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NEWSLETTER

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Navy Marks Start on 3rd Ship Memorializing 9/11

AVONDALE, La. - A ceremony steeped in shipbuilding tradition kicked off major construction Dec. 11 on Navy amphibious transport dock named in honor of United Airlines Flight 93, which crashed during the Sept. 11, 2001, terrorist attacks.

It is the second of three new Navy ships named for the sites of the Sept. 11 attacks. The USS New York entered service in November and the Arlington, memorializing the strike on the Pentagon, is under construction.

At the Northrop Grumman Corp. shipyard near New Orleans, the keel of the Somerset - named for the Pennsylvania county where Flight 93 went down, killing all 40 passengers and crew members - was authenticated by the ship's sponsor, Mary Joe Myers, the wife of retired Air Force Gen. Richard Myers, a former chairman of the Joint Chiefs of Staff.

Myers initialed a plaque stating the keel - the ship's basic foundation - has been "truly and fairly laid." Afterward, a Northrop Grumman welder cut the initials into the plaque with a torch.

The \$1.2 billion vessel is expected to be delivered to the Navy in 2012. The Somerset is 684 feet long, is serviced by a crew of 350 sailors and can carry up to 800 Marines into assault operations. It has a flight deck that can handle helicopters and the MV-22 Osprey tilt-rotor aircraft.

M/V Maersk Alabama Captain Thanks Bainbridge Crew



NORFOLK (Nov. 19, 2009) - Capt. Richard Phillips, former Captain of the container ship MV Maersk Alabama, publicly thanks Sailors assigned to the guided-missile destroyer USS Bainbridge (DDG 96) for his dramatic rescue at sea.

On Easter Sunday, April 12, 2009, Navy SEALs positioned on the fantail of the Bainbridge opened fire and killed three of the pirates who were holding Phillips hostage in a lifeboat.

Phillips was later rescued by the crew of the Bainbridge.

During the ceremony onboard the ship, Phillips presented 16 of the Sailors who took a direct role in his rescue with a coin commemorating their efforts. The coin was minted in Norfolk, and has images of the Maersk Alabama along with the Bainbridge on the face.

The Maersk lifeboat is displayed at the Nauticus as part of the National Geographic exhibit, "Real Pirates."

The ceremony was a continuance of the reunion of Capt. Phillips and the captain and crew of the guided-missile destroyer, USS Bainbridge, and the Navy SEALs.

T-BONE TALK



Once A Marine

'Birdcage Marines'

By *John Tonkin, LCPL, USMC ('54-'58)*
(LST 1156 1/56 – 3/56)

Dayton, Ohio

CLARKSVILLE, Tenn. where us "Birdcage Marines" were posted during the height of the Cold War was a storage/modification/processing facility for atomic weapons.

It sits aboard Ft. Campbell, Kentucky, but the Army never knew what went on there - and still doesn't. Much of the technical stuff remains classified.

Clarksville Base, Tenn. was one of fourteen U.S. facilities that were similarly equipped to store, modify, maintain and deploy atomic weapons. It was sited on the southwestern corner of Ft. Campbell, KY, but held in strict secrecy.

The perimeter of the base was equipped with four eight-foot high chain link fences. The outer fence shielded unsuspecting visitors from touching the 13,000-volt charged fence, the next fence inboard.

A third fence, kept those inside the fence from touching the high voltage fence. Between the third and fourth fences, a roadway, one car wide, enabled motorized patrols on a 24/7 basis.

Sentries carried Garand M-1 rifles with a round chambered while on duty. Inside the perimeter was a Top Secret area known as the "Q" area which, in addition to the main gate of the base gate, had it's own gate. To enter that area required a Top Secret clearance. The enterer would exchange his ID pass with a special Q pass. Upon leaving the Q area, he would re-exchange his Q pass for his regular ID pass.

The Q area comprised a series of underground bunkers of varying sizes and configurations ranging from simple straight tunnels to complex bunkers housing complete medical facilities, barracks for

living and work areas. Some went several stories down. Most contained a set of blast doors spaced every sixty feet, which could be sealed in the event of an atomic accident.

Six roving patrols secured the Q area 24/7 and maintained contact with the Guard House via two-way radio so that each knew where the others were at all times.

A few walking posts were required by the facility – one each at the entry and exit points of a small creek that ran through the heart of the base and one at the bunker we called "Big Bertha".

A combination of Navy and civilian personnel performed the technical procedures on the on-hand weapons. These included changing certain components that had a "shelf life", retiring those weapons whose useful life had expired and retrofitting the older ones with new technology.

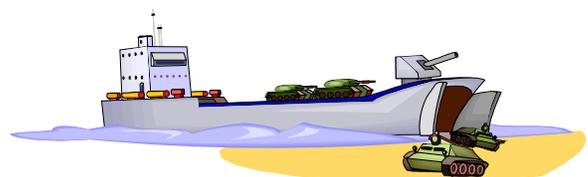
The Marines of Marine Barracks – Clarksville Base, provided security at the base between 1952 and 1969, when the base was permanently closed. The base was never compromised during that period.

Today, what remains of Clarksville Base is being used by the 101st Airborne Division which houses its single enlisted Air Cavalry personnel in the former Able Company barracks and Administration building. Some of the base will be used in training Army Special Operations personnel.

Many of the old bunkers are in disrepair, but stand in mute testimony to the value of the base during America's longest war – the 41-year Cold War. Marines of the Barracks call themselves "Birdcage Marines" after the nickname given the base.

It was always argued whether the fences were to keep people out or the Marines in. Some allege that the base was constructed to protect Tennessee's young women. You be the judge of those opinions.

Semper Fi!



Putting Words To the Dream



Dr. Martin Luther King Jr.

By Roger O. Crockett, Guest Columnist

It was January 1956, and a crowd of angry black men, women, and children milled outside Martin Luther King Jr.'s smoldering house in Montgomery, Ala. Many brandished broken soda bottles, .38-caliber guns, or knives, hungry for revenge after white extremists had hurled homemade bombs through a window endangering King's wife and 10-week old baby.

The humiliation of back-of-the-bus oppression and a nation's searing hostility had pushed them to the doorstep of violence. King faced the fiery throng, shaken but calm, and urged restraint. "I want you to love your enemies," he told them, persuading the crowd to reject violence that night. "We must meet hate with love."

Like no other leader, King was able to give America's conscience a voice. He demanded a better nation – one committed to breaking the back of racism without shedding blood.

King was a patriot, too. The black freedom struggle, he argued using references to the Declaration of Independence and the Constitution, was nothing less than a way to an improved democratic republic. Such values touched white America: It became hard to disagree with his message.

A third-generation Baptist minister, King was born into a comfortable Atlanta home in 1929. Before earning a doctorate in theology from Boston University he became the 29th pastor of Montgomery's historic Dexter Avenue Baptist

Church. It was there that King's words began to shape how the nation grasped its racial crisis.

King preached the night before he was assassinated in 1968. By then President Lyndon B. Johnson had signed the Civil Rights Act. The changes Martin Luther King helped set in motion ripple through America today – still work in progress.

This column has appeared annually since 2003.



Reunion Registration Incentives

- **Tickets to Imperial Palace Auto Collection**
- **Limo to and from McCarran Airport**
- **Meeting Diamond Club Cards**
- **2 for 1 Breakfast Buffet Vouchers**



**Martin Luther King Day
Observed January 18**

Navy Preps For Uncharted Arctic Waters



Members of the Applied Physics Laboratory Ice Station clear ice from the hatch of the Los Angeles-class submarine Annapolis on March 21, 2009, while participating in Ice Exercise 2009 in the Arctic Ocean. The Navy is preparing for an expanded role in the Arctic Ocean because of climate change.

It's time for today's sailors to order some new parkas, wool watchcaps and warm gloves.

In the next four years, the Navy, Coast Guard and other government organizations will figure out what ships, training, equipment, rules and schedules they will need for a whole new operating area, through their "Arctic Roadmap" released Dec. 10, 2009.

The Navy expects to contend with increased maritime traffic combined with international disputes over passage rights, sovereignty, and access to oil, minerals and natural gas.

According to officials, if melting continues at the current rates, the Arctic will be ice-free for at least a period of several weeks each summer.

That means young sailors and officers today need to get familiar with uncharted waters.

Today, the only Navy vessels to regularly cut across the top of the globe and train beneath the ice are submarines.

Over the next four years, Task Force Climate Change, under the oceanographer's office, should have figured out what it will take for arctic fleet operations, including communications and logistics, down to how well forecasters can tell a ship's captain whether he should expect ice ahead.

In the meantime, sailors will get more chances to see how other navies deal with extremely cold conditions and ice-choked seas.

Training exercises organized by Fleet Forces Command and 2nd Fleet tentatively chalked for the coming years will also provide planners with lessons for the decisions ahead.

By the end of 2011, several assessments should determine, among other things, how to strengthen hulls and communications to operate in cold, hostile conditions.

The Arctic remains largely unknown because the water has been inaccessible. Because it's been ice, the best estimates are that only 5 percent of the Arctic Ocean has been charted to modern standards.

SOURCE: Navy Office of Information



Naval History

1776 - First salute to an American flag (Grand Union flag) flying from Continental Navy ship Andrew Doria, by Dutch fort at St. Eustatius, West Indies.

1943 - First women Marines report for duty on the West Coast, Camp Pendleton, Calif.

1944 - Fast Carrier Task Forces attack Japanese shipping and installations in Visayas and northern Luzon.

1967 - Operation Coronado VIII begins in Rung Sat Zone.

1973 - Launch of Skylab 4 under command of Lt. Col. Gerald P. Carr, USMC. The mission lasted 84 days and included 1,214 Earth orbits. Recovery by USS New Orleans (LPH-11).

LST 1156



Reunions A Growing Tradition

Personal Impressions

By Sue Carney, Ph.D.



The Other Side of College Teaching



Frederick, Md.

On the tenure track, we professors are made keenly aware that we need to provide evidence of effective teaching, scholarly activity in the form of research, and service to the campus community in order to be seriously considered for tenure.

The aspects of teaching and research seem fairly straightforward, but 'service' can come in a number of different forms. As much as I have time (which is unfortunately not much), I try to go to extracurricular events on campus to support my students. This semester alone, I've been to the dedication ceremony of our new athletic field, a few athletic events, a music concert, a show put on by our international students, and to a play.

A student in my one of my classes encouraged me to come to the play, since she was a co-director. It was rather abstract and I enjoyed it even though I walked out afterward thinking, "I don't get it". Evidently my mind is more wired for science.



One of my final acts of service this semester came the weekend before final exams begin, in a tradition known as the "late-night breakfast". The college asks for faculty and staff to act as volunteer servers at the dining hall as they open it up from 10 pm - 11:30 pm the night before finals begin. I volunteered in the spring and again this fall at this event, which is quite popular among the students.

They flock in droves across campus, dressed in an assortment of grungy, comfortable clothes, taking a break from their studies (or perhaps, just getting ready to begin!) to come and have a late-night snack. Some students start lining up at least an hour before the doors open to be the first ones in for a full spread of breakfast food.

Serving Tater Tots



Last year I was handed an apron, plastic gloves, and tongs in order to oversee the tater tot station. The students got a kick out of seeing me, their professors, the college president and the deans in such a role. I was given specific instructions that students were only to receive between 6 - 8 tater tots, no matter how much they begged and pleaded for more (and they did). They could, however, get back in line and get another helping if they so desired, in addition to the eggs, waffles, sausage, ham, assorted pastries, and more.

The amount of food that college students can eat at 11 o'clock at night is pretty impressive or nauseating, depending on your viewpoint. Along their way through the line, a few of the students in my classes would attempt (unsuccessfully) to pry more information about their upcoming final exam out of me. Last year, after an hour of dishing out helpings of tater tots, I was rather turned off from eating fried food for a while afterward.

This year, because there were a lot of faculty volunteers, my role for most of the time there was to hand out plates, a job that I think I preferred to the tater tots because it meant that I didn't arrive home later smelling like fried potatoes.

The students, faculty, and staff seem to enjoy this fun tradition.

Whether it actually helps our students score higher on their final exams remains to be determined!

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.

HAPPY NEW YEAR



A New Grandfather at '1157 Hours'

Parsippany, N.J.

Former crewmember, **Rich Kunz**, SN, ('66-'67), became a grandfather for the very first time in 2009 with the addition of a granddaughter, **Isabella Adeline Young**, on June 13.

According to Rich, "She was born at 11:57 a.m., and just had to beat the ship's hull number by one."

At the time of her birth Isabella, weighed in at 5 lbs., 15 oz., at 19 inches.

What About Grandfathers?

Isabella's birth also reminds us that grandfathers, like former 1156 crewmember Rich, can have a powerful influence on their grandchildren's value development by teaching about perseverance, loyalty, hard work, patience and sacrifice through life stories.

Grandfathers, have been in the armed services, lived through wars, hard times, cultural changes and technological revolutions.

Those stories, particularly those told in a lively way about a grandfather's Navy experiences, like Rich's, may allow the tale to do the teaching.

Grandfathers are also a living link between generations. They help grandchildren become acquainted with extended family members, either in person or through photographs and stories, and this can help develop a strong sense of family.

Beginning with this issue, the T-bone **NEWSLETTER** would like to recognize any new additions to families, (spouses/companions, children, grandchildren and great-grandchildren).



President's Day

Observed

February 26



GROTON, Conn. (Dec. 12, 2009) - Sailors aboard the nuclear submarine Nautilus salute the Sailors aboard the Los Angeles-class attack submarine USS Miami (SSN 755) as Miami returns home to Naval Submarine Base New London following a six-month deployment.

America's Navy: 'A Global Force for Good'

If you're one of the former sailors who have heard the Navy's new advertising slogan, "America's Navy: A global force for good," and wondered where it came from - it came straight from today's sailors in fleet-wide focus groups, and the Navy's own maritime strategy, not a Madison Avenue boardroom.

That's why footage of sailors delivering humanitarian supplies and a glamour shot of the hospital ship Mercy form big parts of the Navy's TV spot using the new slogan. Another element in the commercial is footage of World War II-era sailors fighting in the Pacific, to link the Navy's heritage to today's service.

A 2004 Gallup poll found that most people didn't have any kind of understanding or knowledge about the Navy, or even what the Navy does.

So for a new campaign to replace 2001's "Accelerate your life," the Navy Recruiting Command decided they needed to remind Americans that the Navy existed, tell them what it did, make young people want to join it and excite its current members enough to talk it up to potential recruits.

Focus groups found that the new campaign needed to distill those concepts about global presence, sea control, humanitarian missions and the other pillars of the Navy's maritime strategy.

Freedom Deployment to have Coast Guard Boarding Team



The littoral combat ship Freedom is to take aboard a Coast Guard law enforcement detachment for part of its trial deployment early next year, according to Navy officials, with the Coasties substituting for part of the Navy boarding team added to the LCS crew.

Coast Guard detachments are common aboard warships that conduct law enforcement boardings. Smuggler-hunting frigates in the Caribbean and warships in the pirate-ridden Gulf of Aden use Coast Guardsmen's police powers to seize contraband and make arrests on the high seas.

COLA Count Starts Underwater

While it was announced more than a month ago that federal retirees, along with military retirees and Social Security beneficiaries, will not receive a COLA in January 2010 because the inflation index used to set the COLA ended up in negative territory, the full impact of that inflation drop is yet to be felt.

Under the law, when a count is negative, the count for the next measuring period starts from the same point, as did the prior count.

Thus, while the inflation measure increased by 0.1 points in October, the first month of the current count, the count stands at negative 1.9 percent since the starting point is the average of the third quarter of calendar year 2008, not calendar year 2009.

February

Is

Black History Month

FISCALLY FIT



By Dave Bader in Columbus

FY '10 Membership: 136

To date, we have 123 regular members and 13 associate members who have come aboard for Fiscal Year 2010 (6/1/2009 – 5/31/2010).

One membership received since our last *NEWSLETTER*. *Welcome Aboard!*

Regular Members

Jim Elder, EM3, ('57-'59), EMC, USN, (Ret.), Garden Grove, CA

'First-strike Ration' Aims For Better Nutrition



Specialists with the DOD Combat Feeding Program and with the Military Nutrition Division at the U.S. Army Institute of Environmental Medicine at the Massachusetts-based Natick Soldier Systems Center are developing a special light-weight, nutritional field ration known as a first-strike ration that warfighters can take into the field instead of MREs, such as the one shown here.

The Art of Shipbuilding

By **Rick Sebak**, *Pittsburgh Magazine*

Submitted by **Rick Erisman**, RM3, ('70-'71)
Ship's Historian

Artist Thomas Hart Benton painted a lot of murals, many during the Depression, and the huge paintings that he did for the Missouri State Capitol are some of his most famous.

He is often identified as one of the leaders of the art movement known as Regionalism, but I think his style evokes comic books as well as Norman Rockwell and lots of other influences.

He lived from 1889 till 1975, and he created worlds that seem fluid: hills roll, smoke billows, clouds curve, elongated people bend in the wind, and everything seems to conform to the surface of the earth.

Anyway, earlier this year, while working on the *WQED* TV program called "*Right Beside the River*," I put together a story about the big warships called LSTs that were built beside the Ohio River during World War II.

LST stood for Landing Ship Tanks. These large ships (longer than a football field) were designed to deliver a lot of tanks – and other supplies – onto beaches like the ones in Normandy and on Pacific Islands.

Dravo [Corp.] built LSTs first on Neville Island [Pittsburgh], and shortly thereafter American Bridge [Co.] started putting them together in Ambridge. LSTs were the largest ships ever built around here.

I learned most of what I know about these vessels from former LST 1156 Lt(jg) **Gary Augustine**, a writer and historian from Sewickley who is working on a book about LSTs.

We interviewed him near where the huge American Bridge [Garden] shipyard was - and Gary said he'd help us get pictures of all the things that he was talking about. He had collected a lot of still photos and knew of a vintage American wartime propaganda film that showed the launching of an LST at this facility.

"There are also some great LST paintings and sketches," he said. "Thomas Hart Benton came to Ambridge in September of 1944 and drew and painted the shipyard here."

Benton made seventeen sketches and two paintings, one of them, "*Cut the Line*," shows workers, officials and visitors getting prepared for a launch, flags waving, huge machinery all around, a

giant hull ready to hit the water, with curious onlookers eagerly leaning in, as though their interest and enthusiasm will help push the ship down the skids! It's Benton at his best.

Editor's note: A sampling of some of the LST artwork of Thomas Hart Benton in the Navy Art Collection:

'Cut the Line'

Birth of an LST - The Launching



The LSTs proved to be crucial to the American war effort, but having some wonderful works of American Art featuring these warships just makes them even more intriguing and mythic.

'She's Off'



The lines cut, the LST slides into the water.



NPS Gets 392nd Unit

Submitted by **Rick Erisman**, RM3, ('70-'71)
Ship's Historian

The National Park System has gained a new park – Port Chicago Naval Magazine National Memorial in Concord, California. Port Chicago yesterday became the 392nd unit of a system fondly referred to as “America’s best idea.”

On July 17, 1944, crews at the magazine in the San Francisco Bay area were loading two Pacific-bound naval vessels with active munitions when the explosives ignited in a terrific series of blasts. Felt throughout the area, the explosions broke windows as far away as San Francisco, hurled debris in the air, obliterated both ships, and killed everyone at the waterfront. To this day, because of the tragedy, ignition sources for bombs and guns are loaded separately on carriers.

The disaster caused the greatest loss of life on the home front during World War II – 320 men died and almost 400 others were injured. Of the 320 killed, 202 were African American.

In the nation’s then - segregated military, enlisted and drafted African Americans could work in kitchens, cooking meals for fellow servicemen, or as stevedores, loading and unloading ships. The stevedores at Port Chicago lacked training and thought they were handling inactive munitions. In reality, they were working at top speed to load bombs equipped with warheads.

After the explosion, African American survivors were sent to a nearby base to resume loading ships for the war effort. Many refused to continue their work without safety training, and the U.S. Navy charged 50 of these men with “conspiring to make mutiny.” They were tried, convicted, and imprisoned. After the war, they were released, granted clemency, allowed to complete their military service, and given honorable discharges. Only one was ever pardoned.

Thurgood Marshall, Chief Consul for the NAACP, attended the trial and took advantage of the occasion it presented to speak with journalists several times about racial discrimination in the armed forces. The Navy began to integrate its regiments in June 1945. Desegregation of the entire U.S. military came in 1948.

Port Chicago Naval Magazine NM reminds Americans that our history includes both opposition

to injustice-opposition seen here in the actions of Thurgood Marshall - and tolerance of injustice in such forms as segregation...

Currently, the ocean-side memorial features bunkers, boxcars, and remnants of piers, as well as interpretive signage and a granite monument bearing the names of those who died.

Also in the San Francisco Bay area is the Rosie the Riveter World War II Home Front National Historical Park. For further information click on www.nps.gov.

SOURCE: *NPS Digest* October 29, 2009 (Excerpts)



MOBILE, Ala. - The littoral combat ship Pre-Commissioning Unit Independence (LCS 2) pulls away from the pier for her acceptance trials in Mobile, Ala. last month.

Fiscal Year '10

'Recruit, Retain, Reclaim!'



FY '11 (6/1/2010 - 5/31/2011)

Annual Dues (\$25.00)

Send to:

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Association



AHOY... NOW HEAR THIS

By Ship's Historian **Rick Erisman**, RM3, ('70-'71)



Archives Update

Letters from Home – Boot Camp

Where the amazing Navy transformation from civilian to Sailor happens

Pittsburgh, Pa.

In my last **NEWSLETTER** column, I shared some excerpts from letters I had written to my parents about my enlistment process in the U.S. Navy.

For this issue, I wanted to reprint excerpts from letters sent to them about my boot camp experiences at RTC/NTC Orlando, Florida in the summer of 1969.

They may provide you with an opportunity to reminisce about your experiences.

June 10, 1969 - I arrived at Recruit Training Command, Naval Training Center, Orlando, FL. I was assigned to Battalion 3, Co. 136, Training Group 32. NTC was commissioned July 1, 1968. This recruit training command was officially closed March 31, 1995.

The recruit barracks consisted of four buildings each with twelve decks, which housed 86 men each. The 888-seat chow hall claimed that it was capable of feeding 4,600 men in 90 minutes. The WAVES boot camp was moved here from Bainbridge, MD in 1973.

June 28, 1969 - Well, we're almost at the end of our 3rd week. We're supposed to graduate Friday

morning August 8. We had our classification interview this past week. I'm guaranteed a Class "A" school under the Seaman Junior College Graduate Program under which I'm contracted. I decided upon the supply-service-clerical-administrative areas; storekeeper (supply) and or disbursing in particular, etc. My background in the [York] warehouse-stockroom will be helpful. I should be able to get my choices, although it's all computerized. School will be about 11-12 weeks following 2 wks. optional leave after boot camp plus 2 days or so travel time. I don't know where I'll be stationed yet.



We got our "dog" tags and I.D. cards this week. Otherwise the usual routine of classes, drill, inspections, chow, mail call, smoking breaks, etc.

Everything here is on a competitive basis. We have to make a certain grade company wise and individually in order to graduate on time. RTC can put a company or recruit back a week or more. We will have weekly and a final achievement test; infantry drill evaluation; barracks and personnel inspection grades; everything.

It seems all we have time for is wash, fold, shine, clean, drill, eat, sleep, and little time to write or study. Brother, there's a way to fold everything according to rule. The inspectors are particular and tough. 1st we have an introductory "Riot Squad" inspection to check our locker layout and personal appearance, etc.; then followed by military evaluation team who grade on a 4.0 system like at college.

You have to maintain a certain average or you get a re-schedule, which will put you even farther behind. So far Co. 136 hasn't had a "resked" but we've come close. Infantry and discipline are our main problems. As usual time flies.

'Reveille, Reveille Up All Bunks!'

Hit the deck at 4:00 a.m. Dress, make up bunks, fold clothing. Chow at 5:30; 6:45-11:30 classes, inspections, drill, etc. -chow. 1:15-4:30, classes, drill, etc. 4:30-chow. 6-9, wash, shine, fold, clean-up, etc. 9-4 sleep. A day like this flies. Our 5th week is a service week—work in chow hall, administrative, etc. anywhere.

(Continued on Page 11)

(Continued from Page 10)

We had our 1st “coke” break today. Our Co. Commander [MMC Freddie Brumlow] is a real nice man—too easy though, as I might be, because we do need more organization, cooperation, and discipline.

But I find this place hard to take at times, especially drilling on hot asphalt “grinder” in 80-90 degree weather.

It’s not hard to catch a cold either: sleep in A/C; rush outside into hot weather; A/C chow hall, classrooms, then rush back out into the heat and back to A/C barracks. Besides walking barefooted or in socks on cold floor.

June 29, 1969 - Everyone looks forward to mail and smoke breaks.

We’ve got a pretty good Company. Young men from all over the south and midwest. We’ve only lost a few [recruits] due to sickness, medical, wanting out, etc.

Our Co. Commander let us buy a radio today at the Navy Exchange - cost us .75 cents apiece. It helps but I hope it doesn’t get the best of us. We also got to buy a candy bar!

July 17, 1969 - Got my dummy orders. Guess what! I got something I never considered before - Radioman. I guess because it comes under administrative and clerical. Anyway I’ll be going to a Class “A” School in Bainbridge, Maryland.

July 25, 1969 - We kept up with Apollo 11 throughout Sunday evening. We saw the moon walk—what excitement and hard to believe. The transmission was excellent. And now the astronauts are safely back. What next?

We just got through with our sports morning. We didn’t win but we did get 1st place in swimming - won back and breaststroke and came in 2nd in sidestroke and free style. I’m not usually very fast but the team said I really moved in the breaststroke.



August 2, 1969 - Wednesday we had our tour to Coco Beach...Had my 1st beers in 7 weeks!

This afternoon we attended a USO show - it was pretty good with a damn good-looking group of young chorus girls, a comedian, etc.



ATLANTIC OCEAN (Dec. 13, 2009) An AV-8B Harrier from Marine Medium Tiltrotor Squadron 263, 22nd Marine Expeditionary Unit, prepares for its final takeoff from the amphibious assault ship USS Bataan (LHD 5) after completing a seven-month deployment, conducting maritime security operations with the 5th and 6th Fleet areas of responsibility.

Reagan Hockey Team Battles Los Angeles Kings Alumni



LOS ANGELES (Dec. 7, 2009) - A member of the Ronald Reagan Carrier Strike Group hockey team, advances towards the goal during an exhibition match with the Los Angeles Kings Alumni.


Visit Our Website
www.tbone1156.com



The Fountain of Youth

*In the 1950s
there was no sweeter place to work*



The drugstore of the 50s, shrine of America's youth and age. America's finest cultural achievement, more important than the poolroom. It offered "Drugs & Sundries".

Besides prescriptions, drug stores sold soaps, shampoos, razors, cigarettes, cigars, perfume, boxed chocolates, pomade and combs.

Many of them had free or penny scales, jukeboxes, pinball machines, and newspapers.

Drugstores had personalities. The ones with mosaic tile floors and black marble counters that served drinks in glasses clasped by silvery holders were the class.



Soda jerks prepared the ancient ice cream soda rite; into one of those heavy conical soda glasses on its own round platform, drop a couple of inches of whipped cream, stir in a long squirt of chocolate syrup from the pump, hold the glass under the soda water spigot and direct the fine, hard stream into the chocolate cream until the foamy mixture nearly brims, pull the handle back to fill gently, roll in a scoop of vanilla ice cream - easy! - Garnish with a cap of whipped cream, and crown it with a maraschino cherry and more syrup.

May I help you, ma'am? How about a hot fudge sundae, coffee milkshake or banana split?



Great Lakes Sailors Get a Taste of Home Cooking

GREAT LAKES, III. - Once a year, Naval Station Great Lakes Sailors attending "A" schools spend Thanksgiving with a family, thanks to the Adopt-a-Sailor program. This year, 398 Naval Station Great Lakes Sailors were hosted by 165 local families.

The Adopt-a-Sailor program has been an on-again-off-again tradition at Great Lakes since World War I. The program allows families within a 50-mile radius to adopt anywhere from two to four Sailors for the holiday.

Sailors who did not sign up with the program were welcomed by Rear Adm. Anthony Gaiani, commander, Navy Region Midwest, at Pier 525, the base enlisted club, as they prepared to enjoy a turkey dinner.



ATLANTIC OCEAN (Dec. 15, 2009) - The German navy frigate Hessen (F221) pulls alongside the aircraft carrier USS Dwight D. Eisenhower (CVN 69) for a refueling at sea. This is the first time Dwight D. Eisenhower has provided fuel for a German ship. Dwight D. Eisenhower is conducting a three-week Composite Training Unit Exercise in preparation for its upcoming 2010 deployment. The unit exercise is a training exercise along the East Coast from Virginia to Florida.



Celebrations!



By **Terry Rowe, SK2**, ('59-'62)

Dahlonega, Ga.

Here's wishing a "**Gator**" **Happy Birthday** to the following association members who are celebrating their special day during January or February this year:



January

- **John Aller, SHB3**, ('64-'66), **Jan. 26**
- **Nick Gardner, QM3**, ('59-'61), **Jan. 31**
- **Gordon Robinson, YN3**, ('58-'62), **Jan. 1**
- **Ronald Robinson, CSSN**, ('58-'59), **Jan. 7**
- **John Stewart, CS**, ('71), **Jan. 1**
- **Larry Vandersnick, EN3**, ('62-'66), **Jan. 31**
- **Richard Wendelburg, BT3**, ('58-'62), **Jan. 23**

February

- **Edward Bobal, BM3, Plankholder**, ('52-'55), **Feb. 5**
- **Robert Bowers, IC2**, ('59-'62), **Feb. 8**
- **Charles Emrhein, SH3, Plankholder**, ('52-'53)
- **John Groff, EN3**, ('61-'65), **Feb. 2**
- **David Henk, GM3**, ('61-'64), **Feb. 28**
- **Fred Hubbard, RM3**, ('63-'66), **Feb. 4**
- **Fred Kraemer, QM2**, ('58-'62), **Feb. 21**
- **Joseph Lang, LT(jg)**, ('61-'63), **Feb. 21**
- **Michael Macierowski, EM3**, ('61-'65), **Feb. 16**
- **George McClure, LT(jg)**, ('55-'57), **Feb. 9**
- **Ronald Raymond, SK3**, ('65-'67), **Feb. 12**
- **Edward Ring, HT2**, ('69-'71), **Feb. 17**
- **Leonard Sobilo, GMSN**, ('55-'56), **Feb. 10**
- **Robert Woolsey, BT2**, ('59), **Feb. 27**

Aircrew Scores TD With NFL Great



OVER AFGHANISTAN - USAF pilot (right) assists Terry Bradshaw with a co-pilot seatbelt on board a C-17 Globemaster III Dec. 5, 2009. Mr. Bradshaw, former quarterback with the Pittsburgh Steelers, was in the cockpit during takeoff of an airdrop. The C-17 Globemaster III crew is assigned to the 816th Expeditionary Airlift Squadron and deployed to Southwest Asia. Mr. Bradshaw and the rest of the team from "Fox NFL Sunday" are touring installations throughout Southwest Asia as part of an event with Armed Forces Entertainment.

Navy Outlines Plans for Base in Guam

Navy officials have outlined their plans to build a Marine Corps base in Guam and expeditionary field training sites on the nearby island of Tinian, measures meant to support the relocation of 8,600 Marines from Okinawa beginning in 2014. The transition is expected to be complete by 2020.

- Judy's Thought for the Day -



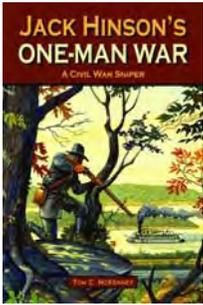
"All ballplayers should quit when it starts to feel as if all the baselines run uphill."

- George Herman (Babe) Ruth 1895-1948

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



Bookshelf



- **Jack Hinson's ONE-MAN WAR**, by Lt. Col. Tom C. McKenney, USMC (Ret.)
Pelican Publishing, 2009, 400 pages

Book review by **John Tonkin**, LCPL, USMC ('54-'58), LST 1156 (1/56-3/56)

Dayton, Ohio

Jack Hinson never planned to become a deadly sniper. A prosperous and influential plantation owner in the 1850s, Hinson was devoted to raising his growing family and working his land. Yet by 1865, Hinson had likely killed more than one hundred men and had single-handedly taken down an armed Union transport in his one-man war against Grant's army and navy.

By the end of the Civil War, the Union had committed infantry and cavalry from nine regiments and a specially equipped amphibious task force of marines to capture Hinson, who was by that time nearly sixty years old. They never caught him. Since then, the story of Jack Hinson has evaded astute historians, and until now, he has remained invisible in the history of sniper warfare.

John S. "Old Jack" Hinson watched the start of the Civil War with impartial disinterest. A friend of Ulysses S. Grant and Confederate officers alike, Hinson was opposed to secession, focused instead on his personal affairs. After a unit of Union occupation troops moved in on his land and summarily captured, executed, and placed the decapitated heads of his sons on his gateposts, however, Hinson abandoned his quiet life for one of revenge.

In this unprecedented and incredible biography, Lt. Col. Tom C. McKenney masterfully recounts Hinson's extraordinary feats as a lone Confederate

sniper. Equipped with a rifle he had specially made for long-range accuracy, Hinson became a deadly gadfly to the occupying army.

An exemplary piece of historical scholarship and the result of fifteen years of research, this definitive biography includes an amazing cast of characters including the Earp Brothers, Nathan Bedford Forrest, and Jesse James, the cousin of Hinson's wife.

This breathtaking story was all but destroyed by the obliterating forces of history and is the only account in print chronicling this one man's impact on the Civil War.

The book is particularly interesting for its detailed examination of the often-ignored conflict that took place in Western Kentucky and Tennessee as well as of course providing an amazing interpretation of Civil War sniper Jack Hinson.

Editor's note: 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 is a personal friend of the author.



SOUTH CHINA SEA - Boatswain's Mate directs a Marine Corps CH-53E Sea Stallion helicopter as it approaches the flight deck of the amphibious dock landing ship USS Harpers Ferry (LSD 49) during landing qualifications.



Happy Valentine's Day



A Nutritious Nut to Crack

By *Beverlee Keels, CMA*

Columbus, Ohio

According to several new studies, walnuts could have multiple positive effects on your overall health, says Tufts University's *Health and Nutrition Letter*. Researchers at Loma Linda University found that a diet that incorporated walnuts helped lower cholesterol when compared to a diet heavy in fish.

Another study found that regular moderate consumption of walnuts (roughly one ounce a day for humans) noticeably improved the motor and cognitive functioning of lab rats. At Marshall University School of Medicine, researchers found that mice had a significantly lower risk of breast cancer when consuming a moderate amount of walnuts (about two ounces for humans) every day.

While these last two studies should be taken with tempered excitement, it's hard to deny that walnuts seem to be a versatile snack in promoting health.

WORTH REPEATING



"If you're going to play at all, you're out to win. Baseball, board games, playing Jeopardy - I hate to lose."

- **Derek Jeter**, N.Y. Yankees Shortstop & Team Captain



Distance Support

A World of Support at Your Fingertips

By Rev. **George Fox, FT3**, ('59-'61)
Pastor, North Flushing Assembly of God



Flushing, N.Y.

Jesus was a miracle performer. The first of His recorded miracles was at the wedding at Cana where He transformed water into wine. Compare this ancient biblical custom to a modern wedding: not much difference.

Jewish marriage ceremonies are different from Catholic ones. According to Halacha (Jewish religious law) a Jewish marriage is a personal act (a contract) between a man and a woman. The actual marriage is the declaration of marriage (consecration) by man and acceptance by the woman.

The function of the rabbi is to act as an advisor the couple, and the guests are the witnesses. The civil law of many countries (that includes the USA) requires the rabbi to also act as a agent for the State during the ceremony, for two independent witnesses to sign the wedding certificate. Since this is a contract it can be broken (divorce).

The ceremony consists of two parts. The first, kiddushim (consecration), (also called erusin), is the engagement ceremony, and in ancient times was performed about a year before the actual marriage, and the bride with her parents until then. The second part is nissu'in, (the actual wedding). Today both parts are performed together. Since they originally separate, two bottles of wine are used; one for each part.

Before the actual ceremony, in the presence of witnesses, the groom undertakes marriage obligations. The groom hands rabbi a plain, gold ring, which is his absolute, property, paid for by

(Continued on Page 16)

(Continued from Page 15)

him and not receive as present or bought on credit, and declares he owns it. The rabbi and witnesses examine it to determine its value.

The groom and the witnesses sign the Ketubah (a binding marriage contract) which detail the husband's obligation to his wife, and in which the groom pledges to "work for you, honor, provide for and support you in accordance with the practices of Jewish husbands."

The bridegroom takes his place under (Chuppah), a canopy (which represents the home the groom is providing). The veiled bride is led in accompanied by music and/or a chanted blessing of welcome by the rabbi. Often the bride circles the groom seven times. The rabbi then recites the marriage blessings over a glass of wine, the traditional symbol of joy.

Both bride and groom drink from the glass. In the presence of witnesses the groom places the ring on the bride's right forefinger as he says (in Hebrew) "Behold, you are consecrated to me with this ring according to the laws of Moses and Israel." The bride's acceptance is her drinking the wine and extending her finger. At the present time the bride may put a ring on the groom's finger as well.

The second part of the ceremony now commences. The rabbi makes a blessing over the second bottle of wine during which God is thanked for giving the opportunity to perform this mitzvah (commandment).

The ketubah is then read aloud. Then the sheva berechot (the seven blessings) are recited over the wine. Upon their conclusion the bride and groom drink from the wine glass.

Then the groom breaks the glass (usually wrapped in a cloth) with his right foot. At the height of the wedding joy, we remember the destructions of Jerusalem. This signals the end of the marriage ceremony to the cries of Mazel Tov (good luck).

The wedding feast follows to celebrate in joy with the bride and groom. At its conclusion Grace after the Meal is recited with a repetition of the seven blessings.

SOURCE: curiosity of Seymour Scharf of "The Catholic-Jewish Relation Council of Northeast Queens, N.Y."

Rev. George Fox's column provides Association members with a single place to learn about spiritual support, or request distance support services. He can be contacted by e-mail at revfox77@aol.com, or by phone at 718.762.7895 or Cell: 917 749 7895.

Navy Beats Army Again



PHILADELPHIA, Pa.- The Navy Midshipmen beat the Army Corps of Cadets at the 110th Army-Navy game held at Lincoln Financial Field in Philadelphia Dec. 12.

With a prevailing score of 17-3, the Navy Midshipmen beat the Army Black Knights for the eighth consecutive time, bringing the overall record to 54-49-7.

"It's not only a collegiate tradition, it's an American tradition and it's a great game," said Chief of Naval Operations, Adm. **Gary Roughead**. "I appreciate the enthusiasm of the crowd and the enthusiasm of the American people for the young men and women who choose to serve.

The young men and women that make up the Brigade of Midshipman and the Corps of Cadets are the finest young men and women in the world. It's a great day in uniform. I thank them for that."

Navy Lore

- Submitted by **Jimmy Reece, GM2, ('61-'64)**

'Feeling Blue'

If you are sad and describe yourself as "feeling blue," you are using a phrase coined from a custom among many old deepwater sailing ships. If the ship lost the captain or any of the officers during its voyage, she would fly blue flags and have a blue band painted along her entire hull when returning to homeport.



What Happened to the Cat?



By *Paula Johnson, Historian*

Columbus, Ohio

This is a question frequently asked by school children when visiting the Mariner's Museum in Newport News, Va. What does this have to do with the Civil War, you may ask.

A magazine article written in 1885 by Francis Butts, a survivor of the shipwreck of the *USS Monitor*, told of the sinking of the famous iron clad battleship on December 31, 1862.

He mentions the ship's cat. Butts claims that he placed the cat in one of the Dahlgren guns because the cat was "howling one of those hoarse and solemn tunes". According to his story, he placed his coat and boots in one gun and the cat in the other. "I would almost as soon have touched a ghost, but I caught her, and placing her in a gun, replaced the wad and tampion, but I could still hear that distressing yowl."

After several hours of unsuccessfully bailing water, the ship went down with 16 of the crew, as well as the cat - or so the story goes.

Being a cat lover, I wondered about the term "ship's cat". What exactly was a ship's cat? Was this a common practice? Why take a cat, an animal that is known to hate the water, on board a ship or boat? (Incidentally, at one time, this cat lover had five cats, all named after Civil War generals: Custer, Sherman, Pleasonton, Beauregard and McClellan. All have sadly passed on except General Custer).

Cats & Sailors

I was surprised to learn that sailors, known for their superstitious natures, considered cats – and particularly black ones – to be lucky. Having a cat on board any sea-going vessel brought only good luck. It was believed by some that cats controlled the weather with magic stored in their tails. If the cat was treated well, good weather prevailed; if not, the cat might create terrible storms, possibly causing the ship to sink.

The most obvious reason to keep a cat on board a ship is strictly practical: to keep pests like rats and mice under control. These vermin might cause serious and expensive damage to a ship's cargo,

supplies and provisions. Rats might chew through ropes and wood, damaging the vessel. Food stores could be contaminated and disease might be spread amongst the crew. For these reasons, cats were welcome companions, as well as working animals.

Polydactyl cats, most commonly found in the eastern United States, were often referred to as "ship's cats". These cats have the genetic mutation of additional digits on the paws and/or feet, which was thought to give them better balance and dexterity, particularly when they are at sea.

Pooli in Uniform



During World War II, several ship's cats became celebrities. The *USS Merrimack*, a fleet oiler active in WWII, had two cats, appropriately named Mary and Mack. One named, *Pooli*, served aboard a U. S. Naval Transport ship throughout the war. She earned three service ribbons and four battle stars.

Oscar, a black and white patch cat was serving on the German battleship, *Bismarck* when it was torpedoed and sunk in May 1941. Of the crew of 2200, only 116 survivors - and Oscar - were rescued by the British ship *HMS Cossack*.

When the *Cossack* was torpedoed in October 1941, Oscar was once again rescued, this time by the British ship *HMS Ark Royal*. Oscar was renamed *Unsinkable Sam* while serving on the *Ark Royal* until it was torpedoed in November 1941.

Sam was eventually taken back to England and spent his 'retirement' at a sailor's home in Belfast, Ireland. He died in 1955. A pastel portrait of *Unsinkable Sam* hangs at the National Maritime Museum at Greenwich, England.

Oh The cat from the Civil War ironclad *USS Monitor*? The 11-foot Dahlgren guns were located upside-down under the turret of the battleship off the coast of North Carolina in 1973. Recently, conservators screened sediment located in the guns' barrels. "We have failed to find any trace of organic material such as leather, wool or bone", said Mariner's Museum Assistant Conservator David Krop. No cats bones have been found. Was there really a cat on board the *Monitor* when she sank? Did the cat miraculously escape?

The mystery remains.....



Favorite Recipes



By *Sarah Martin*

Worthington, Ohio

I love the holiday season; everyone is happy, cheerful, generous, and hungry. Although the holiday season has just ended, I thought I would share some of my favorite holiday recipes with you that are favorites at our home.

You may want to try them for any occasion throughout the year.

Cheese Ball

Ingredients:

- 2 pkgs. (8 oz each) of cream cheese
- 1 tbs. of Worcestershire sauce
- ½ tsp. of Accent
- 1 family size pkg of Buddig Beef (Chop to mix inside)
- 1 regular size pkg Buddig Beef (chop to coat the outside with)

Directions:

Mix Accent, Cream Cheese, and Worcestershire sauce together very well. Then stir in the family size Buddig Beef. Then pick up the mixture and shape it into a ball with your hands. Set it on a plate or serving dish then coat the outside of the cheese ball with the regular size package of chopped Buddig Beef. Serve with crackers.

Baked Corn

Ingredients:

- 8 oz of Cream Cheese
- 1 stick of butter
- 1 can of creamed corn
- 2 eggs
- 1 box of Jiffy Corn Bread Mix

Directions:

Preheat oven to 350 degrees
Soften Cream Cheese in Microwave

Melt the butter and pour into an 8x8 pan
Combine cream cheese, eggs, Jiffy Mix and corn into a bowl and stir well.
Pour mixture on top of the melted butter and bake 35-40 minutes until the edges are golden brown

Potato Chip Cookies

Ingredients:

- 1 lb. of butter
- 1 cup of sugar
- 2 cups of crushed potato chips
- 1 tsp. of vanilla
- 3 cups of sifted flour
- 1 cup of powdered sugar

Directions:

Preheat oven to 350 degrees
Cream together butter and sugar
Add chips and vanilla
Blend in flour
On an ungreased cookie sheet, place 12 small balls of cookie mixture
Bake until lightly brown
When cooled, sprinkle with powdered sugar

Chocolate and whipping cream cookies



Ingredients:

- 1 pkg of Famous Chocolate Wafers (may be hard to find in some stores)
- ½ pint of heavy whipping cream
- 1 drop of vanilla
- 1 pinch of sugar

Directions:

Mix whipping cream, vanilla, and sugar together until peaks form in the whipping cream.
Rotate stacking a wafer with a dollop of cream.
Stack 2 cookies high to 5 cookies high.
Refrigerate for 8 hours. The cookie will soften and the cream will sweeten.
Optional (can top with a cherry or a nut if desired, plain is just as good).

I hope everyone had a happy holiday season.

Sarah Martin is in her senior year at Thomas Worthington High School, Worthington, Ohio. She plans to attend college in September.





Lunch On A Plane



Submitted by *Diane Bader-Lewis*

Columbus, Ohio

Not too long ago, I came across a feature story while reading a military publication where I am employed at the Defense Finance and Accounting Service, that I thought might be of interest to readers of the LST 1156 Association's **NEWSLETTER**. I found it to be a very moving real-life experience that recognizes and supports military service.

I did not notice the author's name, but here is the first-person story:

"I put my carry-on in the luggage compartment and sat down in my assigned seat. It was going to be a long flight. 'I'm glad I have a good book to read. Perhaps I will get a short nap,' I thought.

"Just before take-off, a line of sailors came down the aisle and filled all the vacant seats, totally surrounding me. I decided to start a conversation. "Where are you headed?" I asked the soldier seated nearest to me. " Great Lakes Naval Training Center. We'll be there for two weeks for special training, and then we're being deployed to Iraq."

"After flying for about an hour, an announcement was made that sack lunches were available for five dollars. It would be several hours before we reached Chicago, and I quickly decided a lunch would help pass the time.

"As I reached for my wallet, I overheard the sailor ask his buddy if he planned to buy lunch. 'No, that seems like a lot of money for just a sack lunch. Probably wouldn't be worth five bucks. I'll wait till we get to Chicago.' His friend agreed.

"I looked around at the other sailors. None were buying lunch. I walked to the back of the plane and handed the flight attendant a fifty-dollar bill. 'Take a lunch to all those sailors.' She grabbed my arms and squeezed tightly. Her eyes wet with tears, she thanked me. 'My son was a soldier in Iraq; it's almost like you are doing it for him.'

"Picking up ten lunches, she headed up the aisle to where the soldiers were seated. She stopped at my seat and asked, 'Which do you like best - beef or chicken?' 'Chicken,' I replied, wondering why she asked.

"She turned and went to the front of plane, returning a minute later with a dinner plate from first class. 'This is your thanks.'



"After we finished eating, I went again to the back of the plane, heading for the rest room. A man stopped me. 'I saw what you did. I want to be part of it. Here, take this.' He handed me twenty-five dollars.

"Soon after I returned to my seat, I saw the Flight Captain coming down the aisle, looking at the aisle numbers as he walked, I hoped he was not looking for me, but noticed he was looking at the numbers only on my side of the plane. When he got to my row he stopped, smiled, held out his hand, and said, 'I want to shake your hand.'

"Quickly unfastening my seat belt I stood and took the Captain's hand. With a booming voice he said, 'I was a soldier and I was a military pilot. Once, someone bought me a lunch. It was an act of kindness I never forgot.' I was embarrassed when applause was heard from all of the passengers.

"Later I walked to the front of the plane so I could stretch my legs. A man who was seated about six rows in front of me reached out his hand, wanting to shake mine. He left another twenty-five dollars in my palm.

"When we landed in Chicago I gathered my belongings and started to deplane. Waiting just inside the airplane door was a man who stopped me, put something in my shirt pocket, turned, and walked away without saying a word. Another twenty-five dollars!

"Upon entering the terminal, I saw the sailors gathering for their trip to the base. I walked over to them and handed them seventy-five dollars. 'It will take you some time to reach the base. It will be about time for a sandwich. God Bless You.'"

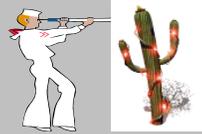
"Ten young men left that flight feeling the love and respect of their fellow travelers."



U.S. Navy's ongoing mission:

Maintaining the freedom of the seas.

- What's Ahead-



Eighth LST 1156 Reunion

'Viva Las Vegas'

Wednesday, September 15, 2010

- LST 1156 Reunion Kick-off Event -

**Thursday, September 16, 2010
Group Tour**

The Desert Princess



Lake Mead Cruise and the Mighty Hoover Dam

**Friday, September 17, 2010
- Business Meeting -**

*** Reception & Banquet Dinner *
Group Photos**

Guest Speaker: TBA

Nellis AFB Honor Guard

Saturday, September 18, 2010

**Legends in Concert Show
'A Night to Remember'**



REGISTRATION IS REQUIRED

Reunion Registration Deadline: 07/07/2010



Eighth LST 1156 Reunion

SPECIAL REUNION RATES

Hotel:

Harrah's

Las Vegas



**Phone Reservations: 800-901-5188
For Group Rate Use Code: SHUSS0
\$74.00 Sunday - Thursday + tax
Friday - Saturday \$89.00 + plus tax
(Rate(s) for 2 adults per room).**

For on-line reservations:

<https://www.harrah.com/CheckGroupAvailability.do?propCode=LAS&groupCode=SHUSS0>

**Hotel Reservation Deadline for Group Rate:
8/1/10**

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