yet up, and it was already getting hot. The tropical heat was oppressive, and the humidity was constant and wearing. Right now, the war was about fighting heat, humidity, insects, and jungle rot. Life on the ship had evolved into a dull routine. Things were casual though, as the crew waited for their orders for refitting. Witt took his post, not on the bridge, but on the port side forward gun deck. There was an awning over the main deck to provide some shade, and there was a table with a couple of chairs. Witt leaned back in one of the chairs, propped up against the ship's superstructure. His thoughts turned toward home and his parents. He thought improbably that, if they were lucky, their refitting would have to be done in San Diego. That would assure leave for the men and for him. He wondered if he would be able to make it to Wisconsin and back before the ship sailed west again. If they did get back to the States, he was quite certain that for most of them it would be their last trip home.



"McNulty-Radioman, on duty in radio room. Time exposure under electric light."

If Bill Witt had known *what* to look for, and exactly *when*, gazing toward the northeast, he might have picked up an extremely slight and very brief brightening of the still dark morning sky, some 1400 miles away. As it happened, at 0840 hours and 46 seconds local time, he was fast asleep.

The rumors began to come down the line almost at once. By noon, it was clear that something very big had happened far to the north. Fant hoped that there had been a gigantic earthquake, and that some major Japanese city had sunk into oblivion. In fact, he was not far off the mark. The official word did not come until midnight, when McNulty, the radioman, picked up a broadcast announcement by President Truman, from the cruiser USS Augusta, the ship that was returning him from the conference with Churchill and Stalin at Potsdam. The Japanese city of Hiroshima had been vaporized. Two days later, on the 8th, a second atomic bomb exploded over the city of Nagasaki.

The full impact of these events was lost in the moment for the men in the Pacific. They could not have imagined the ferocity of the destruction that had been visited on the Japanese people, the instantaneous and near complete destruction of two cities.

On Sunday 15 August, Bob Rosenthal and Bob Boakes, a comrade from another ship, went into the city of Manila for their "last liberty". In a letter, 52 years later, Bob Boakes would recall that on their way, each told the other that they did not expect to see their families again. They expected to be slaughtered on the first wave as they approached the Japanese shores. That evening, after several drinks, the last taken into the street in paper cups, the two men began to make their way back to their ships. Bob Boakes said they should take a paddy-cab. Bob Rosenthal preferred to walk, saying that it was the last walk they would likely take together. As they neared the dock area a machine gun nest opened fire-with shots straight up in the air. Then a second gun started right behind them. They threw themselves on the ground in the weeds. A ship's horn blew-then another-a flare went up-then a dozen. Bob Boakes yelled, "I think we're being attacked! Let's run for *our* ship. It's the closest." As they ran toward the ship's gangway the deck sailor yelled to them, "THE WAR'S OVER! THE WAR'S OVER!". The men crowded under the ship's loudspeaker and listened intently to a confused and excited announcer reporting, "*Japan has offered to surrender-we don't have all the details-but it's a sure thing. Stand by for an update*". Bob Boakes and Bob Rosenthal went back into Manila City and did not return until dawn (17).

On 15 August 1945 (14 August in New York), the Japanese had surrendered. In an astonishing moment that nobody had expected, the war was suddenly over.

Yangtze Patrol Force

The military operated with a point system. When you accumulated enough points, you got to go home. That is, unless the war effort required your continued presence. So long as there was shooting, nobody took the point system seriously. Now that the war was over, everyone was counting their points. Demobilization began almost at once, with those who had been away longer going home sooner. Large vessels dubbed "The Magic Carpet Fleet", consisting of troop carriers, battleships, cruisers, and aircraft carriers were transformed into makeshift transports to ferry thousands of troops back to the States. By August 1945, most of the crew of LCI 1033 had only 10 months overseas. There was still work to be done and most of them were not going home right away.

Early in September, Commander Flotilla Twenty-Two reported to Commander Philippine Sea Frontier for Operational Control. After this, the Flotilla began to break up. Group 65, consisting of the 433, 434, 435, 436, 518, 519, 445, 446, 776, 777, 1032 and 1033 were assigned to Commander Yangtze Patrol Force. They then came under control of Commander, Yangtze Patrol (1).

LCI 1033 and its group arrived at Hagushi on Buckner (Okinawa) Bay on September 13. On the 16th, a major typhoon hit the area. Ships in the harbor were ordered to head out to the high seas and keep safe distances from each other. The typhoon was severe, with 80-foot swells and winds of 70 to 90 knots (1, 16). To Carl Chapple, the rain felt like bullets. LCI 1033 rode out the storm for two days and two nights. The structural reinforcement that had been done at San Diego after their unceremonious collision with the destroyer now gave them added strength in the bow. For that reason, they were able to partially flood the forward bow compartment and achieve added stability. Most of the men would recall this as their most frightening experience. The war was over. They had survived the dangers of combat only to be cast into nature's hell hole. To go down with the ship now would be the cruelest irony. All ships in the group, however, weathered



Destroyer DD498 "Philip"

the storm, although some were blown within 20 miles of the China coast (1, 16). On 18 September, the cruiser St. Louis arrived at Hagushi to link up with the ships joining the Yangtze Patrol. They complained that the LCI's were difficult to find. By the 26th, they caught up with the convoy of LCI's that had left earlier in the company of the destroyer Philip. Together, the

Philip and the St. Louis "guarded" the convoy on its way to Shanghai, arriving there on the 29th.



CL49, Light Cruiser "St. Louis"

With a Shanghai pilot conning the ship, the St. Louis proceeded up the Yangtze to the Huangpu River. Another four miles up-stream they moored to buoys, while the smaller ships tied up to docks. The ships present and belonging to the Yangtze River Patrol included the Nashville (flagship), the St. Louis, the Dixie (tender), two LSD's, lots of LCI's, LSI's, PC's, and cargo ships. Also, there was one hospital ship, "with beautiful nurses" on board.



Entrance to Shanghai harbor

On 10 October, the transport fleet, including LCI 1033 steamed up the river to Ningpo, a city of 300,000. There they loaded the Chinese 70th Army. Two days later the Philip, the St. Louis and two minesweepers set out for Formosa. Japanese and German planes were rumored to be over the island, so the ships proceeded cautiously, still fearful of treachery. Many unexploded mines floated through the main shipping lanes as well. Entering Keelung Harbor at Formosa at 1300 hours on the 15th, the

Chinese heartily greeted the ships. They were the first Allied warships to enter the harbor in 12 years. Two days later, on the 17th, LCI 1033 and its 40-ship convoy arrived at Keelung and unloaded 3000 troops of the Chinese Occupation Forces. It was a rough voyage across the China Sea, and many of the passengers were taken ill. Bob wrote to John Frank, *"These were the initial occupation troops to reach Formosa and we found the Japs[sic] armed, and appearing very undefeated, on hand to meet us. They were very placid and well behaved and had Chinese and American flags well displayed."*



LCI 1033 and 519 landing troops, location unknown

LCI 1033 and crew returned to the mainland, going up the Min River toward



Loading Elements of the Chinese 70th Army on LCI 1033

Foochow. Unable to navigate the river as far as the city, sampans brought their next group of passengers to the ship for boarding. These were Chinese military police, also headed for Formosa and Kiirum. Bob wrote, *"Kiirum is shattered and forlorn, from bombings; it was an important Japanese Naval Repair Base. We have now returned to Shanghai and are alerted to leave on the 4th. I don't have information on our next operation."*



Harold Nieman visiting ship, on Bob's bunk in Captain's stateroom.

Back in Shanghai by the end of October, LCI 1033 was dry docked for maintenance and repairs. Bob and the other officers and crew had liberal liberty in the city. Shanghai became a focal point for reunions. Bob's close college friend, Sam Loventhal turned up in Shanghai and they were tourists together. Harold Nieman from Frank's had tried long to get into the action. He finally made it. Ensign Nieman also turned up in Shanghai, but too late for the war. There was plenty of time for sight-seeing, souvenir shopping and making new friends. That, however, is another story.

Bob wrote home to John Frank, *"Truly this all has become so much a part of me, and save for the separation from my Bets, Billy and family, I would like more of it...I will say that it has done me good in many ways, and I am fully ten years younger than when I*

entered service." He concluded, " I'll miss you at Christmas, but it is satisfying to know that soon after I'll be headed for the U.S.A. That gives me a lump in my throat and sets my heart to pounding"(15).

On 19 December 1945, LCI 1033 left Shanghai on its way to Saipan. On the 20th Bob received orders by radio that he was 'detached' and released to return home. The ship arrived at Saipan on the 28th. There, after transferring his command to Ross Coffman, Bob Rosenthal went on board the aircraft carrier Bunker Hill and sailed home. It was the Bunker Hill's last voyage as a member of the "Magic Carpet Fleet". They arrived in San Diego early in January 1946.



RNR's fraternity brother, Sam Loventhal in Shanghai (left)

The Fate of LCI(L) 1033

When Bob Rosenthal left LCI 1033 Ross Coffman became the skipper, with Norris Fant still on board as Exec and Bill Witt Communications Officer. Bill Witt wrote to Bob, *"We left Saipan 13 January, and after a hectic trip, arrived in Pearl 3 days late. Had to be towed in as our port shaft pitch control went on strike and three engines on our starboard sympathized with them. When we got all settled in our berth, Ross received his orders, so he and Gus left for home and their farm on an AP."* Norris Fant ('La Dew') added, *"We go to West Coast upon leaving here, then Panama, then either New Orleans, Charleston, or Norfolk. Some trip. But with God's gift to commanding officers-William Nickolas Witt-we'll make out O.K."* After repairs, and with Fant now commanding, they returned to San Pedro where they took on fuel and water, and then transited the Panama Canal, sailing up to either New Orleans, Charleston, or Norfolk. By now most of the original crew was gone.

The date on which LCI 1033 was decommissioned is not known, but it was laid up in the Reserve Fleet for a brief time. It was struck from the Naval Register and sold 14 November 1946. Its fate is unknown. During its two years and three months as a United States Navy fighting ship, LCI (L) 1033 traveled halfway around the world and back. On that long voyage, she received the Navy Unit Commendation 7th Fleet, earned two battle stars for World War II service, and these commendations and medals:



Precedence of awards is from top to bottom, left to right
Top Row - Combat Action Ribbon (retroactive) - Navy Unit Commendation - China Service Medal (extended)
Second Row - American Campaign Medal - Asiatic-Pacific Campaign Medal (2) - World War II Victory Medal
Third Row - Navy Occupation Service Medal (with Asia clasp) - Philippines Presidential Unit Citation -Philippines Liberation Medal (2)

Epilogue

There were nearly 1000 LCI's built and commissioned during World War II. There are that many stories out there much like this one. During the war, LCI's lost over 120 sailors on 47 ships. But every member of the crew of LCI 1033 made it home safely. Norris Fant made it back to New Orleans. Bill Witt returned to Milwaukee, Wisconsin to sell fishing gear and enjoy his mother's apple pie. Gerald Barwineck returned to Marshfield, Wisconsin to hunt and fish into his senior years. Kamos Carpenter returned to his dairy farm at Russell Springs, Kentucky. Carl Chapple went home to Streator, Illinois, and his radio- controlled model planes. In later years he would make a radio-controlled model of LCI 1033. Bob Boakes returned to New Jersey and became an attorney and municipal court judge. And Company Commander Robert Kilgo, LCI 1033's "passenger" at the invasion of Mindanao, went to law school and returned to his home in Darlington, South Carolina. Bob Rosenthal went home to Cincinnati and his job as a sales supervisor with Frank Tea & Spice Company. Like millions of others, the men of LCI 1033 had gone to war, done their duty and now resumed their civilian lives.

Bob Rosenthal remained in the active reserves as a Naval Reserve Training Officer through the Korean War until 1953. A new Naval Reserve Training Center was built on Victory Parkway in Cincinnati. The design incorporated a stylized ship's design, both inside and out. There were regular family open houses. Bob rose to the rank of Lieutenant Commander. For two summers, he helped skipper the training ship used by the unit on cruises on the Ohio River. It so happened that the ship was an LCI (20). One summer Sunday afternoon, an enthralled and wide-eyed ten-year-old boy went on board that LCI. There he began the quest to answer the question that every child of World War II wondered but rarely asked, "Dad, what did *you* do in the war?"

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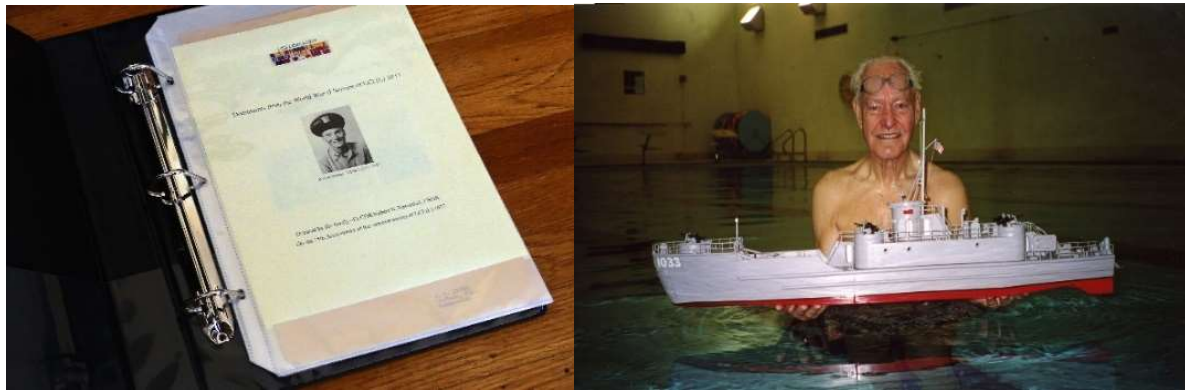
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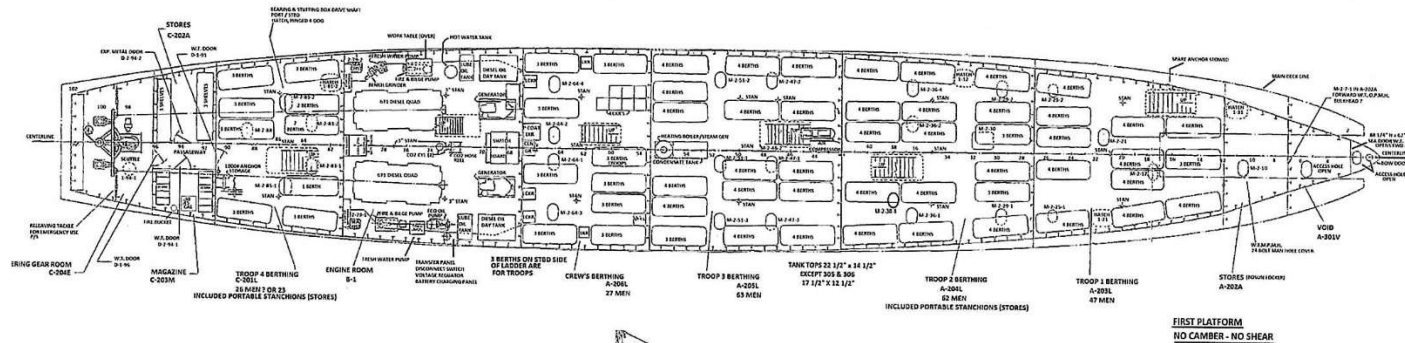
Note: Sections in red are partial quotes or close paraphrases of publicly available U.S. Navy historical sources. Information about various actions, missions, tasks, and movements are taken, in part, from the War Diaries of numerous ships and Naval units, including Flotilla 22 and its support vessels.

Certain original documents memorializing LCI(L)1033, its crew and passengers, as well as Carl Chappel's model of the ship are on display at the Amphibious Forces Memorial Museum (AFMM) and LCI(L) 713, located at Vigor Shipyard on Swan Island, Portland, Oregon.
<https://www.amphibiousforces.org/>



Revised April 1, 2023 (All earlier versions obsolete and/or inaccurate)

SCHEMATIC OF A 351 CLASS LCI (L), OF WHICH LCI 1033 IS A MEMBER. THIS IS THE 713 SHIP THAT IS CURRENTLY IN PORTLAND, OREGON.



Landing Craft Infantry (Large) 11/23/13 RHL

713 (351 Class-Center Ramp Variant)
 commissioned September 18, 1944
 decommissioned October 6, 1946
 Amphibious Forces Memorial Museum 2003

Stem to Stern 158 1/2 feet
 Beam 24 feet
 Draft 6 feet
 Tonnage empty (230)
 Loading tonnage
 Diesel 110, Lube Oil 5,
 Water 37, Stores 35

ER SHIP MODIFICATIONS

- (L) fire support/inter-island patrol (20 mm, dual 40 mm, 3"/50 gun)-internally rearranged
- 3) gun (20 mm Oerlikon, 40 mm Bofors, .50 cal, Mk 7 & Mk 22 rockets)
- 3) rocket (20 mm, 40 mm, 504 4.5" rockets)
- 4) mortar (20 mm, 40 mm, 3" & 6" mortar launchers)
- 3) demolition (carried frogmen)
- 1) transport cargo
- F) flotilla flagship
- Wine Hunter (detect underwater mines)
- depth charge or smoke laying)



INBOARD PROFILE

CONNING STATION 02 LEVEL
SCALE 1/4" = 1'

Labels in the diagram include:

- RECOGNITION LIGHT BOX (S)
- SIZE LIGHT BOARD (P)
- ANTENNA TRUNK
- HORIZONTAL MAST
- FORECASTER HANDS (P)
- PLANESMAN (P)
- AUXILIARY CONTROL
- VORTEX RUDE
- RUDDER ANGLE IND
- VENTURATOR INDICATOR
- RAIL FOR CONNING
- 18" SIGNAL SEARCHLIGHT (P)
- ENDPOINT MAST
- 18" SIGNAL SEARCHLIGHT (P)
- HAND PUMP FOR HYDRA
- MAST TELEPHONE HEADSET
- MAST

SECTION THROUGH FRAME 90

[illegible]

MAIN DECK
SCALE 1/4" = 1'

ORIGINAL CREW OF USS LCI(L) 1033

Robert N. Rosenthal
John H. Yff
Albert Ross Coffman, Jr
Melvin W. Longberry

Commanding Officer
Executive Officer
Engineering Officer
Communications Officer

Carl L. Chapple

Streator, IL

Bosun (Senior Enlisted Man)

Guinn V, Anderson Chicago, IL
Elden E. Armstrong Louisville, KY
Clarence R. Baldwin Detroit, MI
Gerald B. Barwineck Milwaukee, WI
Joseph Bauman Chicago, IL
William F. Bihlman Cincinnati, OH
Edward J. Byrne Allentown, PA
Harvey Caldwell Louisville, KY
Kamos D. Carpenter Louisville, KY
Marcus Cohen Chicago, IL
Chevis O. Cothran Dallas, TX
Laymon E. Durbin Brownsville, KY
Roland C. Ellingson Billings, MT
Patrick J. Ferry Philadelphia, PA
Thomas C. Johnson Indianapolis, IN
Robert J. McNulty Chicago, IL
Oscar K. Miller Joplin, MO
Kenneth J. Searles Monessen, PA
Maurin A. Schuenemeyer St. Louis, MO
Delmara Smith St. Louis, MO
Robert G. Soder Indianapolis, IN
Leonard F. Vanthoff Detroit, MI
Walter S. Wolfer New York, NY
Alphonso Zaleski Pittsburg, PA

Motor Machinist
Seaman
Seaman
Seaman
Seaman
Ship's Cook
Coxwain
Seaman
Seaman
Motor Machinist
Signalman
Seaman
Motor Machinist
Pharmacist Mate
Ship's Steward
Radioman
Seaman
Motor Machinist
Quartermaster
Electricians Mate
Seaman
Coxwain
Signalman
Gunners Mate

LATER CREW MEMBERS

Norris L. Fant
William N. Witt

Engineering Officer
Communications Officer

William J. Braker
Harold A. Clark
Thomas E. Godwin
Melvin R. Sunday

Seaman
Seaman
Ship's Cook
Motor Machinist

INVASION

(written by Bob Rosenthal on 16 January 1945, following the invasion of Luzon)

OMINOUS SILENCE, THE STILL OF NIGHT

HUNDREDS OF SHIPS ALL HIDDEN FROM SIGHT

DEADLY THE QUIET, THE ABSENCE OF SOUND

ONLY THE HEART WITH ITS STEADY POUND

TENSENESS PREVAILING, NERVES EVER TAUT

WE ARE THE SEEKERS, WE ARE THE SOUGHT

BRAVELY RETURNING WITH STUNNING MIGHT

DETERMINED TO ROUT AND PUT INTO FLIGHT

RUTHELESS DISCIPLES OF PLUNDER AND HATE

ALREADY AWARE OF THEIR COMING FATE

A FLARE IS DROPPED, THE SEA IS BRIGHT

ENEMY PLANES IN THE BLACK OF NIGHT

POSITION EXPOSED THE TENSION IS HIGHER

MAN THE GUNS AND BE READY TO FIRE

GONE IS THE LIGHT, SECURITY GAINS

WELCOME RELIEF AS SILENCE REIGNS

NEARING THE GOAL, OUR STRENGTH UNIMPAIRED

A MIGHTY ARMADA FULLY PREPARED

THOUGHTS TURN TO HOME, THE GAMBLE AT HAND

A PRAYER OF RETURN TO OUR NATIVE LAND

TO FAMILY AND FRIENDS, AND THOSE HELD DEAR

THE DOUBT, THE HOPE, THE NATURAL FEAR

THE MIXED EMOTIONS, THE RACING MIND

THE MYRIADS OF THOUGHTS OF EVERY KIND

THE PANORAMA OF DAYS LONG DEAD

THE DREAMING OF YEARS THAT LIE AHEAD

DAWN APPROACHES, THE DARK IS DISPELLED

SHIPS TAKE POSITIONS, THE BEACHES ARE SHELLED

OUR PLANES SOAR ABOVE, PROTECTIVE WING

BOMBING THE STRONGHOLDS, PLANTING THE STING

UNLOADING OF SHIPS, SMALL BOATS MADE READY

THOUSANDS OF SOLDIERS, FIT GRIM AND STEADY

THE SIGNAL IS GIVEN, SHIP FIRE CEASES

THE BOATS TAKE OFF APPROACHING THE BEACHES

TIME BOGS DOWN, YET IT CRAWLS EVER BY

LANDINGS SUCCESSFUL, SUCCESS IS THE CRY

SHIPS MOVE TO BEACHES, SUPPLIES TO UNLOAD

THIS MUST BE CONSTANT, THE LIFELINE UNSLOWED

DAY'S END ARRIVES, AND ALL IS SECURED

ANOTHER LONG STEP TO VICTORY ASSURED

A FEELING OF PRIDE FOR OUR CONTRIBUTION

A SATISFIED SENSE OF STRONG RETRIBUTION

A PRAYER OF THANKS FOR OUR PRESERVATION

FOR SERVING THE CAUSE OF OUR RIGHTEOUS NATION



I II I Asiatic-Pacific Campaigns	
Campaign and Dates	Campaign and Dates
Lauzon operation Lauzon Gulf landings: 9 to 18 January 1945	Consolidation and capture of southern Philippines Mindanao Island landings: 17 to 23 April 1945

Navy Occupation Service Medal China Service Medal (extended)	
8 September to 20 December 1945	8 September to 20 December 1945



LCDR ROBERT NATHAN ROSENTHAL

UNITED STATES NAVY RESERVE 1943-1953
WWII ASIATIC-PACIFIC THEATER
SEVENTH AMPHIBIOUS FORCE
COMMANDING USS LCI(L)1033
11 AUGUST 1944 - 30 DECEMBER 1945



Naval Reserve Lapel Pin (Top row left)

Official Seal United States Navy (Center)



Navy League Lapel Pin (Top row right)

Service Ribbons (Center) with corresponding medals arranged below. See note below. Bronze stars indicate medals awarded a second time.

Command at Sea badge (Center below ribbons). Worn above ribbons during active command and below ribbons following command.

Lieutenant Commander lapel insignia (Bottom row)

Note: The Combat Action, Navy Unit Commendation, and Philippines Presidential Unit Citation awards are ribbon only awards and have no corresponding medals.

YANKS INVADE LUZON; 4 JAP HEADS CAPTURED

PRESIDENT ASKS \$3 BILLION FOR YEAR'S BUDGET

Reduction of \$17,000,000,000;
War Estimates Cut as Services
Go on Maintenance Basis

By FELIX COTTEN
Staff Correspondent for News Service
WASHINGTON, Jan. 9.—(AP)—President Roosevelt submitted to Congress today an \$85,000,000,000 budget for the 1946 fiscal year featuring the first downward trend in war expenditures—a \$19,000,000,000 drop to \$76,000,000,000.

At the same time, the Chief Executive estimated that outlays not directly connected with the prosecution of the war would rise to an all-time high of \$13,000,000,000 as a result of increased payments to veterans, tax refunds and interest on the public debt.

BASES OF ESTIMATE.
Budget Director Harold D. Smith told newsmen that the \$85,000,000,000 figure a \$17,000,000,000 decline from the \$102,000,000,000 budget for the current fiscal year—was based on the assumption that the war with Germany might continue throughout the next fiscal year, which will end July 1, 1946.

The primary reason for the estimated expenditure decline, he explained, is that the war has shifted from the immense preparation period to a "maintenance" basis.

AVOIDS FORECAST.
The President said, in the budget message, that war expenditures in the 1946 fiscal year might drop to \$80,000,000,000 or rise to \$90,000,000,000, "depending on various assumptions which may reasonably be made with respect to the course of the war."

"I have not made in the past," he declared, "and I shall not make any prediction concerning the length of the war."

The Chief Executive explained that he had selected \$70,000,000,000 as a "tentative" war expenditure figure, but he made it clear that war outlays would reach their peak at the \$80,000,000,000 level estimate for the current fiscal year.

"About one sixth of present war outlays," he said, "are for maintenance and for relief and rehabilitation."

He informed Congress that, on the basis of tentative estimates, new appropriations totaling 73 billions would be required for all purposes in the 1946 fiscal year, which will begin next July 1. Of this total, he said, 59 billions would be directly connected with the war.

450 BILLIONS TOTAL.
This new money volume, he explained, would boost total authorizations for the war program since July 1, 1945, to approximately \$450 billion dollars—only 20 billions short of the half trillion dollar mark.

He estimated that tax collections in the new fiscal year would drop from 45 billions, 700 millions to 41 billions, 200 millions due to a decline in spending.

The public debt, he said, is expected to jump from 252 billions on next July 1 to 292 billions on July 1, 1946, thus necessitating an increase by Congress in the

(Continued on Page 1, Col. 6.)

Assembly Bills Call For Jobless Relief, Extended \$50 Pension

Two Phases Of Warren Program Pushed

By R. W. JIMMERSON
EXAMINER BUREAU
SACRAMENTO, Jan. 9.—Paced with the possibility of one of the longest sessions in history, the California legislature on the second day of its regular biennial session today was speeding up the work of organization, and the anticipated flood of bills already had begun to flow.

Bills covering two phases of the program recommended by Governor Earl Warren in his message yesterday passed over the assembly desk:

1.—Speaker pro tem Thoms A. Maoney of San Francisco introduced a bill setting aside \$40,000,000 for unemployment relief, to become available upon the proclamation of an emergency by the Governor. Co-authors are Assemblymen Albert C. Wollenberg of San Francisco and Gardner H. Johnson of Berkeley.

2.—Assemblyman Thomas Doyle and others presented a bill continuing the \$50 maximum monthly old age pension for another two years. The pension would drop back to \$40 on July 1 without this legislation.

RELIEF PROGRAM.
Warren yesterday asked the legislature not only to make financial provision for relief, to cushion the shock of expected unemployment when the war ends, but also to provide an organization through which relief can be administered.

Details of the proposed organization—which will be established on a basis dodging the flaws of the late State relief administration—have not been completed.

Two curial battles will be waged in connection with the pension legislation, it was indicated. While there is apparently no opposition to continuing payments

(Continued on Page 2, Col. 1.)

S. F. Draft Ordered On 4-F's

Will Reclassify 143,000 in California

The Army's drive for manpower reached into the ranks of 143,000 California 4-F's yesterday, with local draft boards instructed to reclassify the entire group immediately.

Approximately 16,289 San Franciscans, now classified as 4-F's, will be reprocessed in the procedure.

Purpose behind the order, issued by Col. Kenneth M. Leitch, State Selective Service director, in conformity with a directive from Washington, is to transfer 4-F's into classification from which they may be speedily inducted if they become "job jumpers."

INDUCTION ISSUE.
Thousands of 4-F's working in necessary industries, it was pointed out, are not now officially classified as essentially employed. By so classifying them, Leitch explained, they can be made subject to induction if they leave their employment without authorization. They will be designated as 2-A (P), 2-B (P) or 2-C (P) in accordance with the type of essential work in which they are engaged.

Leitch emphasized that under lowered Army physical standards, 4-F registrants, now occasionally deferred, are subject to immediate induction if they leave their employment without the consent of a local board.

WORK CLASSIFICATION.
The 4-F's who are not now engaged in work "in support of national health, safety or interest" (Continued on Page 6, Col. 1.)

YANKS GAIN IN DRIVE TO SLASH NAZI LIFELINE

Americans 2 1/2 Miles From Last
German Escape Gap in Bulge;
Great Tank Battle Raging

By THURSTON MACAULEY
Staff Correspondent for News Service
PARIS, Jan. 10.—(Wednesday)—With the road hub of La Roche as the prize, American and German forces were locked early today in a flanking tank battle north and northeast of that town as the Yanks advanced up to two miles in a drive to sever the enemy's last lifeline inside the Ardennes bulge.

With headquarters describing the American advance as "slowly but surely" closing in on La Roche, one Yank column pressed to within a half mile north of that town and another armored spearhead rammed over the approaches to Sannes, three miles northeast.

POWERFUL RESISTANCE.
At Sannes, the second armored division ran into powerful enemy resistance from Nazi tanks and even some of the Germans' V-1 "buzz bombs."

[A field dispatch from Roger Groves of The Associated Press tonight declared that "the next twelve to twenty-four hours may provide the turning point in the great battle that began December 16."

While United States First Army elements, but part of the four Allied armies boring deeper into the dwindling Nazi Belgium Luxembourg salient, continued to advance, narrowing to nine or ten miles the enemy's escape gap, the Germans staged what dispatches termed their "strategic effort" on the United States Seventh Army front to the southeast.

IN BLINDING SNOW.
Hurting approximately 100 armored vehicles and tanks and "an undetermined force" of infantry against the Americans, the Germans made some advances before the counterattacking Yanks threw them back.

Fighting through a blinding snowstorm, American armor, infantry and artillery battled over ice covered terrain around Sannes. The town commands both the portion of the American held "feeder" roadway from La Roche

(Continued on Page 5, Col. 2.)

Yanks Pouring Ashore From 800 Ship Convoy in Lingayen Gulf; Jap Opposition Light

M'Arthur Accompanies Men in Landing; U. S. Losses at Minimum

GENERAL M'ARTHUR'S HEADQUARTERS, PHILIPPINES, Jan. 10.—(Wednesday)—(AP)—Tens of thousands of United States Sixth Army forces, accompanied ashore by Gen. Douglas MacArthur, landed Tuesday along 15 miles of Lingayen Gulf coast on Luzon Island from an 800-ship convoy and pushed deep into flatlands leading 120 miles south to Manila over ideal tank-war country.

Tanks were among the equipment put ashore in strength to make possible a powerful house offensive.

Dispatches direct from the scene, said the gigantic landing operations were carried out with exceptionally light losses.

Headquarters on Luzon

From the beaches, cleared of Japanese by fierce warship shelling and aerial bombings, the lightly opposed Yanks surged inland over the same crescent of sand dunes the Japanese crossed three years ago. The invasion scene now is dry and suited for a war of movement.

A field dispatch, disclosing that MacArthur already has set up headquarters on Luzon, said the landings were

A large color map of Luzon with details of the American invasion will be found on Page 12

on the southern extremity of the Gulf which includes the city of Lingayen.

[Other dispatches reported that the Yanks had taken Lingayen city and an adjoining airport.]

At one point, only eleven enemy snipers could be found in an hour's hunt.

Just prior to the landings, fully 3,000 small amphibious craft, each with a full complement of troops, rotated near the transports while the last naval gunfire and blistering rocket barrage softened the four landing beaches.

When this curtain of fire lifted, troops crowded into armored amphibious tanks and tractors churned toward the landing points, extending roughly from San Fabian on the southeast west to Lingayen City.

Island Shelled at Dawn

Covered by salvos of bombarding battleships and exploding bombs of carrier and land planes which drove the enemy's main forces inland, they got ashore on the south



Two Jap Torpedoes Miss MacArthur's Landing Ship

GENERAL MACARTHUR'S HEADQUARTERS, Philippines, Jan. 10 (Wednesday)—(AP)—Wearing his famed campaign hat and five stars on his collar, Gen. Douglas MacArthur returned to Luzon with his assault troops Tuesday morning.

Two torpedoes from a midsize submarine missed his ship as the convoy headed for the landing. MacArthur then rode upon the engine box of a landing craft and waded knee deep in water onto the soil of Luzon he left nearly three years ago. He hit the shore about two hours after the first wave.

MacArthur talked with privates and generals alike and expressed himself pleased with the way the operation was proceeding.

EVER CLOSER.—True to his promise, Gen. Douglas MacArthur has taken the final step toward the liberation of the Philippines, this time leading an assault on Luzon. For a graphic story of MacArthur's part in the invasion see Page 4, Col. 1.

—Associated Press Wirephoto.

and east sides of Lingayen at 9:30 a. m. against light opposition.

Within two hours after the first transports had disgorged the soldiers to landing boats, following a dawn shelling of the area, MacArthur was back on the island

Roosevelt Claims Power to Draft Nurses; Says Biddle Rules No Law Necessary

WASHINGTON, Jan. 9.—Congress in its State of the Union message.

Without going into details, the President said that he has been so advised by the Attorney General's Office. He "referred all other questions to Biddle."

Just before the President made his surprise statement that legislation for nurse induction is unnecessary, Representative Andrew J. May, Democrat of Kentucky, introduced a bill in the House with War Department backing to draft nurses between the ages of 18 and 45.

When May was advised of the President's statement, he said that he knew of no act passed by Congress that gives the Chief Executive power to draft women nurses.

In addition, May said, Congress ought to pass the legislation in order to prescribe a procedure for taking nurses into the armed forces. A similar opinion was expressed by other congressmen.

(Details of Congress bill for nurse draft, Page 6, Col. 3.)

U. S. Gets New Russian Proposal on Poland

By FREDERIC TUTTLE

WASHINGTON, April 18.—The United States Government received a note today from Soviet Russia regarding a Polish delegation to the San Francisco United Nations Conference and hope was revived that Poland will be represented at the Golden Gate conclave. Secretary of State Edward R. Stettinius Jr. an-

nounced that the communication had been placed in his hands a few minutes before his news conference. He explained that he had not had time to examine its contents.

A Russian request that the Polish delegation be composed entirely of members of the Moscow sponsored Warsaw government was rejected flatly recently by the United States and Great Britain. Since then

diplomatic circles have viewed the Polish question as a stumbling block to complete unity at the forthcoming security conference, with doubt existing on whether Poland would be represented unless an agreement is reached between the "Big Three."

Before revealing receipt of the note, Stettinius announced that the American delegation had completed its review of the Dumbarton Oaks proposals

and was in "agreement on all major points." "Which side was the Polish note on?" Stettinius was asked after he had revealed its receipt. The Secretary explained that he had not had time to study it, but indicated its contents might be made public later.

Observers considered it significant that the com-

(Continued on Page 6, Col. 2.)

San Francisco Examiner

VOL. CLXXIII, NO. 109

(C-Y)

CCCC *

THURSDAY, APRIL 19, 1945

DAILY AND SUNDAY DAILY 5 CENTS, SUNDAY 15 CENTS IN CERTAIN LOCALITIES OUTSIDE CALIF. 10 CENTS

3 ARMY TANKS, INFANTRY ATTACK CZECHOSLOVAKIA

GOP Chiefs Visit Truman, Offer Aid

Given Plan to Avert Fights

By ROBERT T. BROWN

WASHINGTON, April 18.—President Truman kept up today the fast pace he has set in the presidency, buoyed by an assurance of Republican support on all matters not in conflict with GOP principles. Senator Robert A. Taft, Republican of Ohio, headed a group of eight Republican Senators who called upon Mr. Truman at the White House to express their intent of cooperation in working out any legislation or policy where it is possible to do so in order to avoid any major battles in Congress.

GOOD WILL CALL—

The President also went into domestic and foreign affairs heavily during the day, conferring with War Food Administrator Marvin Jones and Secretary of State Edward R. Stettinius Jr. and taking up pressing matters of war developments with Secretary of War Henry L. Stimson and Secretary of the Navy James Forrestal.

TAFT ASKS FOR AID

Taft acted as chairman of the GOP delegation in the absence of Senator Arthur H. Vandenberg, Republican of Michigan, delegate to the United Nations Conference at San Francisco. He described the White House visit of the Republican Senators as a "good will call of the loyal opposition."

AVOID BATTLES—

It was the first time that Taft had been in the President's office since former President Hoover left the White House. "We were appointed by a

(Continued on Page 7, Col. 1.)

24-Hour Truce

In Dunkirk Area

LILLE, (France), April 18.—(AP)—An exchange of prisoners and evacuation of 200 civilians from the Dunkirk pocket took place today during a 24-hour truce between the German and the Allied forces besieging the port.

Senate Ratifies U. S. River

Water Treaty With Mexico

WASHINGTON, April 18.—(INS)—President Truman lauded the action of the Senate in ratifying the United States-Mexican water treaty today as "a commendable evidence of American support of the good neighbor policy."

The Senate vote was seventy-six to ten.

The treaty guarantees one and one-half million acre feet of Colorado River water annually to

By R. W. JIMMERSON

EXAMINER BUREAU
SACRAMENTO, April 18.—Assembly forces fighting for continued State tax reduction of a clean-cut victory late today when the lower house members voted 44 to 24 to strike out of the Fourt bill all provisions for the payment of delaying battle by two groups of obstructionists—the city-county pressure group seeking multi-million dollar handouts from the State treasury, and Democrats seeking to hamper all administration sponsored measures for cities, counties or for the State itself.

Tax 'Freeze' Scrapped

The vote came after a day-long delaying battle by two groups of obstructionists—the city-county pressure group seeking multi-million dollar handouts from the State treasury, and Democrats seeking to hamper all administration sponsored measures for cities, counties or for the State itself.

WARREN OK'D—

As administration supporters in the assembly led the fight today, it was assumed that the changes have full approval of Governor Earl Warren, who has made continued reduction of State sales, income and corporation taxes a major item in his legislative program.

NOT SATISF—

After court clos reports: "To not satisfy that."

Red River F Situation

NEW ORLEANS

(AP)—The flood at Red River below a mained cause today engineers continued four hour vigil also reaches the levee.

Foreign Env Aband

LONDON, April 18

(AP)—Foreign diplomats at Karuzawa, who were to meet today to discuss the German campaign in the Balkans, have abandoned their trip.

By FRANK ROBERTSON

Staff Correspondent Staff News Service

MANILA, April 19 (Thursday).—American landings in powerful force on Mindanao, last major island of the Philippine archipelago still under Japanese control, were announced today by Gen. Douglas MacArthur.

Gain 35 Mi. Beachhead

COAST SEIZED—

The initial landings, carried out at Polloc harbor on Ilana Bay, resulted in swift capture of a thirty-five mile coastal stretch between Malabang and Parang against virtually no Japanese opposition. One quick driving force also captured an airfield. There was almost no Japanese opposition. Ilana Bay, site of the new landing, is east of the Zamboanga Peninsula, across the Moro Gulf. The Zamboanga Peninsula is controlled by the United States Forty-first Division, which landed March 10.

RUGGED JUNGLE—

SMASH ATTACKS—

SIXTH DIVISION MARINES

On Motobu Peninsula smashed four Japanese counterattacks during yesterday, killing more than 300 of the enemy. One strategic hill changed hands twice at the height of battle.

Yanks goal.

(Tokio radio broadcast a Domei News Agency report that American amphibious forces had invaded Menna Island, south of Ie.

The enemy broadcast says airfields on the island were the Yanks' goal.)

(personnel have been rescued by other ships after abandoning their own vessel.)

Expected to resign. The broadcast quoted a Tass Agency dispatch from Teheran.

By JOSEPH A. BORS

Staff Correspondent Staff News Service

GUAM, April 18.—Yank doughboys on Ie Shima made substantial gains yesterday in the northeastern area of the island but encountered stiff resistance from Japanese fighting from dug-in positions and pillboxes. Only one Jap prisoner has been taken on Ie and 388 enemy dead have been counted.

OTHER BATTLES—

While elements of the Marine

Third Amphibious Corps reached the northern tip of Okinawa—325 miles south of Japan—other

marines clearing Okinawa's strategic Motobu Peninsula continued to grapple with isolated groups of the enemy.

In the southern sector of the embattled island there were no changes in the lines of the Twenty-fourth Army Corps as powerful naval guns and carrier aircraft continued to blast enemy strong points.

STRESS—

He stressed at the hearing today that the child needed "a month."

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Yanks Make New Mindanao Landing

Gain 35 Mi. Beachhead

Okinawa Tip Reached

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TIFF ASKS FOR PRAYER FAIR PEACE

ears New War Unless
Settlement Reached

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Magdeburg Taken; Leipzig Fall Near

Patton's Men Split Reich, Enter Sudetenland

By JOSEPH A. BORS

Staff Correspondent Staff News Service

PARIS, April 19 (Thursday).—(AP)—

Infantrymen and tanks of the United States

Third Army slashed across the border of

Czechoslovakia yesterday to cut Germany

in two geographically. Other American

forces conquered Magdeburg, sixty miles

southwest of Berlin, and drove almost to

the heart of Leipzig, the Reich's fifth

largest city.

The historic crossing into Sudetenland, which

Hitler annexed in 1938, was made north of Asch

by doughboys of the Ninetieth Infantry Division riding

in jeeps and on the backs of tanks. Last night

they were reported two miles inside Czechoslovakia

in the vicinity of Gott-Mannsgut, ten miles east

of the German city of Hof.

3 More U. S. Armies Advance

The last eight miles of the plunge to the border was

made without opposition—symbolic of the present low

state of Nazi arms—but a front dispatch said break fire was

encountered after Lt. Gen. George S. Patton's men and armor

had crossed the line southwest of Chemnitz, at the western

tip of Czechoslovakia.

At Patton's veteran troops plunged into one of the last

of Hitler's stolen nations, three other American armies

fought to clear the important cities of Leipzig, Nurnberg

and Dusseldorf, and British armor closed within eighteen

miles of the great North Sea port of Hamburg at the apex

of an advance along a forty mile front.

Front dispatches last night said the historic city of

Leipzig, site of Germany's renowned fairs, might fall within

a few hours to Lt. Gen. Courtney H. Hodges' First Army.

On the sixth day of the siege of this city of more than 700,000

population doughboys drove to the Elsterbecken Canal and

the Pleisse River, deep within Leipzig.

Fierce Fighting Inside Nurnberg

Magdeburg, the ruined industrial metropolis on the

west bank of the Elbe River, was cleared by Lt. Gen. William

H. Simpson's Ninth Army after two days of bitter fighting

in which flamethrowing tanks were used to burn out the last

fanatical Hitler Youth snipers.

Far to the south fierce fighting raged inside Nurnberg,

the Nazi Party convention center,

CARL CHAPPLE WRITES ABOUT PACIFIC STORM

Grandson of Local Residents
Tells Experiences in Okinawa
Typhoon.

Carl Chapple, B. M. 2-c who has been in the navy for several years, wrote his parents regarding his experience in a typhoon off Okinawa, the like of which he hopes never again to see.

In his letter to his parents, Mr. and Mrs. George Chapple of 209 S. Wasson street, Streator, Ill., dated at Okinawa, Sept. 18th, he recounts how fortunate he and his mates were to be alive after being buffeted about for 31 hours. The ship an LCI (L) 1033 wastied up along an LST when the storm warning came about 8 o'clock Sunday evening September 14th, and immediately the awnings were taken down and movable objects lashed to the decks. The sailors were then ordered to get some sleep if possible and by three in the morning it really started to blow. The skipper was aroused and he gave orders to anchor the boat, only to have the one-inch cable snap about five hours later, casting it adrift. The bow anchor was dropped in order to avoid hitting another ship but it held on a short time and the LCI was adrift again.

It was a difficult situation with no lines or anchors and the storm mounting, hour by hour. The only thing done was to run around in the harbor hoping not to crash into another ship or be blown on the reefs. The wind blew 35 miles an hour with waves 40 feet high, with the worst part of the storm still 50 miles away. Chapple ordered the sailors to don their life jackets and be ready for anything.

At about five o'clock Sunday evening the boat started for the other side of the island in an endeavor to get away from the main storm when it was hit the hardest. The waves from 40 to 60 feet, topped the LCI. From above, they looked like mountains divided by valleys. The rain blew so hard that it felt like pitchforks hitting one's face. It was necessary to return to the harbor and all lived the longest night they ever hope to again. They avoided hitting five ships during the night and congratulated themselves in the morning that they escaped any damage or loss of life when they heard over the radio about the many men being overboard and ships sunk.

Many of the ships were on the reefs, and some high and dry on the beach. It was calm again by 8 o'clock Monday morning and all hands dropped off to sleep all day and night. A citation for good judgment in the face of grave danger will be conferred upon the members of the crew. The boat was to go to China when the typhoon struck. The life of a boat-swain's mate is one of responsibility as Chapple found out in carrying out orders during the typhoon.

Mrs. Chapple is the daughter of Mr. and Mrs. John Busken and Mr. Chapple is the son of Mrs. Eva Chapple, all of this city.