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U. S. S. LOWNDES - APA 154

March 2004 Newsletter

Wm. "Bud" Kautz, CCBW- 34782 Hiawatha Trail, McHenry, IL 60051 (815)344-6326
e-mail: REDLABELBUDDHA@aol.com

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Our 2004 Reunion will be in Branson, MO on Sept. 30 thru Oct. 3, 2004
Details to follow in future newsletters.

Please fill out the enclosed stamped and addressed post card as quickly as possible, we need a count of the attendees to enable the reunion coordinator to make the proper arrangements for a successful reunion. Your cooperation will be appreciated.

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The rate for the hotel is \$80.00 per night, this rate will apply for three days before and after the reunion. **When making reservations please be sure to mention the U.S.S. Lowndes Reunion.** As noted in the enclosed brochure from the Radisson Hotel Branson each room has remote control TV, coffee maker, hair dryer (important item for your editor) and an iron/board plus voice mail for those so inclined to take advantage of it. Also for the health minded members, an indoor/outdoor pool, sauna and hot tub. There are several eating places in the hotel. Also 10 restaurants and shopping malls within 3 miles of the hotel. For the reunion members flying in, they will need to fly to the Springfield/Branson Regional Airport. A car rental or a bus is available to go to the Hotel. Information regarding the bus service and prices will follow. The airport is approximately 59 miles from the hotel.

The average temperature in Branson during
September is 69 degrees in October is degrees.

Highs: September 76-85 degrees October 64-75 degrees

Mary has made the following suggestions regarding our stay in Branson, as of this date they are only to give everybody an idea of the tours and activities involved for our reunion. A more detailed itinerary will be forthcoming.:

- Thursday: A meet and greet pizza or sandwiches around 6:00 PM.
- Friday: Tour of the College of the Ozarks. Dinner theater.
- Saturday: Tour of the Veterans Memorial and maybe visit museums.

There are so.....o.....o many shows to choose from and still not make a dent in what there is to do and see.

Also looking into a cruise boat around the lake and see a show in the evening.

These are only possibilities that Mary is checking on.

We should have a great time in Branson as we did in Biloxi.

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Bill Ramsey

Thanks for the newsletter this last month. I find that I have little to contribute but I was interested in Dr. Dunbar's son wishing to connect with someone who knew his Dad. I'll try to do that connecting since I have a snapshot of him. We will see what comes of that. Rosemary and I are unable to do much traveling anymore so we do what we can with what we have and are grateful to be not knocking at the doctor's door for help.

David Brinkman

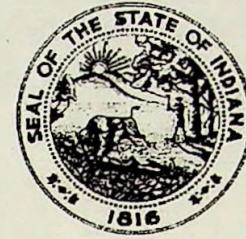
In the summer of 2002, I talked to Lowndes Shipmate James Ross about the Joe Rosenthal pillbox photo on Yellow beach of Iwo Jima (which my Dad had identified, as the medical evacuation station is of the Lowndes). Jim said the only nationally published photo involving the Lowndes (that he knew of) was a photo that appeared in Colliers Magazine that showed one of the Lowndes landing boats broached in the surf at Iwo Jima next to a jeep that was also stuck in the sand. Jim said he lost the photo some years back. About a year after talking to Jim, I came across a 1946 Colliers Book in an internet auction (ebay) that included a collection of their photos from WWII. I decided to bid on it and being the only bidder, I got it for \$10.00. When I received the book, I went straight to the Iwo Jima photos and there it was...Just as Jim had described. I've attached the photo and you can also find it on the Web site at:

www.usslowndes.net/lowndes/misc/boat21.htm

Now the question is, who knows the story of Boat # 21 at Iwo Jima? I'll give an 11 inch Revell Model of the USS Haskell Class Attack Transport ship (not built yet) to whoever gives me the best information. Good luck.

Ed. Note: See Gordon Buck's article on page 3 of this newsletter.

Ed. McKellar has made a donation to the Lowndes model fund.



Office of the Governor

**The Honorable Joseph E. Kernan,
Governor, State of Indiana**

Requests the pleasure of your company

At the Indiana National Guard

Assumption of command ceremony

For Major General R. Martin Umbarger

On Saturday, the twentieth of March, 2004

At eleven o'clock

Indiana War Memorial, North Plaza

431 North Meridian Street

Indianapolis, Indiana

Reception follows in the

Indiana War Memorial

The above invitation was received announcing the promotion of Marty. As you will recall, Marty and his wife Rowana hosted the 2002 reunion in Indianapolis. Unfortunately we were not able to attend this function. Congratulations.

How many hot dogs do Americans consume each year?

Just received an e-mail from David Brinkman as follows: "It's official, the Lowndes model will be back in the South Carolina State Museum in June for a year long D-Day exhibit. She will represent the APA's."

From Fritz Hamer, director Museum.

"Great timing, David. Yes, we still want to borrow the Lowndes model. I would like to get the model sometime in the middle of May. We open June 5."

Julia Jurica

Hope everybody is Ok. As for us, we're doing well so far. Only think old age is coming too fast. John caught after me now, he is 85 and I made 86.

Don't remember you two carrying that many years, keep it going.

Darby Hinton

Yes, Lt. Ed. Hinton was my father and thank you (David) for the picture of him. He married Hal Roach's daughter. He was killed in a plane crash in 1958, when I was only a year old. So I don't know too many stories about him. I guess the wife that went on the ship during the cake incident was his first wife, Maggie. It would be great to hear more about him. David, I checked out the website on the Lowndes. You have done a great job. Thanks for your time and effort.

Ed. Note: The cake incident was described in a previous newsletter. I'm sure Ed. McKellar was the individual that sent the tale to me. Also on page 5 of this NL is a brief tale I have quoted for the benefit of crew members. Darby was the little blonde boy in the 1960's show "Daniel Boone". Another tidbit re Lt. Hinton, He was "Errol Flynn's Double and stand in. More information about him will be in a future newsletter, along with other notable Lowndes shipmates.

Well, here it is spring again and feels good to be up. (*They must be in California.*) We would like to be able to come to this year's reunion in Branson but do not know if we could make it. We would enjoy it but, It's a long trip. Our good friend arthritis just does not seem to want us to go far. Would like to come but I'm not able to walk as far as I used to. Joe is better at walking than I am. Our family is growing too, have three great grandchildren and another one do this month. They all are doing fine and in good health. Good luck and may God bless you all.

Gordon Buck

In response to David Brinkman's question regarding Boat #21, I remember seeing it idling 100 yards off shore waiting for a signal to come into the beach to pick up casualties. When it nearly reached the beach and lowered its ramp it took a nearby mortar shell which damaged the ramp so that it wouldn't raise. The waves shoved the stern toward the beach which made it impossible for the coxswain to back out. I think he jumped overboard and tried to shove the stern seaward but was unable to budge it by himself. I think he climbed aboard the next LCVP that hit the beach... I don't think it was one of the Lowndes'. If anyone hears from the coxswain that was piloting #21, I would be curious to know if this is the one I remember or is this stage III of dementia?

Ed. Note: I have incomplete records that show W. Proctor, G. Kindle, G. Dudash, C. Schaffer, H. Robles & Johnson as members of that crew. Too many? Can anyone set the record straight?

Aoccdmig to rscheearch at Cmaabrigde Uinervtsy, it deosn't mtttaer in what order the ltteers in a word are, the only ipmoetnt thing is that the frist and lsat ltteer be at the rghit pclae. The rset can be a total mses and you can still raed it wouthit porbelm. This bcuseae the human mind deos not raed ervey lteter by istlef, but the wrod as a wlohe.

Mitchell Chasteen

Immediately after completing 30 days of boot camp at Great Lakes I was sent to a small Naval Base in Astoria, Oregon. That was in November 1942. I was there almost 2 years. During that time I saw all the CVE's and then the APA's get their first crews. Kaiser built them in Portland then came down to Astoria, which was at the mouth of the Columbia River. The base was actually built on a pier that the ships tied up to on their short stay in Astoria. While there I became a radio striker and eventually made RM3c. My long stay Astoria ended November 14, 1944 when I boarded the Lowndes. (The rest is history). I was home (St. Louis) on a 7 day leave when the war ended, returned to the ship, of course. After our return from Amori, Honshu, in October 1945 I was discharged. The following April my wife, Norma, and I married. We'll celebrate our 58th wedding anniversary April 27, 2004. I retired from McDonnell Douglas in 1987. We have 3 children, 1 is a retired Marine Captain, 7 grandchildren and 5 great grandchildren. (Fortunately Christmas only comes once a year.) Norma and I are still in relatively good health and very much excited about the upcoming reunion in Branson, Mo. Hopefully it will be in the early and warmer part of October. At any rate, keep us posted on the details. Always enjoy hearing from the rest of the crew.

Bill Bornhorst

In late November 1944 I was in Fort Pierce, Florida in amphibian training. We were assigned into landing craft crews of four men and spent most of our time beaching and retracting ALCMs. After Thanksgiving we were shipped out by way of Chicago and went to Seattle, WA. We arrived by troop transport and were put up in Tent City. Most of our time was spent unloading cargo ships. One day myself and some other seamen (unknown) were sent to the USS Lowndes. We were placed in the deck crew – don't remember what section. Now comes my "training". Later I was told I was in the Beach Party, I was given fatigues with a big yellow circle printed on them. I thought I had finally got lucky because I had

heard of beach parties where we went ashore and got some warm beer and played baseball! But, when I started to see the Marines topside looking at plans of an island with a mountain on it, I knew it was "Iwo" and after several group meetings, my balloon was busted and I knew what I was getting into. I was issued a carbine and the invasion was on. We went ashore on the second day and the first thing I saw when we landed was a Marine with one leg missing! He was being evacuated on our boat. We were on the beach for 7 days. I saw the flag go up and then a larger one replacing it. I spent my 19th birthday, Feb. 28 on Iwo until we were taken off on an LST. I went on liberty with Shy, Hail and Seneras, who drew some pictures for the captain. Shy was wounded on Iwo but, did get back to the Lowndes. I was about to be discharged when aboard the USS Gentry (which by the way was cut in half by a flat top). We were tied up in Norfolk and while topside one day I saw the Lowndes being towed in. Went aboard – she had been stripped down and was a sad sight. Didn't know anyone there, but I will never forget her.

David Brinkman

Please note that in the Lowndes calendar I used asterisks where there was not enough space to list all crewmen arrivals and departures on a certain day. If you look at the blocks after the last day in the month, you will see corresponding asterisks and all the names listed there. Sept. '44 and April '46 are the main places where I did this. Even doing this, there was not enough room to list all the crew so I limited it to the current muster list of the reunion group.

Great job, David. Very interesting and informative.

Don Lorenzi

Enclosed my 2004 dues. All's great at this end. Hope to make the Branson reunion this year.

Americans consume 3.1 billion pounds of hot dogs each yea, 1/2 the world's production.

Notes from your editor

During the reunion in Biloxi, MS we visited the National D-Day Museum in New Orleans, Louisiana, "America's National World War II Museum". The Museum preserves many artifacts, documents and history to educate the American people about experiences in combat and on the home front during World War II. This to ensure that future generations will understand the magnitude of the American contribution to the Allied victory and sacrifices made to preserve freedom and democracy. The National D-Day Museum is the only one in the United States whose exclusive purpose is interpreting the American experience during 1939-1945 on the battlefield by all branches of the Armed Forces and Merchant Marines and the home front. It is devoted to combat experience of US citizen personnel in all theaters of the war. The Museum has the largest personal history collections of men and women who fought in WWII and served on the home front.

Ed. Note: Repeat information, this is the Museum where a brick has been installed into the floor in memory of Martin. J. Rezza. Also on display is an LCVP landing craft. I'm sure that it brought back many memories to the Lowndes crew members.

A little tale regarding an experience I had with Lt. Hinton, took over as executive officer after Lt. Comm. Berner was transferred to a shore hospital. We had pulled into Pearl Harbor and I was elected to go ashore and bring back some goodies for the guys hanging out in the evaporator room. Lt. Hinton had put out the edict that anyone with a beard was not allowed liberty. I decided to contest this ruling and went into his office proclaiming that it was properly trimmed. Previously I had no problem when aboard the Reid. The Lt. Asked me if I wanted liberty, Liberty, no beard. no liberty, beard OK. As I turned to leave the office I opened my big mouth, "Mustache, OK?" His reply, "Sailor, you are treading on mighty thin ice." I shaved the beard, but kept the mustache, by the way, it was a pretty good handle bar one, that I

wore until I was discharged. Stuart Hyde among others may remember how Exec. Berner was on the Lt. regarding his black mustache and called him the mascara kid. There are stories regarding my mustache, but only I can relate the true one.

Lawrence Bandzak

You're not going to believe this, but here goes. I was in R division in the same shop as the carpenters and motor macs were. I was appointed to keep the smaller hand bilge water pumps operating when we had general quarters. Well to go on I'd like to tell you my working life before going aboard the Lowndes. Worked in Bremerton Ship Yard for 2 years before joining the Navy. I worked on a few ships that were damaged at Pearl Harbor at first and fastened a stainless steel panel about 10 feet wide all around one of the 3 inch dual turrets on one of the decks of the carrier USS Enterprise CVN 65, she was on the other side of the dock of the USS West Virginia and USS California Battleships. We worked on a new escort carrier that transported new planes and pilots into the troubled areas. Then the aircraft carrier USS Lexington came in, she had a hole in her two or three times bigger than was in the USS Cole with the biggest I beam welded across it. An airplane came in about 10:00 o'clock at night with a torpedo and just cleared the flight deck. It was quite a mess in the in the last hold where they kept cold storage supplies. Another fellow and I had the job of tearing out the galvanized metal. All this work was done while she was in dry dock. That's quite a trick putting a ship into dry dock, like magic. **Have you seen how they do that? That took us a long while fitting the sheet metal with phenalic screws, etc. After that I felt I was out of the service long enough, so I went to Seattle and enlisted. I tried getting an S/F rate while on the Lowndes but my officer wouldn't think of it. He finally gave me the test and told me I had passed. He asked me how come I knew so much about ships, I told him he didn't listen to me before.

*Ed. Note: **Yes, Larry, I've been through that experience twice with my destroyer, the USS Reid.*

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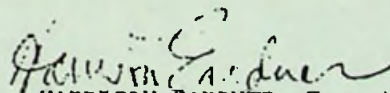
Duty Medical Officer: Lt (jg) Dunbar.
Duty Pharm: Nerison, PhMlc.
Duty Yeoman: Chilcote, Ylc.

Duty SK: McManus, SK2c.
Duty MAA: Schaffer, MoM3c.

0320 Call PPO's and Di's.
0330 Reveille. Call all hands. Trice up bunks.
0345-0515 Breakfast.
Davit boat crews, davit winch crews, and Demonstration debarking troops will eat at the head of the chow line.
0430-0515 Breakfast will be served to officers in the wardroom.
0515 General quarters (morning alert).
0600 Approximate time for setting condition 1-Able.
0630 Approximate time for arrival in the transport area.
Demonstration troops will be embarked and davit boats will be lowered away as ordered.
0815 Sick call for ship's company.
0900 Sick call for troops.
1115 Mess gear.
1130 Chow. Troops will eat immediately after ship's company.
1300 Turn to--continue ship's work.
1400 Wardroom will be reserved for marine officers for briefing period.
1600 Evening sick call for troops.
1615 Mess gear.
1630 Supper. Troops will eat immediately after ship's company.
1730 Supper for officers in the wardroom.
15 minutes prior to Sunset: Darken ship.
Sunset General quarters (evening alert).
1900 Evening sick call for ship's company.
1930 Eight o'clock reports to the Executive Officer.
2125 Tattoo.
2130 Taps.

Memorandums:

1. Besides regular watch standers, all hands on deck will keep alert and vigilant at all times for any suspicious objects in the water, day or night, such as floating boxes or floating mines. The enemy have approximately 500 20-foot motor-torpedo boats in this area and may be expected to approach the ship at any time of day or night at either high speeds, or possibly stealthily at night under power of muffled oars. ANY MAN NOTING ANYTHING WHATSOEVER OF A SUSPICIOUS NATURE IN THE WATER SURROUNDING THE SHIP WILL REPORT SAME TO THE BRIDGE AT ONCE.
2. All hands must be prepared to expect a possible attack by air-craft, by surface craft, or by submarine, suddenly, without warning. All hands will wear their life belts or have them within handy reach at all times.
3. While we are in this objective area, NOTHING WHATSOEVER will be thrown overboard from this ship at any time, day or night.
4. DO NOT REMOVE BATTLE LANTERNS FROM THEIR BRACKETS. These lanterns are located in important places for use in emergency only. They may well prove to be the means for saving your life.
5. Blue hats and dungaree trousers and shirts will be worn at all times on weather decks. Mutilated or sleeveless shirts will not be allowed.
6. CONSERVE FRESH WATER.
7. Any man wishing to strike for Quartermaster, please report to the ship's office.


HARRISON GARDNER, Executive Officer.