



USS TERREBONNE PARISH (LST 1156)
Reunion Association

Dave Bader – President
Bill McKnight – Vice-President
Bob Slovey – Secretary
Website: www.tbone1156.com

NEWSLETTER

Issue # 60

An 1156 Communications Publication

February-March 2009



Navy Unveils Unmanned Carrier Bomber Jet



Air Vehicle 1, the X-47B aircraft painted in the Navy's traditional gray scheme.

PALMDALE, Calif. - The Navy's plan for its future carrier air wing took a leap into autonomous flight last month with the unveiling here of a stealthy, bat wing-like unmanned jet.

Dubbed Air Vehicle 1, the X-47B aircraft is the first of what will be two demonstration aircraft built by Northrop Grumman Corp. It was designed to test the idea of an autonomous airplane that would launch and recover on Nimitz-class aircraft carriers and conduct strike and other missions - without the hands-on controls of an onboard pilot.

Engineers will put the aircraft through a series of proof tests here and at nearby Edwards Air Force Base, Calif., and will conduct its first flight before the aircraft heads east to Patuxent River, Md., in

November 2009 for a year of additional testing and the official "roll-out" ceremony.

Following that, there will be the important shipboard trials, which will test the aircraft in the harsher, less forgiving and busy environment of a carrier in the open ocean.

Program officials plan to conduct sea trials and the first flight aboard an aircraft carrier in November 2011, an event set to mark the 100th anniversary of naval aviation. The aircraft carrier Truman will likely get the nod as the first to host and operate the aircraft at sea, according to Navy officials.

The carrier-based aircraft will provide commanders with an airplane that can be launched farther at sea, and without a pilot; the aircraft can fly distant missions and loiter over a target or combat zone much longer than what a human pilot and aircrew can safely do.

Officials said the X-47B was designed for autonomous aerial refueling by both naval tankers, which use the probe and drogue system, and Air Force tankers, which refuel with boom and receptacle.

Navy officials hope to ultimately outfit and deploy the first unmanned combat squadron by 2025, when the unmanned airplanes would operate from carrier flight decks alongside the Joint Strike Fighter jets.

SOURCE: Navy Office of Information

7th LST 1156 Reunion



Norfolk, Virginia May 13 - 16, 2009

Registration Deadline: March 15, 2009

T-BONE TALK



Secretary of the Navy Visits Iwo Jima



PERSIAN GULF - Secretary of the Navy (SECNAV) the Honorable Dr. Donald C. Winter poses for a group photo with Sailors aboard the amphibious assault ship USS Iwo Jima (LHD 7). Winter spent time with Sailors and Marines aboard the ship personally thanking them for their contributions to regional security and their dedication to service. T-bone *First Annual Reunion* Attendees will recall touring the Iwo Jima in 2002 in Norfolk.

Fiscal Year '09

***Keep in Touch! Stay Involved!
Follow Our Progress!
Support your Association!***



FY '08 (6/1/2008 - 5/31/2009)

Annual Dues (\$25.00)

Send to:

**Bill McKnight, CSSN
Membership Chair**

P.O. Box 818

Buckhannon, WV 26201-0818

Checks payable to:

**USS Terrebonne Parish (LST 1156)
Association**

Iwo Jima Sailors Make Healthy Eating Choices

USS IWO JIMA, At Sea - Sailors aboard the multipurpose amphibious assault ship USS Iwo Jima (LHD 7) are finding it easier to maintain a healthier lifestyle while underway with the implementation of the Navy core menu.

The Navy standard core menu, integrated on ships in October 2007, helps to support healthy lifestyles beyond the semiannual physical fitness assessment, which encourages Sailors to maintain a healthy lifestyle year round. A big part of a healthy lifestyle takes place at every meal.

Some Sailors have completely cut out the meat in their diets as part of the growing trend of a vegetarian diet.

Other Sailors are enjoying health benefits by simply reducing the meat in their diet while on deployment.

Sailors say Iwo Jima has done a good job at ensuring healthy food choices are available at all meals.



PERSIAN GULF - The multi-purpose amphibious assault ship USS Iwo Jima (LHD 7) transits the Persian Gulf. Iwo Jima is deployed as part of the Iwo Jima Expeditionary Strike Group supporting maritime security operations in the U.S. 5th Fleet area of responsibility.



First Navy Jack



USNO Adds 'Leap Second' To Clocks

By *Diane Bader-Lewis*, Contributing Writer

Washington, D.C.

The world's official timekeepers have added a "leap second" to the last day of last year (Dec. 31, 2008), to help match clocks to the Earth's slowing spin on its axis, which takes place at ever-changing rates affected by tides and other factors.

The U.S. Naval Observatory, keeper of the Pentagon's master clock, added the extra second on Dec. 31 in coordination with the world's atomic clocks at 23 hours, 59 minutes and 59 seconds Coordinated Universal Time, or UTC.

The U.S. Naval Observatory, established in 1830, performs an essential scientific role for the Navy, for the Department of Defense, and for the United States.

Its mission is to determine the positions and motions of celestial objects, to provide astronomical data, to measure the Earth's rotation and to maintain the Master Clock for the United States.

Information concerning the U.S. Naval Observatory, its mission, history and programs is available at www.usno.navy.mil.

"I'm hitting the woods just great, but having a terrible time getting out of them!"

- Buddy Hackett
Comedian, Actor, Author, Composer



T-bone Display Gets Attention At Houma Military Museum

The Houma Military Museum commemorated the 67th anniversary of the Pearl Harbor attack with a Dec. 7 program that featured tours of the museum, a 21-gun salute from local veterans a flag ceremony and a look at the LST 1156 memorial display.

The museum, which displays weapons, uniforms, vehicles and other relics from conflicts dating back to the Civil War, opened last year to salute the service of local veterans and educate the public on the sacrifices made during the wars they fought. The Pearl Harbor Day ceremony introduced many locals to the museum's offerings, including the T-bone memorabilia on display.

Students & Scouts Learn About the 1156

"They're really enjoying it," said one of the Houma moms of the scouts she was supervising. "There's a lot of interesting stuff here. Including some really interesting information about the ship named after our parish, the USS Terrebonne Parish".

Dozens of Boy Scouts, Cub Scouts and children on field trips from local schools swarmed over vehicles and a massive naval gun displayed outside the museum and browsed the many displays inside.

In addition, 67 students showed up from a local Terrebonne Parish elementary school for the voluntary Sunday field trip for fifth graders.

Storekeeper, Postal Clerk Ratings to Merge

Chief of Naval Operations, Adm. Gary Roughead, has approved the merger of the storekeeper (SK) and postal clerk (PC) ratings to the logistics specialist (LS) rating, according to a Navy message released in November.

The conversion from SK and PC ratings to LS officially begins Oct. 1, 2009 for all active-duty Sailors and Reserve component E-6 and above. Conversion for Reserve component E-1 through E-5 begins April 1, 2010.

The SK rating badge will be used to represent the new LS rating. All PC personnel are required to convert uniform rating badges to the SK rating badge no later than Oct. 1, 2011.

IN MEMORIAM



The LST 1156 Association has learned of the following shipmate death:

**Milan (Mike) Harring, QM2/QMCS (SS)
(’54-’61) USN (Ret.)
1935 - 2008**

Milan (Mike) Harring, QM2/QMCS (SS) USN (Ret.), passed away in Goose Creek, S.C on November 18, 2008. Mike was the longest serving crewmember of the LST 1156. He reported aboard in September 1954 as a Seaman Apprentice from the boot camp at the Great Lakes. Mike served on board the ship until 1961 when he transferred to Submarine School in New London, Conn. as a Quartermaster Second Class. After graduating from Sub School he served the remainder of his Navy career in the Submarine Forces and retired as a Senior Quartermaster Chief (SS).

Mike attended our *Third Annual Reunion* in Charleston in 2004. He was originally from Michigan, and lived in Goose Creek, S.C. for several years prior to, and following his retirement from the Navy.

* * *



- Fair Winds and Following Seas -



U.S. Navy’s ongoing mission:

Maintaining the freedom of the seas.

LCS 1 Arrives in Hampton Roads



Freedom, the first littoral combat ship, arrives at the pier in Norfolk, Va., after a one-day trip from Annapolis. After being commissioned in Milwaukee on Nov. 8, 2008, the ship spent time in Cleveland; Buffalo, N.Y.; Montreal; Quebec City; Halifax; Nova Scotia; and Boston. Beginning in March, after a yard period in Norfolk, Freedom will operate out of Little Creek Naval Amphibious Base, testing its weapons and putting the ship through its paces. In addition to its 45-knot speed and 14-foot draft, the 379-foot, the 3,089-ton Freedom is also remarkable for its small crew. It takes just 40 crewmembers to operate the ship. When operational, the ship’s company is joined by a 20-member aviation detachment and a 15-member crew to operate its combat mission module.

- Judy’s Thought for the Day -



“True music must repeat the thought and inspirations of the people and the time. My people are Americans and my time is today.”

- George Gershwin, Composer

**- Judy Robinson, Associate Member
Kirkwood, Mo.**



Betty DeWolf: Embodiment Of Goodwill



ALBUQUERQUE, N.M. - Betty DeWolf, daughter of shipmate Pete (ET3) and Jean DeWolf, has worked at Goodwill here for 28 years. She says it's the best job she's ever had.

She's in her 50s, hair graying. She's had a paper route. She worked at Kirtland and then at a fast-food place.

"They didn't treat me too good at the restaurant," she said. She didn't seem eager to linger on the details.

She came to Goodwill after the restaurant. She says the people she works with there are a lot better. Their attitude is different.

She sorts clothes out of a bin in the main Goodwill location at San Mateo. It is an enormous space that looks like it might make a decent airplane hangar. She looks for damage that will prevent an item from being sold in the Goodwill store.

She holds up a sweater, points to stains I can't see and tosses the sweater into the salvage bin. She pulls a blouse out, turns it front and back. It looks OK to me. She shakes her head and tosses it in the salvage bin.

But then she's been doing the job for 28 years. Her eye is better than mine.

Every day, the bins fill up; every day, clothes are sorted. If the clothes are in really bad condition, they go into the recycling pile.

Sandra Aaron, the store manager, said Goodwill is the third largest clothes recycler in the world.

A lot of cars and SUVs and pickups pull up to Goodwill, especially on the weekends, to dispose of whatever our disposable society says needs to go. People sometimes leave things in the clothes they donate to Goodwill. Betty has found stuffed animals wrapped up in a shirt, driver's licenses, jewelry - all of the things people in a hurry don't notice when

they are flinging clothes into large plastic bags for the drive to Goodwill.

Betty found an interesting suit not long ago. "The envelope was in the suit coat," she said. "It was sticking up out of an inside pocket. It was just there, sticking up. I opened it and thought, 'Oh, my God!'"

In the envelope were \$100 bills, 15 of them.

"Then, I thought, 'What am I going to do with this?,'" she said. "Then, I thought about it another minute, and I said, 'Maybe I should just take it up to the office and give it to Mary.' So that's what I did, and I went back to work. And that's the end of that. I didn't tell anybody that I found the money, because somebody might want to keep it and I could never do that. I'd feel funny. I wouldn't feel good inside. I just wouldn't feel right if I did that."

That Betty didn't keep the money doesn't surprise Aaron at all.

"She's a treat to work with," she said. "She's very special because she tries to reach out to people. She's always thinking of others. She's hardworking and conscientious." (Aaron said that because the money wasn't specifically designated to a particular area within Goodwill, it was placed in its Programs and Services budget.)

In her office, we talked about how the myths surrounding those with disabilities have been slowly crumbling over the recent years. We talked about how people with challenges most of us don't have are working all over the city, not just at places like Goodwill. We talked about the dignity of work.

"I think people have gained more understanding about people with these special challenges," she said. "I think it's great because when we give them something to work towards, they establish dignity in their lives. They realize their lives have value. They're just like us in that they have gifts they can share with others."

There are differences, too.

"They show up for work on time; they're thrilled to have a job; they're much different from the average Joe who doesn't have the challenges they do," she said. "They don't have excuses; they don't complain; they don't forget their badges so they can check in and check out. They just seem to be born with a capacity to enjoy life. And they sure do know how to give. In the three years I've worked at Goodwill, these people have taught me how to be more generous."

"I really like this job," Betty said. "It's the best job I've ever had."

Personal Impressions

By Sue Carney, Ph.D.



A Holiday in England

SHERWOOD FOREST, U.K. - Another holiday season has come and gone. This season especially seemed to be a whirlwind.

After the end of the semester, I spent a busy week in my office trying to get ahead with my preparation for my spring courses, write a couple of small grant proposals, and plan research before heading to New Jersey for Christmas with my family.



Then, my husband, Andy, and I flew over to England to visit his friends and family for New Year's and a little while after. His family is much larger than mine, and they live in four different locations, so it's always a busy, although fun, process to see everyone.

We also worked in almost a week mostly to ourselves, as we rented a cottage in Derbyshire, a more scenic, hilly region than what I have seen of England so far in my travels there.

On our way to our destination, Youlgreave, we drove past Sherwood Forest - of course, I had to take a photo of the road sign pointing the way.

The thing to do in England, especially in the countryside where we were, is to go for walks. The place we rented had about 20 different guides to walks in the region, and Andy's brother-in-law gave us about another 20 books and maps.

Sundays are particularly popular days for walks before many families go home for a big dinner. On our first day out, a Sunday, we must have passed about a hundred other sets of people (and their dogs) in our three hours outside.

As expansive as the countryside seems (even though England isn't that large), it is not a place where you could try to escape from people if you tried. A typical walk would take us along (and often through) farms and rivers, up and down hills, and past stonewalls and buildings that are much older than anything we have in the United States.

Everyone warned me beforehand that it would be very muddy everywhere and that I should invest in a pair of Welly boots (the traditional knee high rubber boots). This definitely would have been the case if the temperatures weren't at or below freezing everyday. What could have been very sloppy mud was, fortunately, mostly frozen ground.

So, thankfully, my decision just to try to get away with my usual hiking boots worked out fine. I have to admit that freezing temperatures aren't my favorite weather - my ideal vacation is filled with warmth and sunshine, and maybe even a beach. However, the cold actually isn't so bad for walking because, with enough layers, it wasn't too hard to stay warm, as long we kept moving. And, somehow, I even ended up with the same "sun-kissed" glow that a warm vacation might have offered, although mine was a result of a constant brisk wind!

All in all, it was busy but nice couple of weeks off from work, but the beginning of the new semester will soon be an abrupt jolt back to reality.

Sue Carney, is the daughter of deceased shipmate LT(jg) John Carney, former LST 1156 Engineering Officer ('68-'71). She is currently an Assistant Professor in the Dept. of Biology & Environmental Biology at Hood College.



BASRA, Iraq – Navy Hospital Corpsman, assigned to U.S. Marines Military Training Team, demonstrates how to properly aim an M-16 rifle to Iraqi Soldiers from the 1st Mechanized Battalion, 36th Brigade, 9th Division, during a medical training exercise in the Al Jamy'at district of Basra.



Distance Support

A World of Support at Your Fingertips

The Creation of the Universe And Humankind

By Rev. **George Fox, FT3**, ('59-'61)



Flushing, N.Y.

The New Testament writers used *psuche* to describe the soul of the human person 101 times. In Greek thought, the “soul” could refer to (1) the seat of life, or life itself (Mark 8:35); (2) the inward part of a human being, equivalent to the ego, person, or personality or (3) the soul in contrast to the body.

The term *psuche*; as a conceptual element of human beings, probably means “insight, will, disposition, sensations, moral powers” (Matt. 22:37). However, it is not easy to draw hard-and-fast lines between the many meanings of this word.

When speaking of the spirit, the Hebrew would use *ruach*, a term found 387 times in the Old Testament. Although the basic meaning of this term is “air in motion,” “wind,” or “breath,” *ruach* also denotes “the entire immaterial consciousness of man” (Prov. 16:32; Isa. 26:9). In Daniel 7:15, the *ruach* is contained in its bodily “sheath.” J. B. Payne points out that both the *nephesh* and the *ruach* can leave the body at death and yet exist in a state separate from it (Gen. 35:18; Ps. 86:13).

Turning to the New Testament, the term *pneuma* also basically meaning “wind,” “breath,” refers to the “spirit” of a man or woman. Pneumatic tools are readily used for tearing up the streets. These noisy instruments operate by air. You’ll always see an air compressor nearby. Pneumatology is the study of the Holy Spirit). It is that power which people experience as relating them “to the spiritual realm, the realm of reality which lies beyond ordinary observation and human control.

The spirit, then, links human beings to the

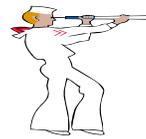
spiritual realm and assists them in interacting with the spiritual realm. In other uses, however, when death occurs, the spirit departs and the body ceases to be the embodiment of the whole person (Matt. 27:50; Luke 23:46; Acts 7:59).

After this brief survey of biblical terms, questions remain:

What are the most basic constituent elements of human beings? Can all of the terms discussed be subsumed under body, soul, and spirit? Should we speak only of the material versus the immaterial? Or should we view human beings as a unity, and indivisible as such?

In my next column we will examine the origin of the soul. Thought provoking, don’t miss it!

Editor’s note: Rev. George Fox, Senior pastor Flushing North Assembly of God. His column provides Association members with a single place to learn about spiritual support, or request, distance support services. Rev. George can be contacted directly by e-mail at g.fox@verizon.net or by phone at 718.762.7895 or Cell: 917 749 7895.



Naval History

1937 - Japanese aircraft sink USS Panay (PR 5) in the Yangtze River near Nanking, China.

1940 - President Franklin D. Roosevelt embarks on USS Tuscaloosa (CA 37) to inspect bases acquired from Great Britain under the Destroyer-for-Bases agreement.

1942 - Ensigns George W. Carlson and Mac A. Cason organize rescue parties to help rescue people from the fire at the Coconut Grove nightclub in Boston, Mass. They are credited, "the cause of saving more lives than any other single agency."





Canteen Returned to WWII Vet After 63 Years



BRADDOCK HEIGHTS, Md. - After serving overseas in World War II, Art Cerminara of Braddock Heights arrived home with nothing.

His knapsack and duffel bag were swiped when his ship docked stateside. Now, he finally has recovered one of his cherished possessions - a canteen etched with the names of battle sites in the Philippines.

Cerminara's daughter Maggie recently listed the canteen as missing on a Web site, and she soon heard from Thomas Rockey in Minnesota. He had purchased the canteen at an Army surplus store in 1946 when he was a teenager. He only recently realized the significance of the island names on the canteen and worked through his local VFW to trace the service number inscribed on the bottom.

When Art Cerminara was surprised with the canteen, he noticed there was no whiskey in it, because that's where he kept his GI allotment of whiskey.

Houma Regional Military Museum



Honoring

*** All Veterans * All Service Branches *
* All U.S. Wars ***

Website:

www.regionalmilitarymuseum.com



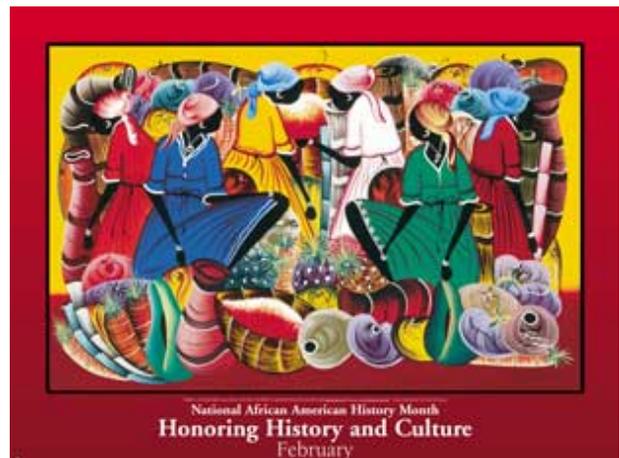
VA Clinic Openings Update

Veterans will have easier access to health care under a Department of Veterans Affairs (VA) plan to open 31 new outpatient clinics in 16 states. VA's proposed sites for New Outpatient Clinics are:

- ❑ Alabama - Monroe County (2010)
- ❑ Arkansas - Faulkner County (2010), Pope County (2010)
- ❑ California - Lake County (2010), Oakhurst (2010), Susanville (2010), Yuba County (2010)
- ❑ Florida - Brandon (2010), Clermont (2010)
- ❑ Georgia -- Blairsville (2010)
- ❑ Hawaii - Leeward (Honolulu, 2010)
- ❑ Illinois - Carbondale (2009), Harrisburg (2010), Sterling (2010)
- ❑ Iowa - Decorah (2010)
- ❑ Maryland - Fort Meade (2010), Montgomery County (2010)
- ❑ Michigan - Bad Axe (2010), Cadillac (2010), Cheboygan (2010), Grayling (2010)
- ❑ Minnesota - Southern central border (2010), Southwest metro area (exact locations to be determined, 2010)
- ❑ Mississippi - Pike County (2010)
- ❑ Missouri - Excelsior Springs (2009), Sikeston (2009), Sedalia (2010)
- ❑ North Carolina - Edenton-Elizabeth City (2010), Goldsboro (2010)
- ❑ Pennsylvania - Cranberry Township (2009)
- ❑ Vermont - Brattleboro (2010)

With 153 hospitals and about 745 community-based clinics, VA operates the largest integrated health care system in the country.

National Black History Month - February



National African American History Month
Honoring History and Culture
February

Corps Featured in Several Hollywood Projects



Kevin Bacon portrays Marine Lt. Col. Michael Strobl in HBO Films' "Taking Chance."

More than four years ago, then-Lt. Col. Mike Strobl shared his experience escorting a fallen Marine back to their mutual hometown, weaving a narrative rich with detail and emotion

Those memories will live on in an HBO Films project that was screened in January at the Sundance Film Festival, and will be premiered on the network in February.

Strobl's story was developed into "Taking Chance," with Kevin Bacon starring as the now-retired Marine officer. The film details Strobl's trip from Dover Air Force Base, Del., to Dubois, Wyo., where Lance Cpl. Chance Phelps, 19, was buried after being shot to death by Iraqi insurgents on April 9, 2004.

The film is just one of the places that Marines will show up on television and the big screen in 2009, according to Marine officials.

HBO also is expected to debut "The Pacific," a 10-hour miniseries focusing on the lives of three Marines who participated in the island-hopping campaign during World War II. Filmed in Australia, it is produced by Tom Hanks, Steven Spielberg and Gary Goetzman, the same team behind the 2001 Emmy-winning mini-series, "Band of Brothers," which focused on soldiers with the 101st Airborne Division during World War II.

Marine officials said the Corps also provided some military equipment and vehicles for the movie "Transformers: Revenge of the Fallen," which is scheduled for release in June. It is the sequel to "Transformers," a 2007 summer blockbuster hit. A sequel to "Iron Man," which featured Marine characters, is scheduled for release in 2010.

SOURCE: USMC Office of Information

VA Launches Partnership To Benefit Veterans

WASHINGTON - Department of Veterans Affairs officials have launched a new partnership to help non-government organizations, or NGOs, plan, improve and carry out their own programs on behalf of veterans, their families and their survivors.

"VA has a track record of success in working with non-profit groups and businesses that have their own programs for veterans, but we can do more," said Secretary of Veterans Affairs Dr. James B. Peake. "By tapping into the power and resources of NGOs, we can ensure more veterans, families and survivors receive not only VA services, but also other assistance in their own communities."

Under the new NGO Gateway Initiative, launched Jan. 7 with the Veterans Coalition Inc., a non-profit organization formed more than two years ago by several major national veterans groups, the Veterans Coalition is available to assist NGOs in identifying the unmet needs of veterans, families and survivors, working with VA to help minimize duplication of effort and confusion among NGOs with programs for veterans.

In addition, the program will encourage continuous feedback from NGOs on issues such as physical and mental health, employment and satisfaction with government services and benefits affecting veterans.

"The Veterans Coalition is dedicated to marshalling energy and resources from all communities to better serve service members, veterans and their families," said Harry Walters, chairman of the Veterans Coalition and former administrator of the Veterans Administration.

VA officials will provide a senior-level, career federal employee to serve as an ombudsman to assist NGOs with their programs to serve veterans. To ensure a cooperative relationship, VA's deputy secretary will serve as a non-voting advisory liaison to the group's board of directors.

VA officials have a long tradition of working with national veterans service organization representatives on programs benefiting all veterans. They also have had close relationships with private-sector groups, churches, charities and other non-profit organizations that provide housing for homeless veterans. This new gateway initiative is one more way to extend services to veterans.

SOURCE: VA News Service



Bookshelf

- ***Sound and Fury***, by Francis Chase, Jr., Harper, 1942

The golden age of radio glows again in this exceptional book

Francis Chase, Jr., wrote his “informal history of broadcasting” at a time when broadcasting meant one thing: radio.

With our lives now bombarded by television, satellite radio, the Internet, and cell phones, it is difficult to imagine the technological breakthrough that radio represented and how it transfixed listeners.

Sound and Fury beautifully captures the significance of radio’s arrival and conveys a deep appreciation for the creative geniuses – Fred Allen, Jack Benny and countless others – whose radio shows were a watershed of American entertainment. Chase is astute in his appraisals of the earliest radio pioneers, and he wisely perceives that President Roosevelt’s “fireside chats” in the 1930s heralded a serious new role for a medium that had once been thought strictly meant for diversion.

The people Chase writes about, many of whom have been forgotten, and the conversational narrative style of the book, almost make it seem that you are listening to a great radio show.

Changing Times

Navy Implements Paternity Leave

Male Sailors are now entitled to 10 days of non-chargeable leave following the birth of a child. The new paternity leave, approved as part of the 2009 defense bill, took effect Oct. 14, 2008.



USS Cassin Young Drydocking Operation Begins in Boston



NPS Photo

Workers begin flooding Drydock

By **Rick Erisman, RM3**

Pittsburgh, Pa.

Many readers may not be aware of the role of the National Park Service and the Navy. As a retired NPS Ranger, I receive periodic news briefs, and read that in December, Drydock Number 1 in the Charlestown Navy Yard at Boston was flooded and the caisson (the floating gate) was removed for the first time in 13 years – all part of preparations for the upcoming drydocking and rehabilitation of the USS Cassin Young (DD 793).

The Cassin Young is scheduled for hull repairs and painting in the summer of 2009. After the caisson is repaired and put back in place, the drydock will be emptied again, old keel blocks will be removed, and new ones will be set in place. The Cassin Young is expected to be in Drydock 1 for three to four months.

USS Cassin Young was built by Bethlehem Steel Corporation at San Pedro, Calif, and commissioned on December 31, 1943. Assigned to the Central Pacific, Cassin Young first experienced combat in April 1944, attacking Japanese strongholds in the Caroline Islands. The ship also saw service in the Korean War. In 1960, Cassin Young was decommissioned and mothballed at Norfolk Naval Shipyard, Va.

Cassin Young now has a new mission. Maintained and staffed by National Park Service staff and volunteers, *Cassin Young* is an example of the type of ship built, repaired, and modernized in the Charlestown Navy Yard. Although built in California, fourteen *Fletcher-Class* destroyers just like her were produced at this yard.



FI\$CALLY FIT



By *Dave Bader* in *Columbus*

Membership: 141

Our total membership for FY '09 is presently at **141**. That includes **126** regular members and **15** associate members. Members coming on board since our last publication include:

Regular Members

- **Chester Bentley, Jr.**, EN2, (10/54-4/58), Noblesville, IN
- **Gary Augustine**, LT(jg), Gunnery Officer First Lieutenant (3/61-4/65), Sewickley, PA

Navy Orders Eight New Virginia-class Subs

The Navy announced in January, a \$14 billion contract to buy eight new Virginia-class submarines.

The fixed-price incentive, multiyear procurement contract was awarded to General Dynamics Electric Boat, lead shipyard for the Virginia-class submarines. Electric Boat's facilities at Quonset Point, R.I., and Groton, Conn., share equally in building the submarines with Northrop Grumman Shipbuilding's Newport News shipyard in Virginia.

According to Navy officials, more than 12,000 companies of all sizes located in 48 states take part in building the Virginia-class subs.

The first of the eight submarines, the North Dakota (SSN 784) - so far the only vessel in the group to be named - was authorized in the 2009 defense act. The Navy plans to ask for SSN 785 in 2010 and thereafter ask for two submarines each in 2011, 2012 and 2013. The eighth ship in the group, SSN 791, is to be delivered in 2019.

The submarines will be the first of the class to be fitted with the Virginia Payload Tubes, a development of the modified former ballistic missile launch tubes in the Ohio-class converted cruise missile subs.

Barry's Rhine of the Americas Part Three



By *Barry Sutton*, RD3, ('59-'61)

Casey Creek, Ky.

Before joining the Navy, I grew up in Orange County, New York. The area sits in the state's scenic Mid-Hudson Region of the Hudson Valley.

In the last two issues of the *NEWSLETTER*, I've written about some interesting historical information about the area, and as promised in my last article, here are a few more examples that help make Orange County famous:

- The world's first, and still used, trotting track is in Goshen, N.Y. (Goshen Historic Track, est. 1838).
- The oldest (1919) continuously operating automobile racing dirt track in the US is the Orange County Fair Speedway, Middletown, N.Y.
- "American Chopper", on the Discovery channel, is filmed at 'Orange County Choppers' in Rock Tavern, N.Y.
- The United States Military Academy at West Point, N.Y. (USMA est. 1778).
- The largest number (220+) of discount designer outlets in the U.S. is in Central Valley, N.Y. with 12 million visitors per year (Woodbury Commons).

More to come . . .

Visit Our Website



www.tbone1156.com



Health Insights

Checkup Checklist



By **Beverlee Keels, CMA**,
Associate Member

Columbus, Ohio

With all the exotic gene-based diagnostics and advanced imaging you can test for many diseases. But should you?

In my experience as a Certified Medical Assistant, most doctors recommend knowing your risk factors – diseases in the family, lifestyle choices such as smoking and environmental exposures – and screening accordingly.

Remember, monitoring becomes more important as the years pile up. What counts is spotting trouble early, and the important thing is to pay attention to these common tests:

Body Measurement

Height, weight, waist measurement and body-mass index.

Why? To determine if you're overweight

When? Every two years after age 20

Blood Pressure

Measures the amount of pressure the heart generates when beating (systolic) and at rest (diastolic)

Why? Detects hypertension

When? At least every two years after age 20

Skin Exam

Doctor looks for irregular moles

Why? Suspicious lesions can signal skin cancer

When? Should always be part of a regular checkup

Cholesterol Test

Blood test that features “bad” and “good” Cholesterol levels

Why? High cholesterol can raise the risk of heart attack

When? Starting at age 45, every five years

C-Reactive Protein

Blood test to detect levels of CRP, produced by the liver in response to injury or infection

Why? High CRP levels can indicate cardiovascular disease and can be a better predictor than high cholesterol levels.

When? Necessary only in the presence of known risk factors for heart disease

Blood-Sugar Test

Measures the level of glucose in the blood after an eight-hour fast

Why? Screens for diabetes

When? Every three years, starting at age 45

Colonoscopy

Various tests examine the colon

Why? To detect cancer and growths that may become cancerous

When? Every five to ten years, starting at age 50, depending on doctor's recommendation

Electrocardiogram

Electrodes read the heart's electrical impulses

Why? Can detect heart conditions such as irregular rhythm

When? If you are at high risk of heart disease

Schedule an annual eye examination

It's possible to have a serious vision problem and not even know it. Even if you don't notice changes in your vision, you should have an annual eye exam by an optometrist or ophthalmologist.

For Women

Pap Test

Cervix cells removed with cotton swabs and inspected

Why? To detect cancer of the cervix

When? Every three years

Mammogram

An X-ray of the breast tissue

Why? Detects lumps that could be cancerous

When? Every two years, starting at age 50

For Men

Prostate Cancer Screening

A digital rectal exam and/or blood test for prostate specific antigen (PSA)

Why? To check for prostate enlargement or cancer

When? Should be considered at age 50





AHOY... NOW HEAR THIS

By **Rick Erisman, RM3, Ship's Historian**



Archives Update

7th LST 1156 Reunion

Norfolk & the Navy



Norfolk naval base aerial

Pittsburgh, Pa.

In preparation for the *Seventh Reunion* of the USS Terrebonne Parish (LST 1156) Association this coming May 13-16, in Norfolk, Virginia, I want to share with you a history of the Naval Station, Norfolk which I had promised to do following publication of November/December 2005

NEWSLETTER.

If you recall, during our *First Annual Reunion*, in 2002, in Norfolk, reunion attendees "toured" NOB during the Spirit of Norfolk harbor luncheon cruise. In addition we toured and had lunch aboard the USS Iwo Jima (LHD 7) home ported at NOB. In the next **NEWSLETTER** April/May 2009 I will

reprint the History of Naval Amphibious Base, Little Creek from an earlier issue of our **NEWSLETTER.**

This year's reunion attendees are scheduled to tour NAB and have lunch at the base CPO Club, Friday, May 15.

History of Naval Station Norfolk

Naval Station Norfolk occupies about 3,400 acres of Hampton Roads real estate in a peninsula known as Sewells Point. It is the world's largest Naval Station; in fact, based on supported military population, it is the largest military station in the world.

The Norfolk Naval Base (NNB) is located on 4,631 acres, directly northwest of the City of Norfolk, Virginia. The Naval Complex includes Norfolk Naval Base as well as other Naval Facilities of the Sewells Point Naval Complex.

When the 78 ships and 133 aircraft home ported here are not at sea, they are alongside one of the 14 piers or inside one of the 15 aircraft hangars for repair, refit, training and to provide the ship's or squadron's crew an opportunity to be with their families.

Naval Station is homeport to aircraft carriers, cruisers, destroyers, large amphibious ships, submarines, and a variety of supply and logistics ships. Port Services controls more than 3,100 ships' movements annually as they arrive and depart their berths. Port facilities extend more than four miles along the waterfront and include some seven miles of pier and wharf space.

Naval Station's Nimitz Hall is a major stopping-off point for people destined for ships, aircraft squadrons, and stations overseas. Nearly 9,000 people are processed through the Transient Personnel Unit annually enroute to their destinations.

The land on which Naval Station Norfolk is located was originally the site of the 1907 Jamestown Exposition. During the exposition, high-ranking naval officers were consulted and favored the idea that this site was ideal for a naval base.

A bill was passed in 1908 proposing that Congress appropriate \$1 million for the purchase of the property and buildings, but it died when the Assistant Secretary of the Navy was given a choice between this property or a new coal ship. He replied that a new ship was an absolute necessity.

(Continued on Page 14)

(Continued from Page 13)

Immediately after the United States entered World War I in April 1917, the Secretary of the Navy was persuaded to buy the property. A bill was passed for the purchase of 474 acres. It also set aside the sum of \$1.6 million for development of the base, including piers, aviation facilities, storehouses, and facilities for fuel, oil storage, a recruit training station, a submarine base, and recreation areas for fleet personnel.

The next six months saw the establishment of the Fifth Naval Headquarters, the Naval Operating Base (NOB), Naval Training Station Naval Hospital, and Submarine Station. By Armistice Day, 1918, there were 34,000 enlisted men at the base.

An airfield for seaplanes was established at the Naval Operating Base in October 1917. In August 1918 it was detached from NOB and became Naval Air Station (NAS) Hampton Roads. It was renamed NAS Norfolk in July 1921.

During WWI the Navy concluded that the available land was insufficient. It was decided to fill a large part of the flats on the west and north by dredging the Elizabeth River to a depth sufficient for large ships to dock at NOB. During the fall and winter of 1917, approximately eight million cubic yards was dredged, moving the northern shoreline from along Dillingham Blvd. to approximately its current location.

During the late thirties and early forties, much construction took place at the Naval Operating Base and Naval Air Station as war loomed on the horizon. New buildings and piers were constructed and new runways, hangars, and ramps were constructed for the large landplanes and seaplanes flown by the Navy in World War II. In December 1942, recruit training at the base was discontinued in order to focus on advanced training for men going directly to the fleet.

NAS Norfolk's biggest contribution to the winning of World War II was in the training it provided to a wide variety of allied naval air units.

The Naval Operating Base and Naval Air Station, then collectively referred to as Naval Base Norfolk continued their significant role as the home of the Atlantic Fleet after World War II.

In January 1953, Naval Operating Base Norfolk was renamed Naval Station Norfolk as part of a Navy effort to standardize base names. On February 5, 1999, NAS Norfolk was disestablished and Chambers Field became part of Naval Station Norfolk.

Today, in addition to being the home for the Navy's largest concentration of naval forces, Naval Station Norfolk also hosts personnel from the Marine Corps, Army, Air Force, and Coast Guard, and supports significant Joint missions as well.

SOURCE: US Navy Website

Once A Marine

USMC Reunion News

Birdcage Marines

Veterans of Marine Barracks, Clarksville, TN'

7th Annual Reunion

April 23 – 25, 2009

Parris Island, SC



For further information, contact:

John Tonkin, LCPL, USMC ('54-'58)

jtonkin@roadrunner.com

513.696.8047

Birdcage Website:

www.birdcagemarines.org

“Not as mean, not as lean, but still Marines.”

**The men of Marine Barracks,
Clarksville, TN**

* * *

LCPL **John Tonkin** was aboard the T-bone from January – March 1956 as part of USMC Traex 1-56, involved with various amphibious operations in the Caribbean.



He ‘Loved the Navy’



LT(jg) Bernadotte

By *Paula Johnson, Civil War Historian*

White Lake, Mich.

People often ask me where my interest in the Civil War came from. That’s easy - from my dad. We enjoy discussing battles and generals; we read books and watch television specials and movies about the Civil War.

This issue’s **NEWSLETTER** column will be devoted to my dad, Lt (jg) Louis S. Bernadotte, a World War II veteran. He served in the United States Navy from January 1, 1944 to May 25, 1946.

My dad grew up in Detroit, Mich. After his 1943 graduation from Holy Cross College in Worcester, Mass., he enlisted in the U. S. Navy. He received his training at Northwestern University, in Chicago, in the Navy OCS program. Following that, he served as 3rd officer aboard a Coastal Transport APC-36 in the South Pacific. The ship’s homeport was Tulagi, Samoa, Coral Sea - about 15 miles from Guadalcanal in the Solomon Islands.

The Coastal Transport APC-36 was a wooden-hulled ship, approximately 103 feet long, designed for inshore operations with a shallow 11-foot draft. Top speed was about 9 knots. Fully loaded, its displacement was about 234 tons. Quarters were cramped; the captain had his own stateroom, officers had bunks in shared quarters, the crew slept in hammocks in a berthing space. All members of the crew were able to shower every day.



WWII APC underway

Ten 20-caliber guns were aboard. Eighty-nine APC-36’s were built during World War II (between 1942 and 1943), and were used almost exclusively in the Pacific theater of war.

The ship’s complement was three officers and 25 enlisted. Dad’s duties included Navigation, Deck and Line Officer. Due to the shallow draft of the vessel, they were able to maneuver in close to shore and have access to smaller ports. Supplies could be delivered to smaller island bases and aviation fuel delivered to small island airstrips. Marines were exported to various bases, and young pilots to Henderson Field on Guadalcanal.

The Coastal Transport ships also picked up bodies. Occasionally, missionaries and other religious personnel were transported to different islands.



One time, a Japanese submarine, spying on Navy operations, off Guadalcanal, followed the ship. The crew on Dad’s ship saw the sub’s periscope and radioed for help. The APC-36 was too small for the Japanese to bother with, so they managed to get away. Fortunately, he didn’t have a lot of direct interaction with the enemy.

‘Pollywogs’

A favorite memory of my dad’s was the Navy ritual of “Crossing the Line”. His particular memory was of crossing the International Dateline (the 180th Meridian), although similar rituals were observed for other line crossings, such as the Equator and the Arctic Circle. Interestingly, other navies of the world also observed these rituals. Traditionally, the seasoned sailors were testing the capabilities of the “pollywogs” (those crossing for the first time) for endurance in long sea voyages.

Crossing the International Date Line made you a member of the Realm of the Golden Dragon; crossing the Equator made you a Golden Shellback. Pollywogs were required to run the gauntlet of various obstacles during a ceremony presided over by one of the seasoned sailors dressed up as King Neptune. Certificates or membership cards were often issued and a big party followed.

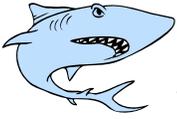
President Franklin D. Roosevelt was initiated in November 1936 on board the USS Indianapolis when he crossed the equator. It was a rite of passage, a fond memory and part of being in the Navy.

(Continued on Page 16)

(Continued from page 15)

Oftentimes, the ship would be out to sea for many days at a time and the sailors would become bored with nothing but ocean to look at.

One time, the sailors asked if they could “fish” off the rear of the ship. Somebody got a side of mutton and secured it to an iron grappling hook, which was lowered into the sea.



Within minutes, an 8-foot-long shark hit the line. The dilemma was - what to do with the shark. If it was brought alive on board the ship, it might founder on the deck and take someone's leg off. For safety's sake, the decision was made to shoot the shark with a Thompson machine gun. Afterwards, everyone had his or her picture taken with the shark. The picture hangs in my dad's den. This is a favorite family story.

As children, my sister and I heard many of Dad's Navy stories of the beautiful islands of the South Pacific and the wonderful people who lived there. We heard about the gigantic, hundreds-of-years-old turtles that inhabited the islands. He had a lot of interaction with the people of the various islands and told us about the island rituals and feasts that he and the other members of the crew would be invited to – about the delicious fresh fruits and the rather unusual delicacies, such as the Paolo worm.

The map of Pago Pago (the capital city of American Samoa), which hung in various rooms of our house for as long as I can remember, was as familiar to us as a map of the United States. He told us about climbing high up on a mountaintop overlooking Apia Bay to the gravesite of Robert Louis Stevenson, author of “Treasure Island” and “The Strange Case of Dr. Jekyll and Mr. Hyde”. (The Scottish author died in Samoa in 1894.) Many years later, the grandchildren are also familiar with Dad's exotic stories.

Dad was discharged on May 25, 1946 at Chicago, Illinois as a Lieutenant JG. He attended the University of Detroit Law School on the G.I. Bill. While a freshman in 1946, he traveled to Washington DC with other law students in the Navy Reserves and was admitted to the US Supreme Court.

He graduated from University of Detroit Law School in 1949. He remained in the reserves for 10 years.

Marries Wartime Sweetheart



1943 -Lou & Virginia at Detroit night club.

Dad married Mom, who had been his sweetheart during the war, in June 1948. They recently celebrated their 60th anniversary.

When I asked my dad about his personal thoughts about serving in the Navy, he replied, “I loved the Navy! I can't imagine being in any other service.”



One of six electric cars unveiled by the U.S. Army on Jan. 12 at Fort Myer, Va.

U.S. Army's Hot New Car

FORT MYER, Va. - The Army unveiled its first six electric cars in a ceremony here last month, beginning the delivery of 4,000 electrically-powered cars planned for installations around the country.

The 30-mph, lead-acid battery-powered cars are projected to save 11.5 million gallons of fuel over the next six years.

This initiative is part of the Army's overall modernization program, which is designed to eventually reduce the need to haul fuel around the battlefield by using hybrid-electric, 27-ton Manned Ground Vehicles.

SOURCE: Army Times

My Grandpa's Memories as a Sailor



By **Sarah Martin**, *Contributing Columnist*

Worthington, Ohio

Since I began writing a column for the T-bone Association's **NEWSLETTER** a few issues ago, I've learned a lot about the Navy, and I've always wanted to learn more about my grandfather's service in the Navy during World War II.

I have also always had a great deal of interest in learning about the Second World War, and I thought for this issue, I would take the opportunity to interview my grandfather, Christian Zigler, who served in the Pacific on board the USS Sangay (AE 10) during the war.

My interview, included a series of questions, and gave me the chance to learn about his Navy service, and the ship he served aboard. I also think he really enjoyed the chance to reflect back on his naval service.

I hope readers will enjoy reading about his experiences as a young sailor.

Q: When did you join the Navy?

A: I joined the Navy in Columbus, Ohio when I was 18. I dropped out of High School because I wanted to serve. It just made sense. After I returned from the Navy I came back and finished my education.

Q: How long did you serve in the Navy?

A: A little less than three years. I joined on May 5, 1943 and served until the early spring of 1946.

Q: What was your job?

A: I was a Signalman; we were trained to use the naval semaphore system - using hand-held flags and also shutter semaphore lights on the bridge of the ship - for visual communications with other ships while underway. It is still being used during underway replenishment at sea, and for emergency communication.



Q: What was your rate in the Navy, Grandpa?

A: I was a Signalman 3rd class petty officer. In the Navy that's abbreviated as SM3.

Q: What was the worst part of being in the Navy?

A: That's easy - being on an Ammunition and Mine carrier ship. One attack and your fish food!

Q: What was the best part of being in the Navy?

A: There isn't a best part when you're in war, because people die.

Q: What ship did you serve on?

A: After finishing boot camp, I was assigned to the Pacific Fleet, and served on board the U.S.S. Sangay (AE 10). It was an ammunition and mine carrying ship.

Q: What would you describe life on board ship to be like?

A: Life on board ship is like living in a little town, you have doctors, cooks, electricians, and carpenters. Everybody has a job that they do. The one big difference between being at sea and in a little town is seasickness. It can be terrible. It just takes about two days before you get over that, though.

Q: What is a memorable event that occurred while in the Navy?

A: Well, we traveled the sea without an escort. However, we were once given a small Australian ship that was sent to escort us. That was an interesting experience because by day their ship would lead in a zigzag pattern, then at night, to our surprise, we noticed that the Australian ship was behind us. We were rather puzzled by this, but they actually wanted to make sure no enemy vessels snuck up on us.

Q: What is something that the younger generation would not know?

A: Well, after the war, we would visit Japan, and when we did, we had to take our own food and water with us so the Japanese did not poison us. Even though the war was over, some were still very bitter. Even worse, we could not stay in town on liberty after 1700 hours, or else they would shoot you.

Q: What other foreign ports did you visit while in the Navy?

(Continued on Page 18)

(Continued from Page 17)

A: We started in Hawaii and we island hopped throughout the Pacific on our way over to Japan. We tied up at most of those islands in between.



USS Sangay (AE 10)

Sarah Martin is in her junior year at Thomas Worthington High School, Worthington, Ohio. She plays softball, and also works part time at Worthington Pizza Primo.

First Black Female CO to Command ESG 2



Rear Admiral Michelle Howard

The first black woman to command a Navy ship is being assigned as commander, Expeditionary Strike Group 2, according to a Navy announcement.

Chief of Naval Operations Adm. Gary Roughead announced Wednesday that Rear Adm. Michelle Howard is being assigned to lead the ESG, based in Norfolk, Va. Howard now serves as senior military assistant to the secretary of Navy.

Howard is a 1982 Naval Academy graduate. Her sea tours include: the submarine tender Hunley and the auxiliary aircraft landing training ship Lexington; as chief engineer of the ammunition ship Mount Hood; as first lieutenant on the ammunition ship Flint; and as executive officer of the dock landing ship Tortuga.

Former Gator CO

In 1999, Howard took command of the dock landing ship Rushmore, becoming the first black woman to command a Navy ship. She also served as commander, Amphibious Squadron 7, from May 2004 to September 2005.

Navy's 12th MCPON Takes Over

WASHINGTON - Master Chief Petty Officer of the Navy (MCPON) (SS/SW) Rick D. West took the helm of the enlisted force as the Navy's 12th MCPON, receiving the ceremonial cutlass from MCPON (SW/FMF) Joe R. Campa, Jr., in a change-of-office ceremony at the Washington Navy Yard Dec. 12.

The ceremony marked the end of a 29-year career for Campa, who had served as MCPON since July 10, 2006. During his time as MCPON, Campa emphasized a return to "deckplate leadership" for the Navy's chief petty officer community and stressed the importance of infusing the fleet with a sense of the Navy's heritage, traditions and rich history. West, joined the Navy in 1981 and most recently served as Fleet Master Chief for Fleet Forces Command in Norfolk. He had previously served as Pacific Fleet Master Chief.

West served has seen duty onboard five submarines and one destroyer.

Passing of the Cutlass



Departing Master Chief Petty Officer of the Navy (MCPON) Joe R. Campa, Jr., left, gives the cutlass to Master Chief Rick D. West during the Passing of the Cutlass ceremony at the Sail Loft at the Washington Navy Yard.

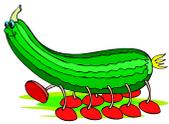


Happy Valentine's Day

Four Winter Squashes For Health and Longevity



By *Charlie Emrhein, SH3, Plankowner, ('52-'53)*



University Heights, Ohio

You may not realize it, but winter squash is an antioxidant blockbuster that is low in cost and high in health benefits. Winter squash, unlike its summer equivalent, can be harvested very late into the fall and has a longer storage potential, which provides its cornucopia of nutrients all through the autumn and winter. Best of all, winter squash is high in colon-cancer combating fiber and low in calories - filling you up without filling you out.

1. Butternut squash for a boost of beta-carotene

A close cousin to the pumpkin, butternut squash has a sweet flavor and is rich in vitamins A, B, and C. While all winter squashes contain beta-carotene, butternut squash has an extra high content, rivaling that of mangoes and cantaloupe. Beta-carotene has very powerful antioxidant and anti-inflammatory properties, and combats cancer, heart disease, and cataracts. Beta-carotene also prevents the oxidation of cholesterol in the vessels; in other words, no plaque develops that can cause restricted blood flow and lead to heart disease.

Their rich flavored cooks up well for roasted dishes and soups. Butternut squash is perfect for cutting in half and baking, flesh-side down in the oven for a tasty side dish.

2. Pick pumpkins for vision health

Don't put this star of the Halloween season away just because the jack-o-lanterns have disappeared! Pumpkins are rich in potassium and the bright orange flesh is loaded with beta-carotene. Pumpkins also help in the prevention of cataracts and macular degeneration with their high content of lutein and zeaxanthin, which scavenge free radicals

in the lens of the eye. Pumpkins have a lot of common nutrients, like iron, zinc, and fiber. The pumpkin is also the perfect fit for losing weight due to its incredibly low calorie content. The sweetest taste can be found in the small-sized pumpkin varieties known as sugar or pie pumpkin.

Don't forget to save those pumpkin seeds after you scoop them out! Pumpkin seeds are much more than tasty snacks: they are high in zinc, which is a natural protector against bone loss, contain almost your whole daily requirement of magnesium, promote prostate health, reduce inflammation, help lower LDL cholesterol, and prevent kidney stones - to name just a few of their many benefits.

3. Spaghetti squash: a well-rounded gourd

This oval-shaped squash is a significant source of calcium, magnesium, and vitamins A, E, and C. Research has found that calcium - in addition to building strong bones - can reduce the instance of colon cancer and lower blood cholesterol levels that contribute to heart disease and strokes.

Spaghetti squash can also help with your weight loss plans, as it is low in both carbohydrates and calories. After it's cooked, you can dig a fork into the flesh of a spaghetti squash and pull out long yellow strands that resemble spaghetti. Though they taste like squash, the "noodles" can serve as a low-calorie substitute for pasta.

4. Acorn squash makes a super side dish

Dark green, with distinctive deep ridges, acorn squash is not as rich in beta-carotene as the other winter squashes, but it is an excellent source of dietary fiber and potassium, as well as smaller amounts of vitamins C and B, magnesium, and manganese.

Because of their small size, one acorn squash can be cut in half and baked to make two generous servings. To cook, place the squash halves in a baking dish, flesh-side down. Add a little water, cover, and bake until tender. The seeds of the acorn squash can also be eaten after being toasted in the oven.

I hope this article inspires you to delight in eating more squash!



Seventh LST 1156 Reunion

Norfolk, Virginia



Wednesday, May 13



- LST 1156 Backyard Buffet -

Thursday, May 14

- Business Meeting -

Tour: Historic Williamsburg & Jamestown
Settlement

Friday, May 15

NAB Little Creek Tour & Lunch: CPO Mess
Norfolk Botanical Garden Tour

* Group Photos, Reception & Banquet Dinner *

Guest Speaker: TBA
NAB Little Creek Color Guard

Saturday, May 16

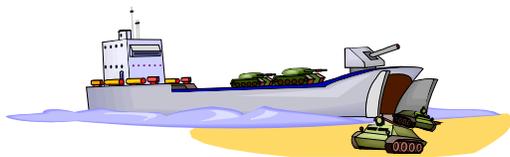
- Open Day -

**REGISTRATION & RESERVATIONS ARE
REQUIRED**

Reunion Registration Deadline: March 15, 2009

Hotel Registration Deadline To Ensure
Group

Rate: April 11, 2009



FAIR WINDS AND FOLLOWING SEAS

7th LST 1156 Reunion

SPECIAL REUNION RATES

Airline: CONTINENTAL AIRLINES



Call your travel professional or Continental
MeetingWorks at 800-468-7022

Refer to:

Agreement Code: BKK2F6 & Z Code: ZDXF
Additional 3% discount when booking on-line.

www.continental.com

* * *

Hotel:

Lake Wright

Two Great Hotels in One Terrific Location
Reservations: 1.800.228.5157

Request USS Terrebonne Parish Group Rate.
Quality Suites: \$109.00 (plus tax), rate includes Hot
Breakfast Buffet for 2 adults per room.

Sleep Inn: \$89.00 (plus tax), rate includes Hot
Breakfast Buffet for 2 adults per room.

Reservation Deadline for group rate: April 11, 2009

* * *



Auto: AVIS CAR RENTAL

For Discount rates: Call 1-800-331-1600

Reservations online at: www.avis.com

Use Discount Code Number J992066

An 1156 Communications Publication

Published bi-monthly, and is the official
publication of the USS Terrebonne Parish (LST
1156) Association.

NEWSLETTER STAFF:



Editor, David Bader, E: redab@columbus.rr.com
Contributing Writers, research and articles
written by various Association members & guests.

LST 1156 Association Officers:

David Bader, JO2, President

Bill McKnight, CSSN, Vice President

Bob Slovey, YN3, Secretary

Larry Adcock, RD2, Chaplain

Nick Gardner, QM3, E-mail Coordinator

Rick Erisman, RM3, Historian

Mark Allen: Webmaster - *Red Bank Web*