

WELCOME ABOARD THE LANDING CRAFT SUPPORT MUSEUM
Housed Aboard the USS LCS(L)(3) 102
Vallejo, California
Volume I, Number 3

Ginny Rooney, Editor

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From the President's Desk

October, 2014

I bring you greetings from San Francisco. It is my pleasure to report about the progress of the restoration of the USS LCS (L)(3) 102. Our museum is extremely fortunate to have the caliber of men and women who donate their time and effort to this work. They are John Byrne, Allan Jessop, Tony Stasuik, Gordon Stutrud, Mary Kate Terwedow, Rocky Williams, David Wood, Christina Snyder, Scott Welch and Ted Welch. They work on Tuesdays, Thursdays and Saturdays. We can never give them enough thanks.

It is especially heartwarming to have the children whose fathers served aboard an LCS visit the ship. Linda Stein, daughter of Joseph Jacob of the LCS 58 visited the ship. Marta Jacob, Joe's widow and Linda's mother, enjoys attending the conventions. At the most recent New Orleans convention, Marta took the advice of Secretary Denny Steenbergen to earnestly contact at least five people to join our Museum. While in New Orleans, she called Linda, who was working in California.

Additionally, Paul McWhorter and his wife, Linda, were vacationing in California. They live in St. Peters, Missouri. Paul's father, Paul, was aboard the LCS 86 with me. It was a great privilege to give my shipmate's son a tour.

If you are visiting the Bay Area, please be sure to contact me in order that we may arrange a personal tour of the USS LCS (L)(3) 102.

Until next time, all my best,

Bill Mason



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EDITORIAL

I remember the first general election for which I was eligible to vote. It was 1968 and I had already been politically active, since 1964. I campaigned for national as well as local candidates. It gave me a feeling of really growing up and contributing to society.

But back then, there was no internet, cell phones were objects in science fiction stories and votes were solicited by personally handing out flyers to passers-by or to our friends at the local supermarket. There were no 24-hour, all-news, all-the-time radio stations or television channels.

The world today moves at lightning-fast speed; maybe too fast for some of us.

We can now know facts (or rumors) about candidates almost before they become public. Do I really want to know that the wife or almost-wife of a candidate on the other side of the country made a foolish (at that time) land purchase 15 or 20 years ago? Will knowing that make the candidate himself less than effective as a governor? Probably not, but the leak of such information was meant to jade those voters' opinions of the candidate.

All I personally care about are the candidate's record, his or her views on issues that are important to me, their integrity, honesty and what he or she plans to do to improve things locally, state-wide and/or nationally within the scope of the position for which they're running.

If you happen to read this before the mid-term elections, take 10 minutes out of your day to do your homework on the candidates on the ballot in your locale. I have often wondered if the people who stand outside the polls on election day and hand you all the pamphlets & flyers for those they're supporting actually think that they're going to change your vote once you get inside. My guess is probably not.

This is still a country in which the privacy of the voting booth is exactly that – private. But be an informed voter. That way, if the candidate for whom you did NOT vote wins, you really have a legitimate argument if the winner proposes, authors or signs into law an issue with which you disagree. In other words, if you don't vote, you shouldn't complain.

The polling place where John and I vote is in the Fellowship Hall of a local church. When we first moved here 36 years ago, we voted by punch cards; you remember the "hanging chads?" Some people in larger municipalities vote on a machine. But in our little precinct in Northern Chester County, Pennsylvania, we have the "honor" of receiving our ballots, going to the voting booth and filling in little ovals next to the candidates' names with a #2 pencil – just like the achievement tests in junior high school. Not exactly a march toward the future, in my opinion.

But no matter how your votes are cast, the most important thing is to vote!!

Ginny Rooney, October 2014

"...JAMBALAYA, CRAWFISH PIE 'n' FILÉ GUMBO. SON OF A GUN, GONNA HAVE BIG FUN ON THE BAYOU."

A couple of years ago, I said there was a song for just about every occasion. And darned if New Orleans isn't a prime candidate for that.

The Crescent City welcomed the 2014 Landing Craft Support Museum's convention with everything they had – great food, warm (and sometimes very wet) weather, smiling faces and almost too much to see and do in four days.

Day One was comprised of registration, the customary meeting of the Board of Directors and capped off with the Welcome Dinner. It's always great to see all the regulars and this year, some new faces.

Day Two, Thursday, started out exactly as planned. A lunch cruise on the Steamboat Natchez – the last remaining, wood-fired steam paddlewheeler on the Mississippi. Up and down the river we went for just under two hours. The buffet was complete with jambalaya, corn bread, red beans and rice and fried catfish among the choices. Some great pictures submitted by the budding photographers in the group will be in the Memory Book.

After disembarking the Natchez, the group split into two with about one-third of us opting for the New Orleans School of Cooking and the remainder opting for a swamp tour. And for the swamp tour folks, that's when things started to go downhill. The bus that was to take us to the swamp tour was without functioning air conditioning. And with the New Orleans heat and humidity at mid-day, the inside of that bus was no place to be. It was determined that waiting outside for a replacement bus was cooler (if you can believe it) than waiting inside. When the replacement bus finally got the group to the starting point of the swamp tour, Mother Nature truly showed that she was no one to be messed with and she took out all her day's fury on the New Orleans suburb of Westwego. The swamp tour boats could have proceeded if the rain had been just a brief shower or a little drizzle. But the Coast Guard prevents the swamp tour boats from going out when thunder and lightning are in the air because they're aluminum. Thunder, wind-driven rain and lightning were unleashed in a fusillade of epic proportion. We'd had fried catfish for lunch on the Natchez, but we wanted no parts of fried LCS-ers for dinner! Unfortunately, the swamp tour was cancelled and the group was safely returned to the hotel. *{As of this writing, we are still in the process of obtaining a full refund for those who opted for the swamp tour. But at the Membership Meeting in New Orleans, the majority voted to donate the refund to the LCS 102. If you wish to have your swamp tour funds returned to you, please contact Denny Steenbergen.}*

Those of us who opted for the New Orleans School of Cooking were treated to a demonstration that resembled a show on the Food Network. Jambalaya, gumbo and pralines were prepared by Anne Leonhard, with a little verbal spice added by Kevin Belton. As crowd-sized amounts were put together in very large pots, we were guaranteed of at least a taste of everything. Pitchers of beer, iced tea and lemonade were most welcome, too. If Anne added some ingredients to her pots that needed to simmer for a few minutes, she would come around from behind her counter and perch herself on a stool and relay stories of her former career as a kindergarten teacher or how her grandmother would embellish treasured family recipes. She was a show all by herself, even without the fruits of her labors being passed around to all. The cooking demonstration room was in the back part of a small shop where, you guessed it, you could buy just about every ingredient used in the demonstration, as well as cookbooks, spices, mixes and small pieces of kitchen equipment. In case you missed something in the General Store, you can order online from www.neworleansschoolofcooking.com.

Day Three, Friday, saw the group headed for the National World War II Museum and the annual Memorial Service – in the middle of the daily deluge, I might add. We ran from the bus into the Museum and there in the main lobby we saw a Douglas C-47 suspended from the ceiling and a fully-functioning LCVP replica (a Higgins boat). They had set up our Memorial Service directly under the C-47. It was heartwarming to see the general public enter and purchase their admission tickets, then stop dead in their tracks to salute or put their hands over their hearts as the Star Spangled Banner was played in its appropriate spot in our service. They also lowered their voices when the Navy Hymn was played following Taps in our service. By

the time the service had concluded, the torrential downpour had ceased. The sun finally managed to make an appearance after lunch. Part of our visit to the Museum included the film, "Beyond all Boundaries" which was introduced on film by Tom Hanks. After the introduction, we filed into the theater for the "main feature." The film chronicled every event in World War II – from the Nazi invasion of Poland in 1939, into Africa where the floor rumbles with the movement of the German tanks in the desert, and snow falls (soap bubbles, really) during the Battle of the Bulge, through the London Blitz and on to V-E Day and culminating in Hiroshima and Nagasaki and finally V-J Day. When the film displayed events in the Pacific, I'd bet my bottom dollar that I was not the only one craning my neck to see if there were any LCSs on the screen.

After the film we were given the option of experiencing an interactive exhibit, "The Final Mission." It centers around an American submarine, the USS Tang. The exhibit can only accommodate 2-3 dozen people at a time who are assigned "duty stations." When you walk in, you go to your assigned duty station and you actually feel like you're in a real submarine. You hear commands over the loud speaker and when a torpedo is launched, the floor rumbles, invoking an air of authenticity. Unfortunately for the crew and the submarine, history notes that one of its torpedoes goes astray and turns away from its intended target and comes straight back to the USS Tang, sinking it and all of its crew. When the torpedo hits in the exhibit, you see what resembles smoke, when in actuality, it's steam. But the reality of it can be a little unsettling.

A fascinating day for all. I only wish we'd had more time. If you ever have the opportunity to visit New Orleans, the National World War II Museum is a must see for all!

Day Four, Saturday, customarily begins with the Membership Meeting and this year was no exception. President Bill Mason gave us an update on the restoration progress of the USS LCS (L)(3) 102. You will also read about its progress in an article by Vice President Gordon Stutrud elsewhere in this issue. Minutes of the Meeting chronicled by Secretary Denny Steenbergen are also in this issue, thereby reserving what little space is left in my memory for other things.

The next event scheduled for Saturday was a city tour, which meandered through the French Quarter, into a small portion of the Katrina-ravaged Lower Ninth Ward and onto one of the beautiful (yes, beautiful) cemeteries. Because of the extremely high water table, most if not all of the cemeteries in the New Orleans area are above ground. The monuments, headstones and mausoleums are works of art. Picture-taking is encouraged, and the fact that most of the rain (we assume) for the ENTIRE month of September had already fallen on Thursday and Friday, we were quite comfortable being tourists with cameras around our necks. We then meandered around to City Park where we exited the motor coach and went inside the Morning Call. Coffee and beignets (say ben-yays) were the order of the day. If you've never had a beignet, they're indigenous to New Orleans and it's practically the law that you can't leave the city without having at least 3. They're like a fried doughnut, puffy and almost square, but they're covered in powdered sugar. Do NOT wear black if you plan to have some beignets!

Back into the bus, past Lake Pontchartrain and on to Mardi Gras World. We saw floats that were used in prior Mardi Gras parades as well as those under construction for next year's parade. Costumes, flowers, statues of famous people and cartoon characters – they can build anything that any organization wants on its float. The one aspect that stands out of all the parade paraphernalia is, of course, the color. Big, bright, over-exaggerated color. On everything. Then it was back to the hotel, maybe put our feet up for a couple of hours and get ready for the Farewell Banquet.

Your Convention Committee would like to extend hugs and thank-you's to all of you who took the time out of your busy lives to come to New Orleans. Yes, it's great to see friends we only see once a year and to visit places we might not get to see, but it's all for one reason – to honor our veterans, our very own family members and to preserve the final monument to their service – the USS LCS (L)(3) 102. There's one little extra thank you to the following who generously donated raffle prizes: Gail Migliorini, Laura Liberty, Marilyn Cowell, Rob Rielly, the estate of Don Ball, Bonnie & Denny Steenbergen, John Rooney and the Holiday Inn Downtown Superdome. Prizes were won by the lucky people listed below: Bill McClellan,

Joe Desmond, David Borgh, Bob Grimes, R.L. McClellan, David McClellan, John Rooney, Bob Augustad, Beth Wagner, Ed Desmond, Maurice Hebert, Steve Nadeau, Chris Pozark, Courtney Grimes, Becky Madison, Walt Longhurst, Shirley Buffa and Janie Larson.

Permit me to digress a little. Arguably, the most asked question at each convention is: "where are we going next year?" Three cities were presented at the Board Meeting: Boston, Milwaukee and Pensacola. The unanimous winner was Pensacola, Florida. Not long after you receive this issue, your Convention Committee will be in Pensacola for a site visit, checking out hotels, tour operators and activities. So fasten your seatbelts and prepare to attend a practice session of the Navy's own Blue Angels, homebased in Pensacola. 2015 Convention information will hopefully be in an early 2015 Newsletter.

Ginny Rooney, Reunion Coordinator

SEE YOU NEXT YEAR!!!!



LITTLE KNOWN FACTS

Slush Fund:

When ship cooks finished making meals and had a sludgy mix of grease and fat left over, they would take the slush and store it until they got to port. Once they got there, the cooks sold the fat to candle makers for some extra cash.

Under the Weather:

Ailing sailors were sent to recover below deck away from the wind and rain—or "under the weather."

Hard and Fast:

A ship that's been beached so firmly that it's stuck probably got jammed in the sand hard and fast. Now it's immovable and unchangeable—just like hard and fast rules.

MEMORIAL SERVICE ADDRESS

Friday, September 5, 2014

Sixty-nine years ago the Armed Forces of the United States of America were gathering for the greatest invasion ever known in history – even overshadowing Normandy.

“The Greatest Battle that was Never Fought” was *Operation Downfall*. One million, five hundred thousand men were assembling throughout the Pacific, preparing to board the invasion fleet of well over 3,000 ships, plus the Third Fleet and thousands of aircraft. The first phase of this invasion was to be called *Operation Olympic*, scheduled to start November 1, 1945. The preliminary estimate of casualties would be 35 percent. Can you imagine?? Almost half a million men! Then came the atom bomb. SURRENDER! The war was over. THANK GOD!

Most of us LCSers are here today because of this tumultuous decision. We are proud of the great victory; the right decision, but still tempered by the necessity that others must die so that others may live.

As we all look back and reflect upon this year, 1945 stands out as the most eventful year of all our lives. Facing the uncertain future of our lives, the strong possibility of the loss of friends, personal injury or even death was an extreme burden at a very young age. This would be traumatic at any age. We revel in victory, but thank God for our survival.

We gather here today to honor and remember our comrades and shipmates, particularly those who made the extreme sacrifice and now, those who also served and join that honor roll of our departed brothers. Each year the number of our departed members grows and the list of those of us who remain grows shorter. We all realize the inevitable, but put our trust in God, knowing His love and understanding is with us always.

May this legacy we leave to our future generations be a lasting tribute to all of those veterans who have served this great nation throughout the years, as we all were personally involved.

Almost three-quarters of a century has passed since this mighty American air, sea and land armada was poised for the invasion of Japan.

It's late at night and you sit back in your easy chair, close your eyes and imagine – just imagine that the American atomic bombs do NOT fall on Hiroshima and Nagasaki. Suppose Japan does not surrender and *Operation Olympic* is underway, the increasing bombardment of the beaches and shorelines and then – it's your turn. The invasion has begun! The guns explode all around us. Then the roar and whine of the rockets all directed beachward. The small landing craft loaded to the gunnels with soldiers and marines heading to the beach are alongside as we head in closer. Return fire has now begun. Ships and landing craft are hit. The carnage is all around as far as the eye can see. It is just the beginning of another bloody beachhead. Many of us had been there before – in Europe and the Pacific, and for many it would have been the last. The cost would have been the most ever recorded in history.

But the atomic bombs were dropped and Japan did surrender. We open our eyes, slip to our knees and thank our Almighty God for that decision, giving us our lives and the ability to raise our children and grandchildren with the blessings of peace.

Let us never forget, no matter how horrendous the bombs may have been to our enemy, it was a blessing for all of us who survived.

Bob Augustad, LCS 50

**THE LANDING CRAFT SUPPORT MUSEUM IS LOOKING FOR A
TREASURER**

Do you have a head for figures? Are you comfortable with a computer?
Are you familiar with the program Quicken? Would you like to be?

If you answered "yes" to any of those questions, please contact Denny Steenbergen at the address and phone number below or: dsteenbergen1165@gmail.com to join the Museum's Board of Directors in its efforts to preserve the memory and service of our veterans as well as its final monument, the USS LCS (L)(3) 102.

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LANDING CRAFT SUPPORT MUSEUM

Name: _____
(Please Print)

Address: _____
(Number, Street, City, State and Zip Code)

Telephone: [Home] (_____) _____ [Cell] (_____) _____

Email: _____

Check the appropriate box(es): New Membership Renewal Membership Donation

Membership Dues are \$20 per year. Amount enclosed \$ _____

Donations are tax deductible. Amount enclosed \$ _____

Donations are used directly for the operation and maintenance of the former USS LCS (L) (3) 102. The Museum is dedicated to the officers and men who served so gallantly and bravely on an LCS (L) during World War II.

Please make checks payable to **Landing Craft Support Museum** and send to:

Landing Craft Support Museum
c/o Dennis A. Steenbergen, Secretary
7345 W. Lakeside Drive
Littleton, CO 80125
Telephone: 303-470-1187

GLEANINGS FROM GORDON

Our On-The-Scene Reporter, Vice President,
Gordon Stutrud

A recent development at the ship is the new fence that Lennar erected about 50 feet from the ship's bow, parallel to the dock. It has a pedestrian gate which we can lock up at night. However, it is a precursor to some developments that could heavily impact the ship in the future. These will be covered in a future article.

Meanwhile, we continue to perform our regular upkeep of the ship along with the restoration and upgrades.

Part of the upkeep is the chipping and painting that starts at the stem and works aft to the stern, then starts at the stem again. The main deck presents the most work but some of the bilges and tanks require a lot of work too. The forward tanks are in pretty good shape but there is a lot of corrosion in the after steering compartment. We will address that when we get into drydock.

We have been talking to the new management at the Mare Island Drydock company and they have offered to assist us. However, we won't use one of their drydocks because we have a better option which will still involve them.

Drydock #1 is a designated historic site and has a provision that once a year it can be used to service historic ships. It shares pumps with drydock #2 which is part of the Mare Island drydock facility, so the drydock company will operate the dock for us.

The drydock company has also offered technical assistance but we will know more about that later.

Another problem we are addressing is a ground fault in the shore power system. It's at the shore end but Lennar doesn't want to fix it. Instead, they gave us permission to abscond with an isolation transformer from a building

they are about to demolish. We have moved it the half mile to the ship but we need to analyze it to see if it will work.

Speaking of shore power, we lost it altogether for half a day as a result of the recent earthquake that caused so much damage in Napa. There was also damage in Vallejo and Mare Island but none directly to the ship. None of us that live locally experienced any major damage to our homes.

We fired up a small propane powered generator to get us through the morning until Island Power got the shore connection repaired. We could have used the #2 ship's main generator but it would not have been expedient.

The voltage regulator on #1 generator has a problem so it was out of the question to use that one. The regulator is an amazing 1940 mechanical contraption which has seen its last days. We have obtained a modern solid state regulator but, since it is not plug and play, we need to modify some wiring before we can use it.

We have lots of other challenges to deal with on the ship. Many of them were the result of modifications made over the years by parties unnamed. Others were the result at efforts to "demilitarize" the ship that got out of hand.

Some of these modifications are potentially harmful so we are reversing them or making corrections as needed.

Along with all of this, we take time to entertain visitors to the ship. We were recently visited by the son of one of Bill Mason's shipmates. We have also have been visited by personnel that had served on LCS's during the war. We get to hear their stories and ask them questions about stuff we can't figure out.

We have a lot of other visitors too. Many of the ex-sailors and marines come aboard and comment on that smell that Navy ships all have. It's one of those sensations that whisk us back those many years when we were young sailors.

We recently had a visit from some Viet Nam era vets who came alongside in their Swift Boat. (See photo)

I have also included pictures of our cadre crew. We do have other volunteers besides these eight but they only show up now and then. All of our cadre of volunteers are ex-Navy or Coast Guard.



Swiftboat from Bow 27 Sept 2014

Ed. Note: Thanks, Gordon. Always great to put a face to a name.



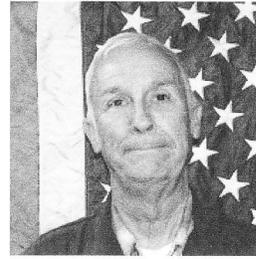
Bill Mason



Janice Mason



Allan Jessop



John Byrne



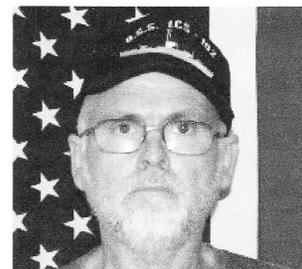
Rocky Williams



Tony Stasuik



Dave Wood



Gordon Stutrud



Roll Call of Honor

10/23/14



Farewell shipmates, rest in peace

"A nation reveals itself not only by the men it produces, but also by the men it honors, the men it remembers."

President John F. Kennedy



Charles B. Thweatt Jr., S1/c
LCS 49



Sidney J. Beatty, S1/c
LCS 82



James A. Livesay Jr.,
SK3/c, LCS 64



William L. Cleary, QM3/c
LCS 86



Kenneth A. Flint, QM2/c
LCS 78



Charles A. Henry, S1/c,
LCS 98 & 130



**Frank A. Gustafson, S2/c
LCS 100**



**Robert L. Mauney, S1/c
LCS 129**



**Fred F. Bors, BM2/c
LCS 28**



John N. Beckerdite, S1/c LCS 49



**Donald E. Lauder, S1/c
LCS 80**



**Bruno Campagnari, RM 3/c
LCS 128**



**John Henry Stone, CMoMM,
LCS 43**



**Louis J. Antoszewski, CMoMM
LCS 49**



**Alfred F. Barker, Jr. GM 3/c
LCS 49**

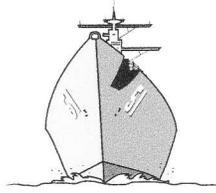
**Gone but not forgotten,
Farewell family, friends & Associate members**



**Phyllis Berrar, widow of Daniel
Berrar, LCS 59**



**Joan Delores Anderson, wife of
Donald H. Anderson, LCS 111**



New Landing Craft Support Museum Members

Robert S. Jones, Son of Thomas W. Jones, LCS 43
Laura Liberty, friend of Courtney Grimes, Son of Robert P. Grimes, LCS 66
Courtney Grimes, son of Robert P. Grimes, LCS 66
Susan Premo, daughter of Leonard H. White, LCS 67
Wendy Bowen, daughter of Leonard H. White, LCS 67
Katherine S. Burleson, wife of N.E. Burleson, LCS 77
Thomas V. Briggman Jr., son of Thomas V. Briggman Sr., LCS 81
Geraldine M. Wunderle, Daughter of Frank A. Gustafson, LCS 100
Marcia A. Stove, Niece of Wilbur Cole, LCS 106
Hubert Scott Black, grandson of Robert L. Mauney, LCS 129
David C. & Jane E. Borgh, David is the nephew of Bob Augustad, LCS 50

Landing Craft Support Museum General Members Meeting Minutes

09/06/14

I. Call to order

Skipper Bill Mason, called to order the General Membership Meeting of the Landing Craft Support Museum at 0903 on 09/06/14 in the Armstrong Room of the Holiday Inn Hotel Superdome, New Orleans. Bob Augustad offered the opening prayer and Gil Nadeau lead the Pledge of Allegiance.

II. Membership member count

Secretary Steenbergen conducted a membership count. There were 42 members present. There were 9 Board members in attendance.

III. Approval of minutes from last meeting

This was the first General Membership Meeting of the Landing Craft Support Museum. No minutes were submitted for previous meetings.

IV. Skipper's Report

Bill has 7 people that regularly devote their time to work on the *USS LCS (L) 102* and is supervised by a individual by the name of Mary Kay.

Bill advised that he has been in contact with one Christine Snyder for the possibility of Placing the *102* in dry dock at Mare Island for much needed hull repairs and maintenance.

Bill submitted a two page high priority list of items that are necessary for repairs. All Repairs are to be performed in accordance with local, state and federal codes and Regulations. The cost of required repairs may be as much as \$200,000 or \$12,000 per month. An exact cost of the estimate will not be known until we get her in the dry dock and conduct inspections.

(Sec. Note: A list of required repairs is available upon request as is Bill's Report.)

V. Secretary's Report

Secretary Steenbergen reported that the Landing Craft Support Museum has 583 paid members. We have 285 members that were original LCS men. These men went to war on the LCS ships. We have 304 members that were either friends or family members of those LCS crew members. We have six members that were voted into the Landing Craft Support Museum as Honorary Members by the Board. One member dropped her membership when we made the change over to the Landing Craft Support Museum.

Only 3 members were suspended since last year. Those members either moved, died or didn't want wish to be contact for unknown reasons. Secretary Steenbergen was only able to determine what happened to just 2 lost shipmates. He discovered that they had passed way and their names are listed on the "Roll Call of Honor". The "Roll Call of Honor" had 31 names added for 2014.

Memorial donations are up from last year. Family members and friends of deceased shipmates were generous and donated approximately \$9,776.00 to honor their loved ones with a memorial donation. Over all we took in \$12996.00 in donations.

The demographics of the Landing Craft Support Museum members remain primarily in the Eastern part of the United States with 2 members living in Canada. Since we made the transition over to the Museum, I have seen the membership base slowly moving to the Western and middle of the United States.

Bob Augustad motioned to accept the Secretary's report as given. Bob Grimes seconded the motion and Skipper; Bill Mason called for a voice vote. The motion to accept the report was approved by a majority.

(Sec. Note: Copies of the Secretary's report are available upon request.)

VI. Treasurer's Report

Olin Hammer presented the Treasurer's report in the absence of Treasurer; Bob Wage.

Total Cash as of August 28, 2014= \$57,364

Annual Liabilities (Expenses):

USS LCS 102 Dock Fees = \$13,464

USS LCS 102 Insurance = \$ 3,605

Newsletter Expenses = \$ 2,289

Convention prepaid Exp = \$ 1,964

Total= \$21,322

Income 2014: Dues = \$ 8,760

Donations = \$13,574

Interest = \$ 158

Total= \$22,492

Gil Nadeau motion to accept the Treasures' report as given by former Treasurer; Olin Hammer. Bob Augustad seconded the motion. Skipper; Bill Mason called for a voice vote to approve. The vote was unanimous.

VII. Archivists' Report

Ginny Rooney presented a brief report on behalf of Archivist; Rob Reilly. Rob has sent most of the historical records, photos, and other items of the LCS ships to the Nimitz Museum for display and research in Fredericksburg, TX.

III. Newsletter Editor's/Convention Coordinator's Report

Newsletter editor, Ginny Rooney gave a detailed and precise report on the work that goes into producing a quality newsletter. Ginny took over as Newsletter editor early in 2014. The first issue went out on March 27, 2014. Ginny explained the process of putting a newsletter together to include compiling addresses, printing and mailing. Ginny explained that the total cost of materials, printing, and mailing was \$338.00.

As the Convention coordinator, Ginny explained that this is the first year in a long time that we haven't used Military Reunion Planners to plan or coordinate our convention. Ginny described in detail the time consuming and hard work that goes into the planning and hosting such an event. She explained how things progress from site selection at the Board meeting, to traveling to the next city for site surveys, hotel staff and tour company operator interviews. She explained the finer points of, price negotiations to getting more bang for your convention bucks. The Convention committee has selected the City of Pensacola, FL for our next Convention. The Conventions time and place will be announced when plans are finalized.

(Sec. Note: Ginny puts a lot of work into the Newsletter. She is always looking for new articles and pictures to print. Please, if you have a story that you would like to see in the newsletter, send it on to her. Ginny's address is always on the front of each newsletter.)

IX. New Business

Harold Rulon and Tom Crompton made a motion that “any money returned to the Landing Craft Support Museum by Cajun Critters Swamp Tours, be retained by the Museum as a donation.” Robert Grimes seconded the motion and Skipper Bill Mason called for discussion. There was no discussion and Bill Mason called for a voice vote. The vote was passed by unanimous vote.

(Sec. Notes: Cajun Critters failed to deliver the expected Swamp tour as promised. The bus that was contract for by Cajun Critters broke down and had to be replaced. That replacement process took approximately 45 minutes. By the time the new bus arrived, the rain and lightening started which made the bus late to the Cajun Critters facility. We were unable to complete the tours because of the rain and the break down. Cajun Critters promised a full refund of the money paid.)

X. Adjournment

Gil Nadeau motioned that the meeting be adjourned. The motion to adjourn was seconded by Bob Augustad. Skipper; Bill Mason called for a voice vote to adjourn the meeting. The vote was unanimous and the meeting was adjourned at approximately 1020.

Minutes submitted by: _____

Secretary: Dennis A. Steenbergen

Minutes approved by: _____

Skipper: Bill Mason