“May what you see in the mirror delight you, and what others see in you delight them. May someone love you enough to forgive your faults, be blind to your blemishes, and tell the world about your virtues.”
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in time of war or peace.

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Historian  
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**Reunion Chair**
Dave Long  
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Official U.S. Navy file photo of the amphibious assault ship USS Wasp (LHD 1) transiting the Strait of Magellan, Dec. 10, 2017. Wasp is transiting to Sasebo, Japan to conduct a turnover with the USS Bonhomme Richard (LHD 6) as the forward-deployed flagship of the amphibious forces in the U.S. 7th Fleet area of operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Levingston Lewis/Released)
Fellow shipmates:

Here is hoping that everyone had a very merry Christmas and that everyone is looking forward to a bright and healthy new year. In looking back over 2017, we can say that overall, it wasn't a bad year. Sadly, we lost some members this past year and as in previous years, and we mourn their loss.

Driving to Phoenix for the reunion in September was kind of a double pleasure. First to the reunion to meet all those who we enjoy seeing so much. And secondly, we really enjoyed the drive. It wasn't our first cross-country drive, but we still had the opportunity to see what a beautiful country we live in.

Meanwhile, I have been doing searches on hotels in Missouri to find a good place for our next reunion. St Louis was the original location, but finding a hotel with an airport shuttle wasn't turning out too well. The hotel was either too small, or no banquet facilities, or too expensive. The nice hotels which all would have been good locations were too expensive, or no airport shuttle or just wouldn't work. It was then brought to my attention that a few members had said that if the reunion was in St. Louis, they would not attend. They are concerned for their safety because of the location. Sadly, that seems to be the reality in so many places.

I would not want to keep the same location for a reunion if someone would not go because of their safety, so I started looking at other cities. I was contacted by the Hilton Hotel near the airport in Kansas City. After some chatting back and forth, I found that this hotel meets our needs for a reunion. I managed to get the room rate down to $109 per night and we get free parking, free airport shuttle, a full breakfast each morning included. Plus, like some other hotels, the shuttle can be used to take us to a few places close to the hotel. The rate also was originally at $134, but the sales manager very nicely said she would reduce it to the $109 for us. My next step is to arrange a couple of tours for everyone. Oh, and we can bring in our own snacks and drinks. That is, except during the banquet. So, we may have to have either an open bar or cash bar. We are still talking about that. So, right now, it looks like the reunion will be in Kansas City, MO and I have it on a trusted authority that KC is a pretty decent place to go. So, if it turns out bad, we can blame him. Just kidding about that, but I think this will be a good reunion. I will be finalizing all the details over the next couple of weeks and everything will be published in the next newsletter.

On a final note, our treasurer, Wes Brubacher has sent out letters with reminders on the annual dues. Like many other organizations, timely payment of dues is essential, and we are no different. Along with that letter is a form to make any changes in your member information. Addresses change, phone numbers change, and other information will sometimes change as well. We ask that when you receive this letter, please return it to Wes with any corrected information so our records can be kept current. And for those members who still receive the Masthead via USPS, the correct information is important, so we can ensure that it is mailed to the correct address.

And finally, once again I want to wish everyone a very happy, healthy and prosperous 2018. And again, I will have complete reunion information for you through either the Masthead or on the Mt. McKinley website.

Best wishes to all,

David Long
This Newsletter is dedicated to all the men who served aboard these extraordinary ships in service to their country whether in times of war or peace

Amphibious Assault History

Amphibious assault is the military operation of landing troops on a shore under fire. It is rightly regarded as one of the most difficult of military operations. Defending positions usually have good cover and excellent fields of fire against boats approaching the shore and troops on the beach. On the other hand, the assaulting troops lack cover and are unable to move quickly while coming ashore. Logistics is a major difficulty for the attacker, since the usual port facilities for unloading ships are absent. Until the beachhead is secured, there is no rear area in which to deploy artillery and other supporting arms.

During the First World War, the Allies suffered a costly defeat in their amphibious assault on Gallipoli, a strategy for which Churchill took much of the blame. Most military strategists in the interwar years assumed that a successful amphibious assault against determined opposition was impossible. A prominent exception was the U.S. Marine Corps, which was looking for a new mission and found it in the Navy's contingency plan for war with Japan, Plan Orange. This plan called for an advance across the central Pacific to the Philippines, which would require the capture by amphibious assault of defended islands in the Mandates. As a result, while Japan, Britain, and the United States all studied amphibious operations between the wars, only the United States identified a need to the capability to conduct opposed landings. Murray and Millett (1996) assess the American understanding of amphibious operations when war broke out as unequaled by either Britain or Japan, though actual capability lagged.

Command and Control. An amphibious assault was an exceedingly complicated operation, requiring that large numbers of small craft arrive at the right points at the right time and in coordination with their fire support. This required superb command and control. The solution, as with so many other problems in amphibious operations, was specialized ships and small craft.

At the top was an amphibious command ship, usually a specially modified transport, that carried the assault force commander and his staff and was equipped with extensive communications facilities. These replaced the battleship or other large warship favored as flagships by some early assault force commanders, which proved unsuitable because their firepower could not be spared from the preliminary bombardment. The blast of their guns often knocked out their own communications.

In addition to the amphibious command ship, an LCC was eventually assigned to each transport division to control the landing craft. These were supplemented by submarine chasers and surplus LCVPs acting as wave guides (typically four to eight for each wave). Most of the landings were made in broad daylight, and the control craft typically employed brightly colored flags to identify themselves and the landing beach to which they were assigned.

The Marines themselves carried the TBX, a portable radio designed by General Electric. This was fully waterproof and sturdy enough to take considerable abuse.

It is perhaps unsurprising that there was considerable contention early in the war over who should command the amphibious command force. The sensible compromise that was eventually reached by the Americans was that the senior Navy officer commanded the force so long as it was at sea and during the initial assault, while the senior Army or Marine commander took command once he was able to establish his headquarters ashore.
From Your Membership Secretary -

This past year we’ve had a fair number of the issues of the Masthead returned by the USPS because addressees have apparently moved with no forwarding address. Remember - if you change your address be sure to include the Association on your “new address list”

Unfortunately but realistically, for your heirs in case you come to the end of your life’s journey, be sure they know to inform the Association. We would like to acknowledge our loss in a timely manner as well as at the annual reunion. This notice can be sent to me or the Chaplain.

Some members will be owing dues for 2018 - not everyone. I'll be sending out emails/USPS mail notices to those on the list in early January. Dues should be paid by 1 April. Per the Association By-laws, if dues haven’t been paid, after 1 August your name will be transferred to the “Inactive” list and you will no longer receive the Masthead or be eligible to attend the Reunion.

When paying dues or any other obligation to the Association be sure to make your check out to the Association, not to me. The Association is getting the money, not me.

Thanks and have a Happy New Year

Wes Brubacher

webob@vbbn.com

P.O. Box 376

Geysersville, Ca, 95441

707-857-3522
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in times of war or peace.

No new members since 9/31/17

Members and Non Members reported deceased since 09/31/17

John Cadwalder, SN, 2nd Div., '48-'51
John Mayes, MM3, M Div., '62-'66
Jim Ostrowski, GM3, F Div., '44-'46

Art Bush ETM1 Phibron 5 '44-'45

Report for heavenly duty

USS Mount McKinley Association Financial Statement as of 31 December 2017

<table>
<thead>
<tr>
<th>2016 Y/E</th>
<th>ADDITIONS</th>
<th>SUBTRATIONS</th>
<th>YTD BAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1 - 9/30</td>
<td>Since 9/30</td>
<td>1/1 - 9/30</td>
<td>Since 9/30</td>
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</table>

### Assets

<table>
<thead>
<tr>
<th></th>
<th>2016 Y/E</th>
<th>ADDITIONS</th>
<th>SUBTRATIONS</th>
<th>YTD BAL</th>
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<tbody>
<tr>
<td>Wells Fargo</td>
<td>$ 6,604.93</td>
<td>$ 9,098.75</td>
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<tr>
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### Income

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<tr>
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<tr>
<td>Ship Store</td>
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<tr>
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<tr>
<td>Raffle/Door</td>
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<tr>
<td>2017 Reunion</td>
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<td>Wells Fargo</td>
<td>$ 3.81</td>
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<td>Refund</td>
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<td>Donations</td>
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### Expense

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<tbody>
<tr>
<td>Office Sup-</td>
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<tr>
<td>Masthead</td>
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<tr>
<td>Ship Store</td>
<td>$ 560.70</td>
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<td>Postage</td>
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<tr>
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<td>Website</td>
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<td>Reunion 2017</td>
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<tr>
<td>Total Expense</td>
<td>$ -</td>
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</tbody>
</table>

### Change In S/S

<table>
<thead>
<tr>
<th></th>
<th>2016 Y/E</th>
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<tbody>
<tr>
<td>Chkg - to/from</td>
<td>$ -</td>
</tr>
<tr>
<td>MM - to/from</td>
<td>$ -</td>
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<tr>
<td>Change In S/S</td>
<td>$ 560.70</td>
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</tbody>
</table>

<p>| |</p>
<table>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Net 2017</td>
</tr>
<tr>
<td>Total 2016</td>
</tr>
<tr>
<td>Total 2017</td>
</tr>
</tbody>
</table>

No new members since 9/31/17

Shipmates,
Always looking for stories for the Masthead, any remembrances from your time on the Mt Mac., or historical events involving the Mt Mac.
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in times of war or peace.

Your smiles for the day.

I dreamed I was forced to eat a giant marshmallow. When I woke up, my pillow was gone.

I managed to lose my rifle when I was in the army. I had to pay $855 to cover the loss. I’m starting to understand why a Navy captain always goes down with his ship.

A wife complains to her husband: “Just look at that couple down the road, how lovely they are. He keeps holding her hand, kissing her, holding the door for her, why can’t you do the same?”

The husband: “Are you mad? I barely know that woman!”

I can’t believe I forgot to go to the gym today. That’s 7 years in a row now.

The inventor of AutoCorrect is a stupid mass hole. He can fake right off.

A naked women robbed a bank. Nobody could remember her face.

Dylan is in a queue at the Supermarket when he notices that the rather dishy blonde behind him has just raised her hand and is giving him a big 'hello'.

He is rather taken aback that such a looker would be waving to him, and although her face is vaguely familiar, Dylan can't place where he might know her from, so he says, 'Sorry, do you know me?'

She replies, 'I may be mistaken, but I thought you might be the father of one of my children'

Dylan's mind shoots back to the one and only time he has been unfaithful, 'Blimey!' he says, 'Did we meet on Frank's stag do in Newport? Dylan continued, 'When I was released from the police station and got back to the hotel room, you had gone.'

No, 'she replies, 'I'm your son's English Teacher'.

Names have been changed to protect our friends.
USS Mt McKinley Association

USS Mt McKinley Association Our Purpose:
To Promote Patriotism and Camaraderie among those who served on board the USS Mt McKinley during that ship’s 25 years and 10 months active service to the U.S. Navy from May 1st 1944 to (commissioned) to March 26th 1970 (de-commissioned)

Kansas City Missouri, our next Reunion location! Hope to see you there Shipmates

More details in the next Masthead

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Arabia Steamboat Museum in Kansas City

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