

## MORE AIR MAIL . . . .

If you need anything re-typed for the website or the newsletter, please let me know, I would be glad to help. Let me know if you'd like a copy of my photo CD.

Jane Siebenmorgen, Calif.

Editor's Note: Thanks to both Sue Thompson and Jane, who have offered to help re-type the stack of action reports from the National Archives. Also see page 8 for some of Jane's reunion photos.

I think we should promote a stamp series depicting the various amphibious craft. Urge your Congress person and write to: Citizens Stamp Advisory Committee, USPS Stamp Development, 475 L'Enfant Plaza SW, Washington DC 20260-2437.

Fred Sage, Colorado

## 60 YEARS AGO

In mid-October of 1942, the Japanese moved a task force that included four carriers north of Guadalcanal. On the night of October 26, the Battle of the Santa Cruz Islands began, when two U.S. carrier forces, led by the *Hornet* and *Enterprise* and commanded by Adm. Thomas Kinkaid, went to meet them.

The battle cost the Japanese two destroyers sunk and several heavier units damaged, including two carriers and two battleships. But it cost the U.S. the *Hornet*, which was sunk by enemy destroyers after it had been badly damaged by dive bombers.

The following month the Japanese staged a dramatic sortie that resulted in the most furious sea battle of the Solomons known as the **Battle of Guadalcanal**. This series of naval encounters cost the Japanese two battleships and led to the U.S. amphibious assault on Guadalcanal.

In the European theater, **Operation Torch** got underway with a large amphibious force crossing the Atlantic from Norfolk to North Africa October 20 to November 7. Three landings took place along the northwest coast of French Morocco within 150 miles of Casablanca which was just south of British defenses at Gibraltar. LCMs and LCPs were used in these amphibious landings. A joint American and British force landed at Algiers later in November. Meanwhile British General Alexander broke through to El Alamein and paved the way for the conquest of Tunisia. The LCTs would arrive early in 1943 and prove instrumental in the campaigns to take Italy.

## LCTs IN NATL GEOGRAPHIC

Be sure and check out the June 2002 edition of the **National Geographic** magazine which features "*Untold Stories of D-Day*". Besides the usual spectacular photos and maps, this story is unique in that it actually mentions the LCTs that participated in the Normandy landings. If you do not have access to the National Geographic, stop by your local library--this issue is worth a look-see.

## WEBSITE ADDRESS CONFUSION

Several people have had trouble accessing our LCT website on the internet because they are not typing in the correct name. Part of the confusion has been the way in which the address appeared on the back cover of this newsletter, which I changed. The correct address is [ww2LCT.org](http://ww2LCT.org) -- as in WW 2 and LCT. The (L) looked more like a one (1). Sorry about that--give it another try. . .

## GIORDANO DONATES LCT-548 ARTIFACTS TO D-DAY MUSEUM



During our reunion tour in June of the D-Day Museum in New Orleans, Joe Giordano (LCT-548) donated several artifacts from his former LCT to the museum. The ceremony took place in the offices of the museum and were attended by Joe and his brothers, Steve and Frank, along with Ron Fox (LCT-376), Rich Fox, George Hackett and Ron Swanson. The items including the LCTs brass letter seal, an ink bottle and brass 5-pointed star, were turned over to a museum curator and will eventually be on display in a future exhibit. Joe poses in the photo above with Ron Swanson and Rich Fox. He holds a photo of the LCT-548 found recently at the National Archives.

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