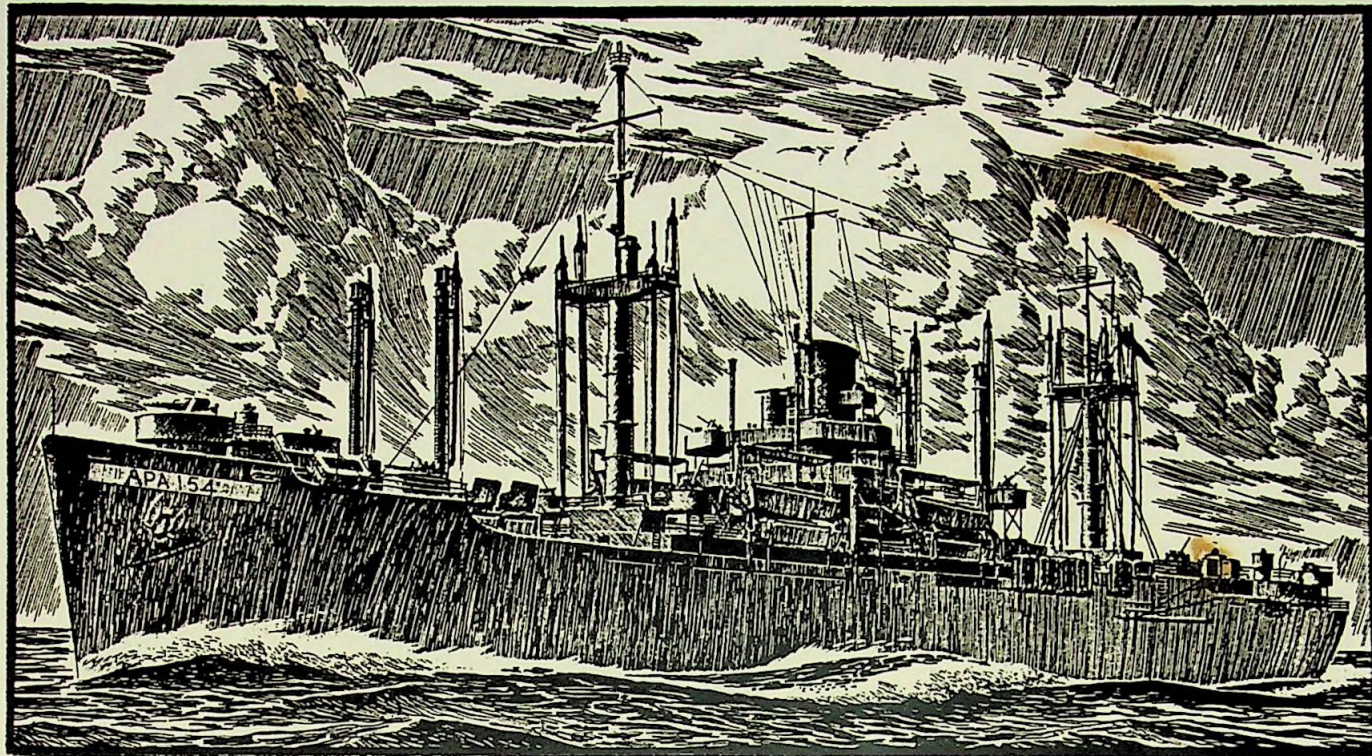


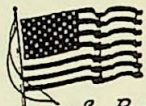
# USS LOWNDES APA-154



Vol. 7 No. 1

JANUARY 1995

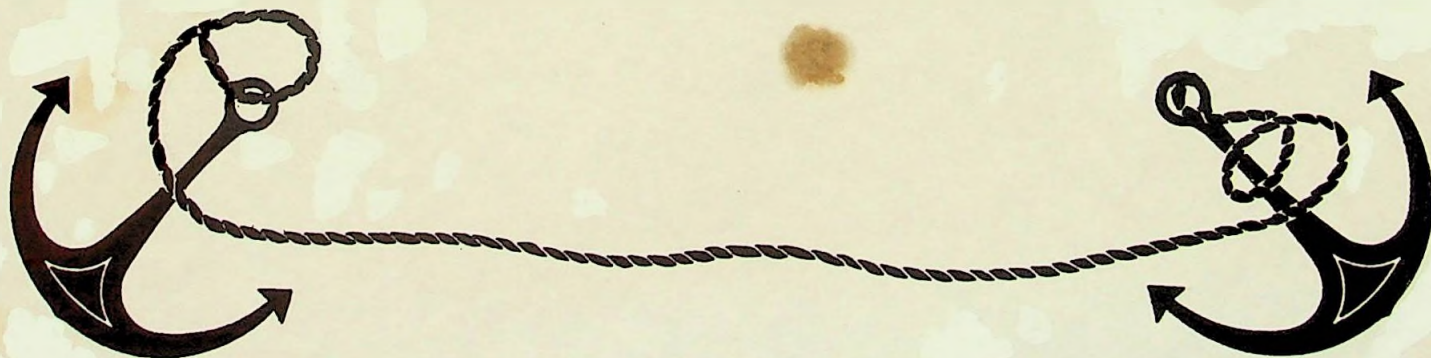
BUD KAUTZ CC&BW



USS LOWNDES - APA 154  
Wm. "Bud" Kautz  
34782 Hiawatha Trail  
McHenry, IL 60050

*Bob Rowley  
W. Hill*

## FIRST CLASS





Recently received the following letter from Earl Robertson. In one of your letters you wondered about a reason for not getting recollections "Aboard the Lowndes". I'm one of those that doesn't remember too well. However. There was a time and I'm not too sure how accurate this is, when a working party on topside diverted a number of K-Ration packages to the evaporator room. I don't know who was responsible for that - probably you among others. They got placed under the evaporator room floor plates I suppose by the watch (with help from others)? I think I found out about it later, after the fact, so to speak. Anyway, other than me and you I don't know who helped. We tore the packages open and separated chocolate, weiners, soup, etc. and restashed it to be consumed later. Jean (Bud) was to receive the cigarettes. Ginny (Carothers) had dibs on the gum. The chocolate was so hard we had to shave it real thin then boil it in hot water to dissolve it. There was an officer that did come down for some reason? Maybe that was Mr. Maccurach. I don't remember any orders - maybe get rid of it - which we did. Bud I'm sure you can straighten this out because I know you were in on it.

Yes, Robbie I sure was, I remember it very well and I'll elaborate on the tale a bit. We were loaded with Marines and they stood watches that did not coincide with the schedule of ship's company mess call so somewhere down the line the Marines would miss a meal. I happened to be Master at Arms of the mess hall when a Master Sergeant complained to me about this and wanted to know what could be done to rectify the situation. I told him to bring the men to the early chow line (Boy! Did I get static from our guys). Finally convinced 'em that even Marines had a right to eat. Now! Hey Sarge, one hand washes the other, you know those K-Rations you have aboard, well we want some. His reply, "At midnight go to one of the holds and the guard will honor your request". Can't recall who all was involved in this bit of skullduggery except George Miller and Sam Carothers, we did manage to get a working party together and did in fact divert approximately a dozen or so cartons. Put them under the floor plates of the evaporator and auxiliary generator compartments. No sooner this was done the roof fell in. Some guys in the fire room got a bit sloppy and Mr, Maccurach put out an order that no food was allowed in any of the engineering spaces. That is, except coffee which is a Navy tradition to made available at all times. What is going to be done with our secret hoard? Robbie had the answer (He should remember what he did). He being in charge of the evaporators could regulate the amount of fresh water that was put out for any given length of time. Well! Suddenly the evaporators were not able to create a backlog of fresh water causing "Water hours". Guess everyone aboard ship knew what that mean't, showers curtailed. However, Robbie also was aware that he'd be in a mess of trouble if the boilers and scullery were lacking enough water. After a couple of days Robbie said "Ok it's time". We broke out the food and hot plate made to order for us by Carney Byland EM. Mr. Maccurrach came down the ladder, walked over to the log and saw that the evaporators were putting out much more water putting him at ease regarding the operation of the ship. "Water Hours" were discontinued and to this day I can still hear Mr. Macurrach's word "Good work Robbie". Things went back to normal in our hangout. These rations contained an assortment of goodies, English style stew and bacon to mention just a couple. Our buddy Joe Zinkgraf was in good with the cooks and bakers so was able to obtain eggs and bread from them. Boy! A fried egg with freshly cooked bacon sure tasted much better than some of the chow in the mess hall, besides, with our little ol' hot plate we didn't have to get up so early and could eat at our convenience, and everyone knew what a late sleeper I was when not on duty. Does that help to clear it up Robbie?



ELMER TREVILLYAN - National City, CA - Bill Fox and I volunteered for diving school at Tiburon, CA. Out of 160 men only 39 of us were able to finish. We went from Seattle to Oakland on a cargo plane, was then ferried to Tiburon. Came back on the train to Seattle and the crew had moved to Tacoma, where we finally united with the ship's crew. Left Tacoma in October 1944 for the U.S.S. Lowndes that was stationed at Astoria, Oregon. The Lowndes was a brand new ship, still could smell the fresh paint. I was the gunner on the starboard 20 mm on the Captain's Bridge. George Day and Leon McGuire were the loaders. Don't recall the Ensign on watch. One day at target practice they were sending radio controlled Gruions which were about 16" wide and had an 18' wing span. You were not supposed to be able to hit them. Six were sent up and went right over us and all six hit the drink. The Can (Destroyer) was getting the seventh one ready and word came from the Flag Ship to cease. Too expensive. I believe Ryan charged at least \$2000.00 for each of them. After the war I would pick-up at Ryan's and they would be sitting out there in the yard.

RAY M. NEILAN - Berlin, CT - My U.S.S. Lowndes connection began with her commissioning in 1944 in Astoria, Oregon and ended with my disembarking in Newport News, Virginia in the spring of 1946. I was discharged in Boston, Massachusetts shortly there after as SF1c. Of course, in between, I am proud to say, I participated in everything with which the Lowndes was associated; criss-crossing the Pacific several times, the invasion of Iwo Jima and Okinawa and finally "The Magic Carpet" activities which brought so many of our troops home again. The specific details are well known to our shipmates. After discharge, marriage and four children, a college degree in English with emphasis on reading and speech. Then, twenty years in broadcasting and television as an announcer, program director, and producer, I finally retired after many years as a manufacturers' representative in the HVAC industry. In recent years, certain health problems have prevented me from participating in many activities, not the least of which is travel. This explains my absence from reunions, etc. However, I am there in spirit and the News Letter is what keeps me in touch. Please keep them coming. (11/4/94)

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WARREN E. PROCTOR - Jarrell, TX - Received the U.S.S. Lowndes News Letter today. Always glad to get it, brings back a lot of memories, most of them good. I was in the amphibs or boat group in charge of No. 1 LCM. When aboard ship I was part of the 3rd Division and stood all of my watches on the helm or the phone on Bos'un watch when the ship was at anchor and when there were supplies to be hauled aboard Ricks or me would get the job as the LCM could hold a lot. We also carried liberty parties when we had liberty. Will always remember going into Iwo Jima on the first trip. Don't remember many of my shipmates, but we were all as one, helping each other for the same cause. I live about 120 miles north of San Antonio and if I'm still healthy will try to attend. I've visited the Admiral Nimitz Museum in Fredricksburg and it is real interesting. (11/4/94)

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VINCENT G. HALBAUER - Kansas City, MO - I've been retired for a little over nine years now, but I seem to be busier than ever trying to keep up with repairs around the house. My sister keeps finding things for me to do. I've stayed in pretty good health through the years except for bad knees, but I keep going. Enclosed \$3.00 for a history booklet. Looking forward to receiving it. Enjoy the News Letters. (11/9/94)

CLIFF & MARY SCHAFFER - Limeport, PA - Dear George & Glenda: We want to thank you for the nice time we had in San Diego. We enjoyed it very much. You all did a very good job. Hope to see you next year. Thanks again. (10/13/94)

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LEO O'BRIEN - Malden, MA - We had a swell time at the Reunion and it's always nice to see so many of our old friends again. It was especially nice to see Jack "Hovey" Weatherbie, he was my coxswain on boat No. 15. I received a nice manuscript on the "Life of Erle Niemi". It is very well written and put into book form. I knew Erle quite well on the Lowndes, both of us being Motor Macs and in the boat group. Reading of his many experiences on board ship brought back memories that paralleled my own. Art & Marge Rauseo and Margaret & I are planning on a one day visit to see John & Sally Vernale. We haven't seen them since "Bahston" and it should give us a chance to bring them up to date on our shipmates. To you Bud & Jean it was great to be a part of your 50th Wedding Anniversary. (11/3/94)

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HARRY CONTRERAS - Mesa, AZ - Lupe and I were looking forward to attending the convention in San Diego and meeting some of my old shipmates after all these years. During a short vacation in the mountains in northern Arizona I broke my right ankle. Had surgery to repair same. This happened August 18, 1994. I am just able to get around some with a cane. That is the reason we were not able to get with the bunch in San Diego. (11/6/94)

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LYMAN W. NEDEAU - Naples, FL - Just got the News Letter and do get quite excited reading it and sure wish I could remember more so that I could add my two cents, then I would feel more like part of the crew. Then too, there were a lot more of the deck force than there was representing the black gang. I try to refresh my memory but don't have much luck. I did spend a lot of time down in the hole. Also note the Reunions for '95 and '96 and filled out the responses as much as possible at this date. The timing is not the best for me but it's a long way off and we'll see what happens. (11/6/94)

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Dick Jones was unable to make the trip to San Diego, has been feeling pretty much under the weather. Take care of yourself Dick, want to see you in San Antonio, TX in 1996. (BK 11/8/94)

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JACK B. HOVEY - Pasadena, CA - Received the Oct. News Letter plus copies of previous issues. Many thanks to all of my shipmates and their mates in welcoming my wife and myself aboard. Seeing Leo and Margaret O'Brien was a special highlight for Evelyn and me because Leo, Carmel Fesi and I became not only very close as a team, we also became close friends that watched out for one another no matter what. Know that I'm a day late and a dollar short but would like to commend the Tuppans and Macphersons for their hard work and easy going attitude for 4 days of real enjoyment. Also would like to send a special medal of merit to Charlotte for the absolute command at all times. I am disappointed that we have missed previous reunions but will make an effort not to miss any in the future. There are so many things that happened while renewing acquaintances that it would take too long to mention them. I see by the roster that I have many shipmates aboard and hope to see them in Texas and will try to drop them a line. (11/19/94)



FINANCIAL STATEMENT - DECEMBER 31, 1994

Balance August 31, 1994 \$2270.43

## INCOME

Contributions (General Fund)	\$270.00	
Bowman/Richards Memorial Fund	385.00 *	
Raffle	315.00	
History booklets	15.00	
Surplus Bud & Jean wedding cake	30.00	
Hats	40.00	
T shirts	10.00	
Cookbook	7.00	\$1072.00

\$3342.43

## DISBURSEMENTS

Printing	\$ 72.98	
Postage	116.77	
Refreshments (SD Reunion)	209.68	
SD Reunion expenses (Don)	355.80	
UPS delivery	58.43	
Supplies	6.74	
Misc. expenses	12.00	\$ 832.40

Balance December 31, 1994 \$2510.03

\*Bowman/Richards Memorial Fund total \$1525.00 Less \$350.00 (Plaque)  
Any surplus funds will go into the general operating fund.

THE FOLLOWING SHIPMATES HAVE CONTRIBUTED TO THE  
BOWMAN/RICHARDS MEMORIAL FUND

B. F. Binney	D. F. Fearing	E. G. McKellar	C. W. Schaffer
F. Brinkman	J. J. Freitas	C. C. Michalski	Mrs.C.Seay
J. W. Bussard	R. J. Henkels	H. D. Moore	W. L. Taylor
H. D. Chappell	H. J. Hughes	L. P. O'Brien	E. L. Trevillyan
M. S. Chasteen	J. F. Jurica	E. T. Pilchard	W. B. Thomas
J. G. Davenport	W. B. Kautz	B. J. Ramsey	G. R. Tuppan
W. R. Davis	J. L. Lackey	W. Richards	O. Walker
F. B. DuBois	J. E. Layton	Mrs.F.Richards	F. Wanits
S. H. Dunn	D. E. Lorenzi	E. O. Robertson	R. Warnberg
J. Dyer	W. L. Markus	W. H. Robinson	H. Workman
J. H. Erlandson	C. O. Martin	J. V. Ross	

A total of \$1525.00 from 43 contributors on our roster.(26.5%).

It is the intention of the Bowman/Richards Memorial committee to invite a representative of the Bowman & Richards families to attend the dedication services of the Memorial Plaque and the commissioning pennant at the Admiral Nimitz Museum in Fredericksburg, Texas. This event will take place during our 1995 Reunion in San Antonio, Texas. Connie & Jerry Michalski are in the process of making arrangements and details and dates will be announced as soon as possible in future News Letters.

Make plans early for this event to be held in September or October 1995.

HAVE RECEIVED TALES OF IWO JIMA FROM THE FOLLOWING:

Bill Bornhorst	Jack B. Hovey	Erle Niemi
Fred Brinkman	Harley Hughes	Leo O'Brien
Howard Chappell	Walt Karson	Elliott T. Pilchard
Mitchell S. Chasteen	Ed. King	Warren Proctor
Harry Contreras	John L. Lackey	Earl Robertson
Jim Davenport	Jack W. Laird	Joel Rodriguez
Bill R. Davis	Bill L. Markus	J. Shelton Scales
Frank B. DuBois	Clark O. Martin	Dallas Stratton
Stan Dunn	Connie Michalski	Elmer Trevillyan
Dave Frederick	Francis J. Miller	George Tuppan
Vincent G. Halbauer	Chuck Munson	Otto Walker
Robert J. Henkels	Lyman W. Nedeau	

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The following have indicated relating a tale regarding Iwo Jima but have not yet responded, There is time fellows. Will go to press in early February. Plans are to have this memorable booklet in the hands of our shipmates before 19, February 1995.

E. Max Cole	David Long	Cliff Schaffer
John Dyer	Ed, McKellar	Bill Taylor
Joe Freitas	Art Rauseo	John Vernale
Fred Gideon	Bill Robinson	Bob Warnberg
Dick Jones		

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Received a video tape from Dan Wisdom, "I Led Three Lives" Our very own Lt. E. L. Hinton had a major part in it.

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George Tuppan Checked into the hospital for an Angeogram, stayed overnight to have open heart surgery. December 1st he had a quintuple bypass and two leaking valves replaced with St. Judes valves. He must recuperate for three to four months before returning to have an aneurysm in his aorta repaired. George shouldn't have any problems with the new valves, after all he was Oil King aboard the Lowndes and turned many valves in performing his duties to see that we had enough fuel to not only get us places but get us back. We wish him the best and a speedy recovery. (Jan. '95)

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Mildred Binney has had total right hip surgery and surgery on left knee (copy cat). Hope this will take care of 1994 and she will be up and around so that she and Buell will be able to make it to San Antonio, Texas in 1995. Wish Mildred a speedy recovery too. (Dec. 1994).

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CARMEL J. FESI - Houma, LA - Made the first reunion in St. Louis, MO but have been unable to attend the recent ones because Evelyn has had health problems. We are planning to attend the reunion in San Antonio, hope to see the crew there. I was in the boat crew and have some Lowndes stories to relate. (Dec. 1994)

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Texas became the 28th state in the Union (1848). The capital building in Austin was dedicated in 1888. How many of our shipmates (even Texans) knew that chili, the fiery stew brewed with Texas pride is the state dish and was adopted by the legislature in 1977?



Ellen Neimi sent me a book "Memories by Erle Niemi". The book relates The many facets of his life from the time he was born - Aug. 28, 1945 until shortly before his untimely death - June 30, 1994. The following is an excerpt from autobiography:

I was preparing to help Dad in the barn when the radio Mother had on announced the bombing of Pearl Harbor, December 7, 1941. At 16 years of age, I felt badly because I was sure the war would be over before I became of age. In deciding which branch of service I would go into; Army, Navy or Marines, I chose the Navy. I thought I would be less apt to find it necessary to put a man in my rifle sight and kill him in that branch. This I didn't think I could do. Later, when facing the enemy and with the training we had it would have been no problem. I never had to test the theory. I went to Marquette to enlist in the Navy and was anxious to be on my way. I was only 17 years old and my parents had to sign for me. Mother later told me that signing was most difficult On to Milwaukee for my physical. Spent a good part of the day naked, except for socks, standing in line with about 200 other guys. I almost washed out because of scars on my right index finger. Between a Navy & a Army officer it was decided I was good enough for the Navy. Later after 2 months of diesel school I wound up in San Pedro in what was a federal prison where they kept the Navy & Marine prisoners. The Marine guards were very strict. The word was that if a prisoner escaped his guard had to serve the remainder of the sentence. If the guard shot the escapee, he had to pay for the bullet & was given a carton of cigarettes & a transfer. Had several other duties stations, then to the amphibious base near San Diego for training & earned my first rate as MoMM3c. Bought tailor made dress blues, quite big stuff to a young sailor. From there went up the coast to Astoria, Washington. There we boarded the U.S.S. Lowndes-APA 154 (Amphibious Personnel Assault, as members of the boat crew. Ran shake-down cruise up & down the coast, Seattle, San Francisco & Long Beach. Then out to sea. Pulled into Pearl Harbor a week later. 3 of the battleships that were damaged were still there. The U.S.S. Arizona was never raised & became a memorial to the sailors who died aboard her. There was a news cast regarding Eleanor Roosevelt (the president's wife) touring Honolulu. She asked why all the sailors were lined up along the sidewalks, told that they awaited the services of the whore houses, she shut them all down. It was here in, Honolulu, that we loaded the 4th Marines (about 2,500 men) & their trucks, jeeps, etc. & went on maneuvers with them. Taking them ashore in barges, picking them up & returning to the ship. Spent the night cruising around & the next day do it again. Thought this was ridiculous as we already knew how to do it already. When facing the enemy I found it's value. Our coxswain always seemed to get us into trouble, almost every time we hit the beach Stoner broached us. This is where he acquired the name "Broaching Stoner". Out to sea again, didn't know where we were going but Tokyo Rose knew & warned us to go back because we didn't have a chance. She knew when we left, how many ships were in the convoy, reported our ship sunk twice. Saipan next, mail stop at Eniwetok. Had maneuvers off Tinian which was still occupied by the enemy. Didn't go all the way ashore but were loaded with live ammo & support boats shelled the island. Next stop Iwo Jima. (Erle's story appears in "The Unforgettable Image of Iwo Jima"). At Guam & Saipan, fleet headquarters, we unloaded casualties, loaded supplies & the 2nd Marines, then out to sea again. It appeared that Okinawa had to be our next target. Prior to reaching the invasion site we passed one of our ships in flames, the result of a kamikaze (suicide) plane. These pilots attended their funerals before take off & when fished out of the sea they were dressed in their funeral attire.

Maggie Frieden writes that she and Jim were sorry they could not make it to San Diego for the Reunion. September is a bad time of the year for Jim to get away, with the harvest of grain coming in. He has not had a let-up since the 4th of July week end, soya beans next, then corn. He is still bringing in the corn. (Dec.'94)

CONNIE MICHALSKI - Austin, TX - After being at sea for 11 months we came back to San Francisco. Several of the guys decided to have dinner at a large Chinese Restaurant. Since we were not served salads aboard ship - one of our group had a strong desire for a good salad and asked the waitress to bring him the best salad she could provide - and make it a LARGE one. In a few minutes the salad arrived and L. W. Nedeau started eating the unusual and crunchy salad. The waitress came by a couple of times and asked if he liked it and if he was enjoying it, he replied that he liked it and it was great. The third time she came around Nedeau asked her what kind of salad it was, she replied, so you really liked it? Again he said yes. About that time the main course arrived and we all enjoyed a good meal. When it was time to receive the dinner check, Nedeau again asked her what kind of salad it was so he could order it when he came back for another meal. She said, just ask for me and I will fix you up! Nedeau said, but what if you're not here, what do I ask for? After a short silence - she answered - GRASSHOPPER!!! (Jan.'95)

ELLIOTT PILCHARD - Port Hueneme, CA - Do you remember the "heads", the long metal troughs with salt water always flowing thru? Now, do you remember the "fireballs", a big wad of T/P ignited and floated down the trough under an unsuspecting guy? Man! How fast he could get up.

CHANGES AND ADDITIONS TO ROSTER

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Winter Address  
12538 SW Kingsway Circle  
#1708  
Lake Suzy, FL 33821

Robert F. Hazelett  
6109 N. 13th St.  
Phoenix, AZ 85014

Many shipmates have not responded to queries nor contributed to the U.S. S. Lowndes Reunion Group Fund. They will be considered as inactive members and will receive a copy of the roster annually.

Jack B. Hovey, Jr.  
3138 E. Green St.  
Pasadena, CA 91170  
(818)793-9314

Dele Alma Ravenscraft - Remarried, no further information.

Please check the roster and notify me of any corrections or additions.

Recently heard of the demise of:  
No further details.

Lee Peter            Deruga  
Harvey Ayler       McGowan  
Norman Wesley Treanor

All three were members of the Amphibious Group.