



NATIONAL ASSOCIATION OF USS LCS (L) 1-130

NEWSLETTER

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Regina Wage, #38, Editor

March 2010

Executive Committee

Skipper

Bob Augustad, #50

7448 Spring Village Drive, #223

Springfield, VA 22150

703-913-9338

augustad@juno.com

Executive Officer

John Hughes, #100

105 Belmont Street

Long Beach, NY 11561-1439

516-442-1418

jhughes55@optonline.net

Secretary

Dennis Steenbergen, #49

7345 W. Lakeside Drive

Littleton, CO 80125

303-470-1187

dsteenbergen1165@gmail.com

Treasurer

Olin Hammer, #15

4710 Lake Village Drive

Fulshear, TX 77441

281-346-2949/home

713-410-2596/cell

oohcah@ymail.com

Next newsletter :

May 2010

Skippers Note

On December 10 we had 22 inches of snow and that is not common for this area. The biggest problem after it finally quit was where to put the snow. In the complex where I live, it had to go on the grass areas by the buildings. I was able to look out my window and see two mountains of snow down the way. I thought that I would probably be seeing snow on the 4th of July, not so, I can look out the window now and see just grass. I know many of you have had some bad weather this winter and are still putting up with it.

Secretary Denny Steenbergen has been working on a program where he can extract from the data base all the names that have E-mail accounts. This will expedite our getting information out to those that are connected to the internet. So if you have an E-mail address, make sure you get it to Denny and that it is kept current.

How many of you have gone on the LCS web site? Webmaster John Wisner has placed many new items on it. You can see all of our reunion books there. John has done a superb job and has spent many an hour editing and placing the information on the web. We owe you a debt of gratitude and many thanks, John.

Reunion Coordinator Ginny will have the information in her article. I just would like to enforce some of the items that are very necessary. First of all if you think you are going to the reunion, get your hotel reservation in. If at a later date you know you are not going to attend then you can cancel it without penalty. If you do not have a passport you can still attend. There is a trip that goes into Canada where you would need a passport, but that trip just gives you a different view of the Niagara Falls. Sign up early, it gives the planners more time to schedule and that will give all of us a better reunion.

Bill Mason and his workers have continued to work on the LCS 102. Bill has worked with the State Department and received authorization to make the ship a moving museum. At first I thought that was great, then I started to thinking, what is going to happen when Bill goes hot-roding around San Francisco Bay and the Harbor Patrol rounds him up. We will have to wait for that to happen and then get Bill out of trouble. Joking aside, the LCS 102 is going to make a wonderful museum. We need to find a real good place for her so the public can see how several thousand sailors lived, sacrificed, and helped to bring WWII to an end. Please continue to contribute money so we can continue to keep the ship. Bob Augustad, Skipper



Board OF DIRECTORS

2010

Past Skipper

Robert Cowell, #128

6634 Emerald Lake Drive

Troy, MI 48085

248-879-8319

mb1cowell@comcast.net

Historian, Archivist

Robin L. Rielly, #61

20 Chalfont Lane

Manchester, NJ 08759

732-657-4908

robrielly1@comcast.net

Chaplain

Walter Longhurst, #61

12 Harrison Ave.

Aston, PA 19014-2111

610-494-2956

wonderwalt@verizon.net

Webmaster of the site:

www.MightyMidgents.org

John Wisner, #37

626 Bentwood Rd.

El Cajon, CA 92021

619-749-2588

John.Wisner@cox.net

Finance Committee

Olin Hammer, #15 Chair

Robert Augustad, #50

Felix Muldoon, #86

Walter Longhurst, #61

Director-at -Large, 2008-11

Gil "Shorty" Nadeau, #45

2021 Via Veneto

Escondido, CA 92027

760-746-5368

gdnade@cox.net

Director -at-Large, 2008-10

John Rooney, #82

2 Emery Lane

Phoenixville, PA 19460

610-935-0902

jarooney1@verizon.net

Director-at-Large, 2008-10

Regina Wage, #38

4505 Arden Forest Rd.

Holly Springs, NC 27540

919-567-0829

919-602-7551

reginawage@gmail.com

LCS(L) 102 Committee

Bill Mason, #86 Chair

2960 20th Ave.

San Francisco, CA 94132

415-661-9279

bmason6056@aol.com

Gil Nadeau, #45

Bob Kneedler, #56 & #82

LCS(L)102 Fund-raising Committee

Chris Lehman #18, Chair

Cleman@commonwealthconsulting.com

Legal Officer and Bylaws

Committee Chair

David Edstrom, #47 & #28

19600 S.E. 32nd St.

Camas, WA 98607

360-834-2122 (home and fax)

503-432-3969 (cell)

anhdedstrom@yahoo.com

Newsletter Publisher

Art Martin, #88

P.O. Box 161

14 W. Market St.

Marshallville, OH 44645

330-855-8291

armartin@zoominternet.net

Reunion Committee

Ginny Rooney, #82

Coordinator

2 Emery Lane

Phoenixville, PA 19460

610-256-9223 - cell

ginroon@verizon.net

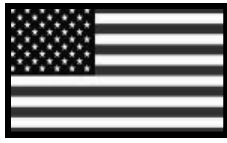
Bob Augustad

Anita Simpson

Bonnie Steenbergen

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Gil Nadeau, #45



**FROM THE SECRETARY
03/01/10**

Farewell, old shipmates, rest in peace

- Joe M. Harkins, LCS 45
- Joseph C. McLendon Jr., LCS 64 and former LCS Association Chaplin**
- Ronald R. Cumming, LCS 78
- John F. Clarke, LCS 70
- Robert Barrie, LCS 130
- Robert W. Jones, LCS 65
- Audrey Presenza,* Wife of deceased member Aldo L. Presenza, LCS 119
- Lester O. Willard, LCS 82
- Clyde M. Wonderly, LCS 60
- Raymond E. Overdorff, LCS 43
- Colleen A. (Reid) Heaton, wife of deceased member, Keith Reid, LCS 59
- Charles E. Holtkamp, FLOT 1 LCFF 778
- Horace E. Palozie, LCS 14
- Ludwig J. Edstrom, LCS 47 & 28
- John T. McNaboe, LCS 91
- Gerry Sutton*, wife of deceased member James O. Sutton Sr., LCS 10
- Louise A. Long*, wife of deceased member Leroy Long, LCS 75
- Waldemar G. Storm, LCS 73
- Richard O. Morsch, LCS 71
- George H. "Tucker" Lowe, LCS 124
- Gerald W. Mefferd, LCS 114**

Gerry Mefferd, who skippered LCS 114, passed away on February 26. He was 99. When he was 22, he and a friend from Iowa went to Pascagoula, Mississippi, helped to build a 45-foot ketch, named it HURRICANE, and circumnavigated the world. Some sailor. They wrote a book called Hurricane's Wake, a fine read. Submitted by John Rooney, LCS 82

Welcome new members

- Vera Cumming, widow of Ronald R. Cumming, LCS 78
- Lester D. Blumberg, son of Arthur Blumberg, LCS 105
- Priscilla R. Kaufmann, daughter of Connell C. Medley, LCS 32
- Rube L. Kurzinsky, wife of Paul J. Kurzinsky, LCS 100
- Mollie Jean Bodie, daughter of Albert Bodie, LCS 30
- Belinda & John Bowers, daughter and son-in-law of A. Robert (Bob) Graff, LCS 122
- Joseph A. Castelli, LCS 57
- Eleanor Edstrom, widow of Ludwig J. Edstrom, LCS 47 & 28
- Debra A. Butler, Daughter of Donald G. Gessert, LCS 72
- William J. Gessert, Son of Donald G. Gessert, LCS 72
- Hank Petersen, Son of Allen H. Petersen, LCS 2
- Wilma Lowe, widow of George "Tucker" lowe, LCS 124
- *associate member

THE LATEST GOOD NEWS

By Bill Mason

Well, another milestone has been reached in the retrieval and renovation of the former USS LCS (L) (3) 102. We have received word from the United States Department of State that the status of the ship has been changed from a static museum to a mobile museum.

This means that we can get the ship underway and cruise it around the San Francisco Bay Area. Who would have thought this would be a possibility? Well, we are moving in the right direction to getting the job done.

Refresh your memory of a couple years ago. Many of you thought we would never get the 102 from the Royal Thai Navy and, even more so, never get the ship back to the United States. Well, this has been accomplished beyond our wildest dreams. The title to the ship belongs to the National Association of USS LCS (L) 1-130. The ship is at the former Mare Island Naval Shipyard in Vallejo, California. All costs related to the transportation of the ship have been paid.

The Mighty Midget has been renovated to its original configuration as best as it can be. The most important element of the ship in the minds of an LCSers is, "Is my bunk and locker in place?" Yes, all enlisted bunks and lockers are in place not only for enlisted men but also for the officers. (When I give tours of the ship, I proudly show the visitors where my bunk and locker were.) You can even see the urinal, the trough, showers, and sinks in the enlisted men's head and realize the wonderful conditions under which we lived for many months. Who am I trying to kid?

Why am I reiterating the events of the past few months? Well, there is a very simple answer. I want to

remind you that we have done the impossible with the ship. We are now very close to getting the ship underway. However, there are some hurdles that must be jumped over first.

We must be in compliance with the requirements of the U. S. Coast Guard before we can get the ship underway and give tours on the ship. This means that we need to get the engineering and navigational equipment operating efficiently and effectively. Our volunteers have the capability to get this job done, but it will take some money to purchase the necessary equipment and supplies to make the ship operational. Here is where you all come in. Our volunteers are not paid. In fact, there have been no expenditures for salaries for the renovation of the 102. **What we need are some donations to support the conversion of the 102 from a stationary to a mobile museum. The sooner we have the funds, the sooner the LCS 102 will be cruising around the San Francisco Bay Area.**

BOOKS AVAILABLE

Mighty Midgets at War: The Saga of the LCS(L) Ships from Iwo Jima to Vietnam.

Written by Association Historian *Robin L. Rielly*

Kamikazes, Corsairs, and Picket ships: Okinawa 1945

Written by Robin L. Rielly

At War with the Wind

Written by David Sears

dlsears@optonline.net

D.L. SEARS BOOKS

Phone: 973 285-0258



United States Department of State

Washington, D.C. 20520

January 22, 2010

Re: RSAT Case 09-1923

Mr. William J. Mason
National Association of USS LCS (L) 1-130
LCS 102 Committee
2960 20th Avenue
San Francisco, CA 94132

Dear Mr. Mason:

In response to your request dated January 5, 2009, the U.S. Department of State has approved your request, written on behalf of the National Association of USS LCS (L) 1-130, to convert the USS Landing Craft Ship (LCS) 102 from a stationary museum to a mobile museum offering cruises around the San Francisco Bay Area. The following provisos apply:

1. Tours in the San Francisco Bay Area must be in compliance with requirements of the U.S. Coast Guard.
2. The USG will not be liable for any costs associated with the Association's operation of the LCS 102.

Please contact Sue Plant if you have any questions or need additional information. She may be reached by e-mail at plantsa@state.gov or by telephone at 202-647-5157.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Miller".

Michael F. Miller
Principal Deputy Director
Office of Regional Security and
Arms Transfers

WW -2

By Lester Clark, #26

Please note this is a shortened and edited version of the entire story written by Mr. Clark

“Right now it is Feb. 15, 2010, it is almost midnight here in Oklahoma, and it is a time that will be in my memory as long as I live. Because on this night at 2 am. on Feb. 16, 1945 my ship, the LCS-26 was sunk by the Japanese, with the loss of many of my shipmates, that I hope will be remembered by some of our shipmates that survived.” Lester Clark –email on 2-16-10

Corregidor :

One day a large convoy of troop ships appear on the horizon, and this night our ship and three others are assigned to guard Mariveles Bay which is off of Manila Bay. This Bay is in the Bataan peninsula looking straight out at Corregidor. The convoy is surrounded by war ships.

This morning Feb. 16, 1945 at one or two A.M. suicide boats, loaded with explosive's begin their attack, the men on watch saw them coming and sounded the General Quarter Alarm, the men were out of their bunks immediately but we were hit by enemy boats on each side of the ship about mid-ship with one hitting the fantail sinking us not long after.

I was going up the ladder [the way out of this end of the ship and up to the main deck.] and had reached the top when we where hit and it blew me back down the ladder. The guy [Blue] in front of me had topped the ladder and headed down the passage way, about mid-ship when we where hit. All I could see was fire, so I am sure it got him.

There was total darkness and hot fuel oil was spraying, felt like needles sticking. We where all hollering at the same time, when a loud voice screamed out and tells us to shut up. He tells us to join hands and follow him. Water is coming up around our feet and legs. He leads us up the ladder which is bent all out of shape, we get back up the ladder to the passage way, which is blocked by fire. He tries to open the hatch that goes out on the deck, but it is warped and will not open. He feels along the bulkhead for the pick-axe and hammer's on the hatch until it opens. The guys stream out on the deck and most of them jump feet first into the sea.

I know that I can not swim well enough to save my self, so I climb the ladder to the next deck to get my life jacket that is in the gun-tub where I stand G.Q. We have been standing watch four on and four off, so I have been leaving my life jacket laying there on the Ammo -container.

When I get up to the deck the fire is every where and coming out of the conning tower and I am afraid the ammo, containers are going to explode, also the sky is full of tracer bullets, coming from

our ships that are guarding the convoy. They are shooting our way at the suicide boats, and I am very visible with all of the fire and light around me and I can not get to my life jacket that is laying on the ammo container.

I don't why or who I thought I was screaming at, but I screamed I can't get to my life jacket and a voice out in the water hollered, jump any way, and I did feet first. I started swimming and made it to a life raft that the explosion had blown off the ship.

I reach the raft about the same time as others did, some are hurt bad, the skipper has a back injury, others are burnt bad. They lay on the raft, the rest of us hang on to the sides, the raft is low in the water, I am wondering if it is going to hold all of us out of the water.

We are all paddling and pushing the raft as fast as we can to get away from the ship, before the suction pulls us down with it. We go so far and then it just stops. Some one discover's the safety line is still attached to the ship. We have a guy that has a hunting knife, always on his side, thank goodness] and he cuts the line and we get away from the ship and watch LCS-26 go down with over half the crew still aboard. Also an enemy boat pulls up and watch it go down. We are out in the dark wondering if they are going to fire at us, but they turn away. We started moving the raft toward land, [Bataan] going slowly. I felt something brush again my leg. [a body or a shark] and then I begin to worry about sharks.

I don't know about the other sailors, but I did a lot of praying that night.

We made it to a beach, under a steep incline and hid the rest of the night.

We lost over half of our crew that night. The skin was just hanging on the ones that was burned, and coming out of the salt water and into the night air was especially hard on them. We laid on the beach and watched them die.

Before this day is over I will be transferred to a L.S.T. that is being used as a temporary hospital ship.

The survivor's of L.C.S.- 26 are gathered together from the ships that they where put on the morning after we were sunk . We are put on a old Destroyer with a well type deck WW1 vintage as passengers .

We leave Manila Bay and head toward Leyte, on this ship I find that I have a fear of going below the main deck to the small compartments for any length of time or to sleep, so I sleep on the top deck any where that I can find.

The best I can remember it took us seven days to get to Tacloban, Leyte.

A BRIEF HISTORY OF U.S.S. LCS(L)(3) 26

submitted by Harry Meister, Engineering Officer,
LCS 27

NavSource site

LCS 26 was commissioned on August 26, 1944 at the Commercial Iron Works, Portland, Oregon. She was assigned to Flotilla One, Seventh Fleet, Task Force 78.3.8, consisting of LCSs 7, 8, 26, 27, 48 and 49. Her shakedown was conducted in September 1944 in San Diego, California

On January 29 1945, LCS 26 made Landings at San Antonio, Luzon, Philippine Islands. There was no resistance to the landings. On January 31 landings were made at Subic Bay and Grande Island, Luzon, P.I. There was no resistance to these landings either. The Japanese were retreating.

On February 13, pre-invasion mine clearing operations were conducted in Manila Bay, Luzon, P.I. In company with LCS 27, the 26 followed the mine sweepers to destroy all floating mines cut loose by the sweeps. February 14th continued the mine clearing support with LCS 27.

In these two days LCS 26 destroyed 30 mines. At one point she came under fire from a Japanese battery on Corregidor, which was promptly put out of action with help from a destroyer. Later in the day, LCS 26 came to the aid of two destroyers which had struck mines near Mariveles. The two destroyers were able to proceed on their own power although badly damaged.

On February 15, Flotilla One provided inshore fire support for the landings at Mariveles Harbor. Only minor opposition was encountered, but one LSM struck a mine. At the end of the day, LCS Flotilla 1 anchored as a screen across the mouth of Mariveles Bay

On February 16, at approximately 0320, the flotilla was attacked by about 30 suicide boats, and by heavy shore-based gunfire that appeared to come from Cabello Island. In a matter of minutes LCSs 7, 26 and 49, after receiving multiple hits, were sunk with the loss of 73 lives, and many more wounded. Swede Swenson, the engineering officer on LCS 26, was able to free himself from the sinking ship by swimming out through the hole caused by the suicide boat. As he

left, he saw a shipmate's severed head lying on the deck.

LCS 27 managed to sink 5 suicide boats before the sixth blew up along her port side causing extensive damage resulting in flooding. The ship was saved from sinking by beaching it in Mariveles Bay. Since LCS 8 and LCS 48 were not in the immediate area at the time, they did not come under attack by any suicide boats

The following men of the LCS-26 lost their lives in the action:

| | |
|-----------------------|---------|
| Arnold, Alvie C. | S2/c |
| Bachman, Milton N. | RM3/c |
| Bacrowski, Casper A. | COX |
| Bartz, Richard L. | F1/c |
| Bayus, Edward | SC3/c |
| Bearison, Donald V. | S1/c |
| Beczynski, Alvin F. | S2/c |
| Bedford, Howard W. | S1/c |
| Bendy, Ulysses M. JR. | STM1/c |
| Bellofatto, Albert S. | S1/c |
| Blair, Horace E. | S1/c |
| Bleau, Norbert H. | S1/c |
| Boyer, Paul E. | S1/c |
| Clark, Arvel B. | F1/c |
| Clark, Harold L. | S2/c |
| Cooper, John E. | SK2/c |
| Frey, Vernon H. | F1/c |
| Jones, Calvin R. JR. | RDM3/c |
| Nix, James H. | GM3/c |
| Oddell, Chester A. | RT2/c |
| Pipes, Carroll D. SR. | ENS |
| Priest, Howard T. | PHM2/c |
| Schellhardt, Arlo R. | MoMM3/c |
| Smith, Walter E. | S1/c |
| Swierk, Stanley | S1/c |

Concerning the tragic loss of men from this ship and the other two LCSs at Mariveles Bay, Richard Rhame, Flotilla One Historian, has written these lines: "Left behind beneath the blue-grey waters of Mariveles Bay were those 73 brave men who had given their lives in the best tradition of the Navy. Their sacrifice will live forever in the hearts and minds of their mats."

The most vivid and expressive account of this tragic event and the feelings it generated was given by W.M. (Marty) Kingwell, crew member and survivor of the 26:

Tonight we're placed at Harbor's mouth,
Five ships in line from north to south.
I'm standing watch, t'ween three and four,
There comes a flash, an awful roar.
We stand in awe, we hear men scream,
It seems unreal as if a dream.
Another flash, they've hit one more,
It lights us up, the flames now soar.
We look in vain, we cannot see,
What caused all this, what can it be?
I see them now, just two grey shapes,
They're coming fast, I see their wakes.
Torpedo-like boats, suicides,
A crazy Jap in each one rides.
The one hits near, we feel the thud,
It don't explode, it is a dud.
It was God's will, I'm satisfied,
He interfered or I'd have died.
Toward the bow, the other hit,
A blinding flash the sky is lit.
Our ship's in flames, men run about,
Trapped men now scream, others shout.
I turn leave, a blow I feel,
My forehead stings, it makes me reel.
I keep my feet, I gain the rail,
I can't give up, I must not fail.
I hit the sea, I head for shore.
Some mates are near, there's three or four,
We swim awhile, then turn to gaze,
The ship now sinks, the sea's ablaze
From burning oil, which soon burns out,
Once more it's dark, men swim about.
Jap snipers fire from off Bataan,
I'm glad it's dark, three hours till dawn.
They say at dawn the trees bore fruit,
Jap bodies hung, quite limp and mute.
I reach the shore, I utter thanks,
Then stagger up the rocky banks.
At dawn they come to rescue us,
We're cold and grim, there's little fuss.

A Tribute To those Who served On The USS LCS(L)

The little ships roamed the sea
manned by boys like you and me
Though not so big and not much girth
we sailors knew what they were worth
They had more guns than any other
Our missions was protect our brothers
We took their fire, round after round
the planes came at us, we shot them down
Our country asked us to sacrifice
too many paid the final price
We gave it all we had to give
We answered the cry "Let Freedom Live"
We did our duty, we served with pride
the bonds of friendship were tightly tied
Fresh faced boys so long ago
how little did we know
The years have gone and time has passed
but a mighty shadow did we cast
Our eyes have dimmed, our hair has greyed
but we all know the difference we made
Tell our story, pass it on
Let the memories live after we are gone
We fought the fight and won the war
Our freedom lives and what is more
Our flag waves proudly to this day
GOD BLESS THE U.S.A

Author: Margaret (Blyth) Pearson
Written as a tribute to her father Robert A. Blyth USS
LCS (L) 61

Correction

We regret the error of omission from the previous Newsletter of **Ann Stewart, widow of long time member H.R. Buzz Stewart LCS(L) 125** who was present for the Memorial ceremony and lunch aboard the USS New Jersey. Mrs. Stewart was in attendance with :
Daughter Judy Cleg and husband Larry Clegg
Son Jim Stewart and wife Bev Stewart
Grandson Andrew Stewart and his wife Sarah Stewart

WHEN WE WERE YOUNG !!!!!!!!!!!!!!!!



L-R **Harry J. Mohr**, William H. Pfeifer, Ens. Poland and three other unknown service personnel



L-R Norman Gilbertson , **Harry J. Mohr**

USS LCS(L) 19



Harry J. Mohr , Art Sattery

USS (L) LCS 19

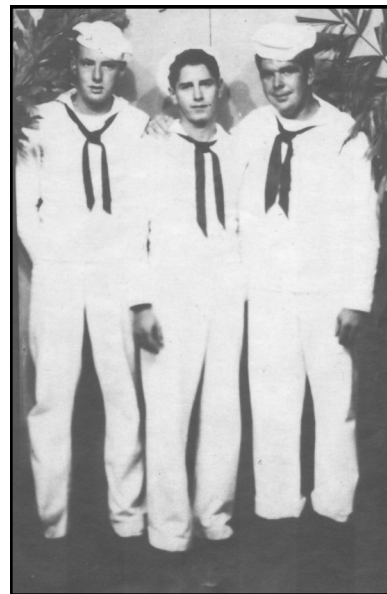


Henry Jolly, #19

Dick Sprayberry, S 2/c Moffett, S 2/c, **Alex Lepsesty RT 2/c** USS LCS(L) 78



Clay Burden FC 3/c, **Bob "Red" Elliot S 1/c**, Jim Phillips S 1/c aboard the USS LCS(L) 44



L-R

L. BeBout S 2/c

Donald E. Lauder S 1/c

H. Liskey, S 2/c

USS LCS(L) 80

Honolulu

1946



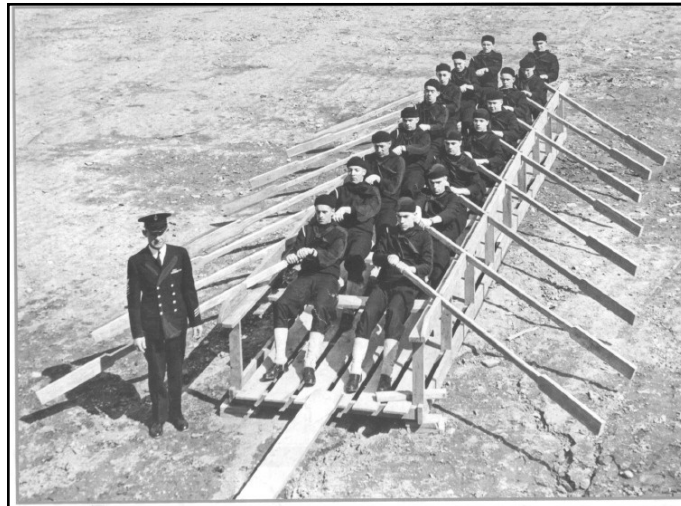
NOTES FROM THE SECRETARY



Some members have inquired as to why we need the information on the application form about their military service. This is primarily for new Associate members. We know that you regular members are naval veterans. We are a military organization that honors and documents what Landing Craft Support sailors did and accomplished on the “little boys” during WWII. This information is required so that we, as an organization, can maintain our tax status with the federal government. Without a majority of members that are military or former military veterans, we may lose our tax free status as a military Association. So if you are an Associate member, please call or write me a note in your next dues payment and let me know if you are a veteran. It doesn't matter what branch, but it does matter if you served and when.

I had a great response to the dues letter that I sent out in December of 2009. Thanks for coming back into the fold and catching up your dues. Keep in mind that your membership goes from January 1st through December 31 of every year. So if you pay your dues on July 20th of the year, then on January 1st your next year's dues payment is due and payable. If you are unclear or have questions about your dues status, please give me a call.

Thanks and may each and everyone you have fair winds and following seas.
Dennis A. Steenbergen, Secretary



Which way to the ocean ?????

Photo Democrat and Chronicle –Sampson Naval Base

If you would like to see a real ship the USS LCS(L) 102 contact :

Bill Mason

415-661-9279 or by email bmason6056@aol.com



2010 MEMBERSHIP APPLICATION

NATIONAL ASSOCIATION OF U.S.S. LCS (L) 1-130, INC.

Name _____
 First **Middle In.** **Last**

Ship# _____ **Membership Renewal** _____ **New Member** _____

Address _____
 Street **City** **State** **Zip**

E-mail Address _____ **Telephone (_____)** _____

Military Service ___ **Yes** ___ **No**
Navy ___ **Army** ___ **Marines** ___ **Air Force** ___ **Coast Guard** ___

Annual Dues are \$20

Donations to continue the work of the Association are greatly appreciated.

Additional amount donated \$ _____

Send completed form with your check payable to:

**National Association of U.S.S. LCS (L) 1-130
C/O Dennis A. Steenbergen, Secretary
7345 W. Lakeside Drive
Littleton, CO 80125**



“IT’S ABOUT BEING REMEMBERED”

YOUR GIFT to the National Association of U.S.S. LCS(L) 1-130

Monies donated are used directly for the operation and maintenance of the USS LCS (L) (3) 102 Museum at the former Mare Island Naval Shipyard in Vallejo, California. This ship's museum is dedicated to the officers and men who served so gallantly and bravely on a LCS (L) during World War II. Help keep the memories alive with your donation. Your gift qualifies as a charitable contribution for tax purposes.

Name _____

Address _____
Street City State Zip code

Ship# _____ Phone (____) _____

E-mail address _____

**Make checks payable to the National Association of USS LCS (L) 1-130 Retrieval Fund
Send to:**

**National Association of U.S.S. LCS (L) 1-130
Dennis A. Steenbergen, Secretary
7345 W. Lakeside Drive
Littleton, CO 80125**

USS LCS 1-130 ~ 2010 REUNION

Buffalo, NY ~ August 26th - 30th, 2010

Welcome to Buffalo

Despite the name, you won't find any roaming herds here. *Buffalo* has become a revitalized, booming city rich in history, music, art, architecture, scenic beauty, distinctive ethnic neighborhoods and friendly people. You will discover a surprisingly small-town atmosphere in this second-largest city in New York, dubbed "the biggest small town in America". *Buffalo* is filled with architectural gems, including Victorian mansions, *Frank Lloyd Wright* designs and the art deco City Hall. Neighboring *Niagara Falls* is one of the most visited attractions in the United States. The 2010 USS LCS Reunion will provide many opportunities to experience all this city has to offer. Reunion tours include a private *Erie Canal Locks Cruise*, a special Memorial Service aboard the *USS Little Rock* at the *Buffalo Naval Park*, and the opportunity to see *Niagara Falls* up close on the *Maid of the Mist* boat tour. This will be an unforgettable visit to *Buffalo* and give you memorable experiences that you will want to share with your family and friends.

Hotel Information

The reunion officially runs from Thursday, August 26th through check-out on Monday, August 30th. You will be staying at the full service ***Millennium Hotel Buffalo*** which is located at 2040 Walden Ave., Buffalo, NY 14225. The hotel is conveniently located within three miles of Buffalo Niagara International Airport (BUF) with access to over 200 stores, shops, theaters and restaurants directly next door at *Walden Galleria Mall*.

The room rate is just **\$114.00** plus tax per night. The rate includes complimentary deluxe continental breakfast daily. For those of you who choose to arrive early or stay late, the same room rate is available three days prior and three days after, based on availability. Please make your hotel reservations NOW by calling the hotel directly at the following number **800-323-3331**. Be sure to ask for the USS LCS Reunion rate. You may request specific room types when you call to make your reservations (handicap accessible room, etc.). The hotel check-in time is 3:00pm. Please, do not expect to get into your room before then. Make your reservations NOW, you may cancel your hotel up to 48 hours prior to arrival and not be charged. They will ask you for a deposit or credit card number to guarantee your room reservation. The hotel is holding rooms until they sell out or **July 16th, 2010**, whichever comes first.

Airport Transportation & Parking

If you are flying to the reunion, the Millennium Hotel offers complimentary shuttle service from the Buffalo Airport (BUF). Upon arrival at the airport, call using the free courtesy phone in the Baggage Claim area. For those of you driving, the hotel offers plenty of free parking.

Travel safely and

We'll see you in Buffalo!

USS LCS 1-130 ~ 2010 REUNION EVENTS

GROUP WELCOME DINNER

Thursday, August 26th (7:00pm at the Hotel)

Join your friends for a casual Welcome Dinner at the Hotel featuring an all-you-can-eat buffet dinner. This is a wonderful opportunity to see who is here this year, and your first chance to re-connect with your friends.

EVENT A: ERIE CANAL CRUISE - LOCKS & LUNCH

Friday, August 27th (9:00am-2:00pm)

Much remains the same on the *Erie Canal* today as it was in the 1800's. Hand-dug to connect the *Hudson River* with the *Niagara River*, the 363-mile *Grand Old Erie Canal* is truly an engineering marvel. Originally, 83 stone locks overcame the 571-foot difference in the level between the rivers. Enlarged in the early 1900's, now 35 locks allow larger vessels to travel across New York State. We have chartered a canal vessel for a unique, fully narrated, 2-hour private "locks cruise". Your adventure includes "locking through" locks 34 & 35, and being raised to the 49 ft. elevation of the *Niagara Escarpment*, in the only double set of locks on the *Erie Canal*. Pass under bridges that raise straight up, see water cascade over Lockport's famous "*Flight of Five*" 1840's locks, and travel twixt the solid walls of the "rock cut". The cruise will dock at *Canalside*, a replica of a 1900's "canal town". Here you will dine on an all-you-can-eat buffet luncheon, seated in the indoor *Veranda Room* which has over 100 windows directly overlooking the canal. After lunch there will be time to visit the *Erie Canal Heritage Center*, and some of the unique shops and boutiques located at *Canalside*.

EVENT B: BUFFET DINNER AT SKYLON TOWER, NIAGARA FALLS, CANADA

Friday, August 27th (4:30pm-9:30pm)

The world-famous *Skylon Tower Niagara Falls* is located in the heart of Niagara Falls, Canada. The tower is situated just steps from the Falls and the view from the top on a clear day is simply magnificent. The evening begins with a smooth "ride-to-the-top", on board the exterior, glass-enclosed "Yellow Bug Elevator". In just 52 seconds you will reach the indoor/outdoor observation deck with the most spectacular views of *Niagara Falls*, the *Great Gorge*, Niagara wine district and the city skylines of Buffalo and Toronto. Then, take a seat in the *Fallsview Dining Room* where you will feast on an extensive all-you-can-eat buffet while enjoying the view of the Falls. The buffet includes several salads, crab legs, prime rib, chicken, pasta, side dishes, cheeses, fruit and assorted cakes and pastries. This is going to be a great night out, don't miss it. ***Please note: A valid passport is required to enter Canada on this tour.***

EVENT C: BUFFALO NAVAL PARK: MEMORIAL SERVICE, TOUR & LUNCH

Saturday, August 28th (10:00am-4:00pm)

The six-acre *Buffalo Naval Park*, on Buffalo's waterfront, is the site of the original end of the *Erie Canal*. The day begins with a special Memorial Service on board the *USS Little Rock*, the only guided missile cruiser on display in the United States. Lunch will be served on board the *USS Little Rock* following the Memorial Service. Then spend the afternoon visiting the other attractions at the *Naval Park*.

Here you will find the destroyer *USS The Sullivans*, and World War II submarine *USS Croaker*, an extensive collection of Marine Corps Memorabilia from World War I to the present, Ex-POW Memorabilia, and a Vietnam Veterans Exhibit. The *Naval Park* has an extensive collection of military equipment including, helicopters, patrol boats, and aircraft. See the F-101F Voodoo fighter Interceptor Jet, which was stationed in *Niagara Falls* in the 70's and flown by the New York Air National Guard's 107th Tactical Interceptor Group. Also located on site are the ruins and foundations of the original buildings on the *Erie Canal*.

Please Select Event D or Event E for Sunday, August 29th

EVENT D: NIAGARA FALLS & MAID OF THE MIST

Sunday, August 29th (10:00am-3:00pm)

Your *Niagara Falls* experience will begin at the newly remodeled Visitor's Center. Discover how the magnificent waterfalls were formed, who saw and went over them first, and which famous people have visited them. Enjoy a fabulous film, and learn of this "wonder of the world" before experiencing the falls first hand. The walking tour (optional) starts at the *Observation Tower*, whose observation deck extends out over the sheer face of the *Niagara Gorge*, affording one of the most spectacular views of the falls. Standing far above the gorge it's a thrill to gaze down at the full drop of the churning cascade. Then, ride the elevator to the bottom of the *Observation Tower* to board the world famous *Maid of the Mist*. Cruise right to the base of the *American Falls*, and on to the basin of the magnificent *Horseshoe Falls*. It's a fantastic journey through crashing waters, surrounded by massive rock formations that have tamed these raging rapids for millions of years. Lunch will be on your own at a suitable location. ***Note: Be sure to wear comfortable shoes. You will be provided rain wear for the Maid of the Mist, but you may still get a little wet. Wheelchairs/Walkers are impractical on this tour.***

EVENT E: WINERY & NIAGARA-ON-THE-LAKE TOUR

Sunday, August 29th (10:00am-4:00pm)

Your day begins at one of the world famous Niagara wineries. You will have a private guided tour of the winery. Learn of the history of the winery, wine making, viticulture, climate and geography. You will then have the opportunity to sample some of the wines including world famous *ice wine*, which is unique to this area. You will then take the short ride to the scenic Niagara-on-the-Lake, often called the loveliest town in Ontario. This area's long and distinguished history is evident today; first settled in 1781, the town later became an active commercial center with a prosperous ship-building industry. The beautiful old homes lining the tree-shaded streets attest to the prosperity of the area. Take a journey back in time to a more leisurely era, as you stroll the tree-lined streets admiring old homes, quaint bed & breakfasts, and fine restaurants. Take time to explore unique stores, myriad boutiques and shops filled with curiosities. Lunch is on your own in Niagara-on-the-Lake.

Please note: A valid passport is required to enter Canada on this tour.

DO YOU HAVE A U.S. PASSPORT?

YOU WILL NEED ONE FOR THE BUFFALO REUNION.

As of June 1, 2009, all U.S. citizens entering Canada and/or re-entering the United States must show a U.S. passport. If you do not have a passport or must have an expired passport renewed, please note that it takes 4-6 weeks for normal processing. For those of you with access to the internet, please go to:

www.travel.state.gov/passport

BANQUET DINNER

Sunday, August 29th (7:00pm at Hotel)

Join your friends for the Banquet Dinner at the Hotel. Cocktails will be available from the cash bar at 6:00pm; dinner will be served at 7:00pm. Please make your entrée selection on the reservation form.

TOUR CANCELLATION INSURANCE

Protect yourself from unforeseen expenses caused by sickness, injury or any other causes that impact your travel plans. This insurance enables a refund of Tour & Banquet expenses up until three (3) days before the start of your reunion. If you need to cancel – please call our office immediately (817-251-3551) for a cancellation number. If you have not purchased cancellation insurance all tour and meal money is non-refundable 6 weeks prior to the reunion.

Important Reunion Notes:

- ~ Tours may be cancelled if a minimum of 30 people per bus is not met. In this case, full refunds will be given.
- ~ Please understand that a certain amount of walking is necessary from the bus to attractions and in some instances, to also see the attractions. Please consider your abilities before purchasing tours.
- ~ Be sure to bring photo identification (like a driver's license) on all events.
- ~ All tour times are subject to change. A final itinerary is available at registration.
- ~ Exact vessel for the cruise is subject to change based on availability and/or final tour count.

Reservations are due by July 16th, 2010. Late reservations accepted on a space available basis with a non-refundable \$10 per person late fee. You should make a copy of this form for your records. For information call weekdays: 817-251-3551 or Email: info@MilitaryReunionPlanners.com. Requests for refunds must be made in writing and postmarked before due date above. No refunds will be made after this date, unless you have purchased *Tour Cancellation Insurance*. Sorry, no refunds will be given starting 3 days before the reunion for any reason. There is a \$10 per person refund processing fee. Your cancelled check is your receipt and proof of purchase. There is a \$25 return check fee for NSF. For a written confirmation please enclose a self-addressed, stamped envelope. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion. Tours require a minimum of 30 people in order to operate. Full refunds given for any cancelled Event.

USS LCS 1-130

2010 REUNION RESERVATION FORM

| DATE | EVENT | COST | QTY | TOTAL |
|------------|---|---------|-----|-------|
| | REUNION REGISTRATION ~ Everyone Please Pay Registration fee is non-refundable | \$25 pp | | |
| Thurs 8/26 | Group Welcome Dinner (7:00pm at the Hotel) | \$39 pp | | |
| Fri 8/27 | EVENT A: Erie Canal Cruise, Locks & Lunch (9:00am-2:00pm) | \$59 pp | | |
| Fri 8/27 | EVENT B: Buffet Dinner at Skylon Tower Niagara Falls, Canada (4:30pm-9:30pm) | \$69 pp | | |
| Sat 8/28 | EVENT C: Naval Park, Memorial Service, Tour & Lunch (10:00am-4:00pm) | \$62 pp | | |
| | <i>Please select Event D or Event E for Sunday</i> | | | |
| Sun 8/29 | EVENT D: Niagara Falls & Maid of the Mist (10:00am-3:00pm) | \$49 pp | | |
| Sun 8/29 | EVENT E: Winery & Niagara-on-the-Lake Tour (10:00am-4:00pm) | \$62 pp | | |
| Sun 8/29 | Banquet Dinner (7:00pm at the Hotel) | | | |
| | Beef | \$39 pp | | |
| | Chicken | \$39 pp | | |
| | LATE RESERVATION FEE (If mailed after July 16 th , 2010) | \$10 pp | | |
| | Tour Cancellation Insurance (non-refundable) | \$10 pp | | |
| | TOTAL: | | | |

>>Complete and mail this entire form with a check payable to:

Military Reunion Planners, P.O. Box 1588, Colleyville, TX 76034

>>> PLEASE PROVIDE THE FOLLOWING:

Name (As you want it to appear on badge): _____

Spouse: _____

Guest(s): _____

Address: _____ City: _____ St: _____ Zip: _____

Phone: (Home) _____ Phone:(Other): _____

Email Address: _____

Emergency contact during the reunion: _____ Ph: _____

Ship#: _____

Reservations are due by July 16th, 2010

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For information call 817-251-3551.

FOR OFFICE USE ONLY

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| Date Rec'd: | Check # | Amount\$ | XCL # |
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