



FIRE *in the* HOLE!

UDT-SEAL MUSEUM ASSOCIATION, INC.

FALL 1999

WWII LANDING CRAFT BEACHES AT MUSEUM

Many months of working and waiting came to fruition on September 10th when WWII veteran and museum past President Andy Andrews welcomed the delivery of a new replica Landing Craft Personnel Ramp (LCPR) to her berth at the museum. On this sunny and humid day, the full-sized boat sailed in on an 18-wheeler, followed by a huge mobile crane. Excited spectators from the museum and the news media observed the event. On hand to supervise was our Executive Director, H.T. Aldhizer with Steve M. French, owner of Applied Concepts. Harry Shifflet and Craig Cobourn, dedicated marine craftsman, who tenderly lowered their special project in to her berth, assisted them. These men had strong personal feelings for this historical project and volunteered many extra hours of skilled work to ensure that the LCPR replica was built to specifications and on schedule. This was true labor of love.



Left to right: Harry Shifflet, Craig Cobourn, Steve French, Andy Andrews

The father of this LCPR and prime mover behind the project was Andy Andrews who, at his own expense, personally searched for a surviving WWII boat and then coordinated the funding and construction of the replica when a

surviving craft could not be found. The UDT-SEAL Museum Association owes Andy a (another) large debt of gratitude for the wonderful addition to our historical collection. Andy tells the story in this letter to the museum:

"For some time we felt that the one main artifact missing from our Museum's great collection of WWII historical objects was a WWII plywood construction LCPR, the boat that most of us [WWII veterans] operated from during the war. So, as President, I started a search to find one." The search lasted over six years.

The Higgins Boat Company built the boat during the war, and I started by contacting the successor to that company. I then contacted the Naval Historical Center in Washington, DC and followed leads with trips to Key West, New Orleans, the West Coast, and also to Washington.

In Washington, I talked to the Taiwan Consulate, because we learned that a number of the LCPRs had been sold to Taiwan along with some APD [Assault Personnel Destroyers, which carried UDT men throughout the Pacific during WWII] ships in the 1960's. The Museum even placed advertisements in boating magazines. It all turned up zero!

As the museum had a complete set of plans for the boat, I contacted the Applied

contents

- 3 President's Letter
- 4 The Salt of the Earth
- 6 Crank's Corner
- 8 Samurai Symbolism
- 10 Muster Info
- 12 "Navy SEALs"
- 13 "Hoo Yah"
- 14 SEAL Park Dedication
- 16 Keeping Things Honest

Concepts Company of Stuart, Florida to see if we could build a full size, to scale, replica made out of fiberglass. They said they could build the boat to within three-quarters of an inch tolerance, plus or minus, for in the price range of \$10,000. I took this contract proposition to the Museum Board of Directors and told them I thought I could raise the money from the WWII UDT's. The Board said to give it a try.

So, I wrote to twenty-four WWII UDT'S and asked for their help. My thanks to the twelve UDT's that responded and came up with the \$10,000. They are UDT numbers 15, 8, 19, 17, 3, 5, 18, 24, 14, 10, 22 and 29. Members of these teams suggested that we put on the LCPR replica, the hull number of the APD that in WWII had supported UDT-15, since that team contributed the most money for the replica. This we did. It also happens to be the number of the USS Blessman (APD-48), an APD that is well known, because it was on the that ship that UDT suffered the most casualties of any one team, on one operation, before or since. Thus, the number APD 48-3 now appears on the side of the replica LCPR. The '-3' stands for any third platoon.

I would like to express thanks and appreciation to the entire UDT-SEAL Museum Association to Applied Concepts Company and to the Garlington Landweer Marine Company, the builder, and their suppliers who delivered the boat for the \$10,000 even though it cost more than that amount. Their donation of extra time and material helped make it all possible.

I hope all of you enjoy our new exhibit. 'SALUTE.' Signed, Andy Andrews"

Footnote: Members are invited to send photographs of LCPRs to help us remember what hardware should be acquired to outfit our new boat. At the moment it is pretty much "bare bones."



Photos by: Ron and Barbara McCormick

Left to right:
Fred Ferber, MuseumTreasurer,
Andy Andrews, President Jim Barnes