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USS TERREBONNE PARISH (LST 1156)
Reunion Association

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NEWSLETTER

Issue # 67

May/June 2010



A Look Ahead

Next-gen Burkes May Push Limit of DDG Frame

The Navy's next batch of workhorse destroyers will likely be larger, sport a different-looking superstructure and could carry a new set of weapons, according to Navy officials and congressional reports.

Service officials committed the Navy to a new variety of the Arleigh Burke-class destroyer in appearances around Washington over February and March, even rolling out the term "Flight III" for a ship that will combine much of what sailors already know in today's Flight I, II and IIA ships with advanced refinements that designers hope are ready in the next few years.

"We ultimately have to go beyond today's level of missile defense capability that's in the [DDG] 51 class, which is why we have continued to move forward development of the air and missile defense radar technology," the Navy's top weapons buyer, Sean Stackley, said in a congressional hearing March 3. "So that's an ongoing development. And those two intercept in about 2016 in terms of maturity of that technology and spiraling of the 51s.

As with any modern warship, the new destroyer's sensors and weapons will be the two key variables that determine how different it becomes from today's version. One basic component is its new radar, still in development, which will likely

have a bigger array than the SPY-1 radar worn by today's cruisers and destroyers.

The radar antenna for the Flight III ship could have a diameter of about 14 feet, compared with the roughly 12-foot arrays of today, according to a Feb. 26 report by Congressional Research Service shipbuilding experts.

SOURCE: Navy Office of Information



The Navy's next generation of destroyers will look different from the latest Arleigh Burke-class destroyer Wayne E. Meyer, shown here arriving at its new homeport of San Diego last month.

Eighth LST 1156 Reunion



Las Vegas, Nevada
September 15 - 18, 2010

T-BONE TALK



CHEERS!

LST 1156 Association Member Named Legion Commander



John Kryvanick, left, is installed as Commander, American Legion Post 380, by Legion National Executive Committeeman Bobby Watts during the installation of officers of Post 380.

Houma, La.

Houma/Terrebonne Parish resident, and T-Bone Association Member, **John Kryvanick, ET3**, (LST 1161 '55-'56), was installed as Commander of the Kenneth C. Boudreaux Post 380 American Legion in Chauvin, La. in January.

The Legion Post is about 12 miles south of Houma. John has been an active member of the Post 380 for about 15 years. During that time, he has served as Finance Officer, and 2nd Vice Commander.

Post 380 is a leader in sponsoring a variety of community outreach programs from blood drives to anti-drug activities in local schools.

The Post recently donated and installed a new flagpole at the LaCache School in Chauvin, and conducted a dedication program as part of the ceremony.

The Legion Post sponsors high school students to the boy's and girl's state program to learn about how government works.

Post 380 was chartered on August 8, 1977. It was named after Kenneth C. Boudreaux, a Chauvin

native who was drafted into the Army during the Vietnam War, and was trained as an Army Medic.

In Vietnam while parachuting into a combat zone to tend to the wounded, he landed on a land mine, and he was killed instantly, on July 7, 1966.



Post Commander John Kryvanick addresses attendees at installation ceremonies following his appointment.

Navy Lore

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

'Crow's Nest'

The raven, or crow, was an essential part of the Vikings' navigation equipment. These land-lubbing birds were carried on aboard to help the ship's navigator determine where the closest land lay when weather prevented sighting the shore.

In cases of poor visibility, a crow was released and the navigator plotted a course corresponding to the bird's flight path because the crow invariably headed towards land.

The Norsemen carried the birds in a cage secured to the top of the mast. Later on, as ships grew and the lookout stood his watch in a tub located high on the main mast, the name "crow's nest" was given to this tub.

While today's Navy still uses lookouts in addition to radars, etc., the crow's nest is a thing of the past.





The Amazing Hoover Dam Bypass Bridge Nears Completion

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

Pittsburgh, Pa.

In my research on the Hoover Dam, I also gathered some interesting information that I would like to share with you on the building of the Hoover Dam Bypass.

Actually, the Bypass should be close to being completed by our reunion in September. Even if it is not, what has been done by then will be an incredible engineering accomplishment to see.

As this immense project nears its completion, take a look at these photos taken onsite, around, above and below the Hoover Dam Bypass Bridge.

It cannot be said that the golden age of engineering is over when we can still produce projects like this.



There is no doubt that those working on the project must not be afflicted by bouts of vertigo – however occasional. Would you want to be up that high? Just to put it in to context, it is over two hundred and fifty meters down from this height.

Construction of the Colorado River Bridge is advancing on the 1,060-foot twin-rib concrete arch.

The Colorado River Bridge is the central portion of the Hoover Dam Bypass Project.



Arch inching toward completion

Construction on the nearly 2,000 foot long bridge began in late January 2005 and the completion of the entire Hoover Dam Bypass Project is expected in late 2010. When completed, this signature bridge will span the Black Canyon (about 1,500 feet south of the Hoover Dam), connecting the Arizona and Nevada Approach highways nearly 900-feet above the Colorado River.

In late 2004, the proposed bridge name honoring Mike O'Callaghan and Pat Tillman was announced at a ceremony by Nevada governor Kenny Guinn and Arizona governor Janet Napolitano.

Mike O'Callaghan - Pat Tillman Memorial Bridge



The bridge as seen from the Hoover Dam in March 2010

Mike O'Callaghan was a decorated Korean War veteran and was governor of Nevada from 1971 to 1979. He served as executive editor at the *Las Vegas Sun* newspaper.

Pat Tillman was an Arizona State University and Arizona Cardinals football player who gave up his multi million-dollar career in the NFL to enlist in the U.S. Army, and was killed by friendly fire in Afghanistan.

For additional information and photos of the project, visit: www.hooverdambypass.org.

SOURCE: Scienceray/Wikipedia



Specialist Christopher "Kit" Lowe was greeted by a crowd of family, friends, and Patriot Guard Riders well-wishers as he arrived at the Savannah airport Saturday night, March 27.

Army Bronze Star Recipient Comes Home to Savannah

A Patriot Guard Riders & T-Bone Welcome

By Nick Gardner, QM3, ('59-'61)

Savannah, Ga.

On March 27, I went with the Patriot Guard Riders to take part in the homecoming celebration for a local soldier who was awarded the Bronze Star after being seriously wounded trying to save a Medic during a firefight.

He was supposed to arrive around noon, and we had close to 40 bikes there with ten coming all the way from Augusta, Ga. The soldier got bumped by Delta trying to leave Washington and didn't arrive until 9:40 p.m.

Fifteen of us went back that evening and joined his friends and family to welcome him home. The Patriot Guard Riders would have swamped the area if he had arrived on time.



Proudly, I wore my T-Bone cap with the scrambled eggs on the visor, and my motorcycle vest. Most of the PGR are Army and Marine Vets with a lot of Viet Nam Vets. I am normally the only visible Navy Vet in the events that I have attended.

Here is the news article from the local Savannah media:

"A returning soldier got a warm welcome Saturday night as he finally arrived home in Savannah after hours of delay.

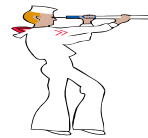
Specialist Christopher "Kit" Lowe was shot in a firefight in Afghanistan in August 2009. He has since spent months in recovery at Walter Reed Army Medical Center and was honored with a Bronze Star in February.

Plans called for Lowe to arrive in Savannah Saturday afternoon, but he was bumped from his original flight. His second flight, set to arrive around 9:00 p.m. Saturday, was delayed.

His family and a group of Patriot Guard Riders and other well-wishers anxiously waited at the Savannah airport until their hero finally arrived home.

Through his recovery, Lowe has been collecting school supplies to donate to children in Afghanistan. So far more than 600 boxes of donations have been shipped from 12 different states."

Needless to say, I was proud, as a Navy Veteran and a PGR member, to be a part of the group to welcome him home.



Naval History

1795 - The U.S. Navy Office of Purveyor of Supplies is established. This is officially recognized as the Navy Supply Corps Birthday.

1919 - USS Osmond Ingram (DD 255), the first Navy ship named for an enlisted man, is commissioned.

1942 - President Franklin D. Roosevelt designates Adm. Ernest J. King to serve as the Chief of Naval Operations, and commander in chief, U.S. Fleet, to which he was appointed Dec. 30, 1941.

1944 - Carrier groups under Adm. Raymond Spruance attack Saipan, Tinian and Rota in the Marianas.

1945 - U.S. Marines and a Navy corpsman raise the American flag on Mt. Suribachi, Iwo Jima. The scene has been forever remembered on the U.S. Marine Corps War Memorial in Washington, D.C.

Personal Impressions

By Sue Carney, Ph.D.



Frederick, Md.

In a bit of a change of pace for me, your fearless editor suggested that perhaps a book review might be interesting to the readers of this newsletter.

When I was younger, I was rarely without a book in hand – often I'd be in the middle of several at once. Since graduate school, where I had to spend too much time reading hundreds of scientific papers, reading for pleasure became very low on my list of things to do. Now, I don't often have time to read anything that is not related to lectures I'll be giving the next day.

I will admit, though, that during my first year of teaching, I did make it through the entire Harry Potter series. That was a mindless distraction from work that I enjoyed for a brief time each evening.



Alex & Me
How a Scientist and a Parrot
Uncovered a Hidden World of
Animal Intelligence—and Formed
a Deep Bond in the Process
IRENE M. PEPPERBERG

Last Christmas, my husband gave me a book that probably caught his eye because he is an ornithologist (and maybe because he wanted it too?).

During the winter break between semesters, I was able to have a chance to read it- "*Alex & Me: How a Scientist and a Parrot Discovered a Hidden World of Animal Intelligence -- and Formed a Deep Bond in the Process*" by **Irene Pepperburg**.

I had heard a bit about this bird, an African Grey parrot, in the news, and I remember hearing his obituary on the radio. I also remember thinking, as I'm sure most people did when they heard the news, how strange it was to be hearing an obituary for a bird. As it turns out, this particular bird was not any ordinary bird.

The story is told by a scientist who was Alex's former keeper. From the perspective of a scientist (although I've never done any research involving animal behavior or cognition), it was interesting to read about Dr. Pepperberg's challenges, both personally and professionally, over the course of her career.

As a fan of animals, I was amazed to learn some of the things that Alex was capable of doing and learning. Without giving too much away, the experiments and observations that the author documents reveal a side of birds that I'm sure most people never would imagine is possible (and, in fact many people still don't!).

Over the course of his lifetime, Alex accumulated a vocabulary of somewhere around 100 words. At times, his character seems as lively as a toddler or a teenager, depending on his mood during training and recreational sessions.

Not quite as mindless as Harry Potter, but definitely an easier read than the Genetics textbook through which I am currently working my students, *Alex & Me* is a book that anyone with a mild to moderate interest in science or animals should enjoy.

It is surprisingly touching, so if you're prone to weepiness, keep a box of tissues handy. Alex comes across as quite a memorable character, and his story is certainly worthy of the time of anyone who likes non-fiction reading.

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

Cinco de Mayo



May 5

An Untold Story of 9/11



Submitted by **Virginia De Fraites**
(Mother Goose), Associate Member



Houma/Terrebonne Parish, La.

Recently the following story of an event that happened at the Pentagon on 9/11, and our military came to my attention, and I thought that readers of the T-Bone **NEWSLETTER** would have an interest in reading about a little-known event that occurred on that day.

It is, in many ways, one of the most touching stories I've ever heard, and it highlights the dedication of our military, and the Marine Corps.

At a memorial ceremony for 9/11 last year, at NORTHCOM, Lt. Col. Chaplin Robert Leivers led the group in a ceremony. During the ceremony, he described this little-known story about events at the Pentagon on 9/11:

"During a visit with a fellow chaplain, who happened to be assigned to the Pentagon, I had a chance to hear a first-hand account of an incident that happened right after Flight 77 hit the Pentagon. The Chaplain told me what happened at a day-care center near where the impact occurred.

"This day-care had many children, including infants who were in heavy cribs. The day-care supervisor, looking at all the children they needed to evacuate, was in a panic over what they could do; there were many children, mostly toddlers, as well as the infants that would need to be taken out with the cribs. There was no time to try to bundle them into carriers and strollers.

"Just then a young Marine came running into the center and asked what they needed. After hearing what the center director was trying to do, he quickly ran back out into the hallway and disappeared. The director thought, 'well, there we are on our own.' About 2 minutes later, that Marine returned with 40 other Marines in tow. Each of them grabbed a crib

with a child, and the rest started gathering up toddlers. The director and her staff then helped them take all the children out of the center and down toward the park near the Potomac River and the Pentagon.

"Once they got about 3/4 of a mile outside the building, the Marines stopped short in the park, and then did a most fabulous thing - they formed a circle with the cribs, which were quite sturdy and heavy, like the covered wagons in the West. Inside this circle of cribs, they put the toddlers, to keep them from wandering off.

"Outside this circle were the 40 Marines, forming a perimeter around the children and waiting for instructions. There they remained until the parents could be notified to come and get their children."

COLA Update

The 2010 cost-of-living adjustment for retirees could test the idea of whether something really is better than nothing.

After getting no COLA in military and federal civilian retired pay, veterans' disability compensation and Social Security last December because of the weak national economy, congressional economists are estimating the Dec. 1, 2010 pay adjustment is going to be just 0.1%.

The Congressional Budget Office in relation to a bill that would increase veterans' disability and survivor benefits issued that COLA forecast in March.

While Social Security and military and civilian retired pay are automatically adjusted each December 1 based on the change in the Consumer Price Index measure of the cost of goods and services, increases in veterans' benefits require a change in law.

Pending legislation would give veterans the same increase that goes to Social Security recipients.

Source: Federal Times



**U.S. Navy's ongoing mission:
Maintaining the freedom of the seas.**



Work Out Joint Pain



By **Beverlee Keels**, CMA (AAMA)

Columbus, Ohio

Knee and joint pain regularly prevents many Americans from enjoying exercise.

Even worse is that the problem is twofold. If you don't use your joints, they become less mobile and the muscles around them grow smaller. This, in turn, leads to even more pain. Even modest exercise can improve joint stability and muscle strength – not to mention mood, sleep, and energy level.

A variety of activities can be safe and helpful, with minimal pain. Try flexibility and low-impact aerobic exercises, like swimming, walking, or using elliptical trainers. Work with light weights and make sure you know your limitations. If your joints are stiff, apply hot packs before exercising.

Avoid high-impact activities like running or tennis, which can worsen joint pain and have a negative effect. Stay active, but stay active within reason. Be mindful of how you can help and hurt your joints.

SOURCE: CMA Today

Flag Day



June 14, 2010

Veterans Corner



Military & Veterans Discounts at Lowe's

Honoring America's Veterans & Active Duty Military

Lowe's Companies, Inc. recently announced that it is expanding its support of the military by offering a 10% discount 24/7 to all military personnel who are active, reserve, retired or disabled veterans and their family members, with a valid, government-issued military ID card.

All other military veterans (non-disabled) will receive the 10% discount only on Memorial Day, Fourth of July and Veterans Day weekends.

The discount is available on in-stock and Special Order purchases up to \$5,000. Excluded from the discount are sales via Lowes.com, previous sales, and purchases of services or gift cards.

In addition, Lowe's has also extended benefits for its employees serving in the military and offers employment opportunities to military personnel after their military service has ended.

Currently, more than 12,000 Lowe's employees are military veterans or reservists.

Source: Minuteman

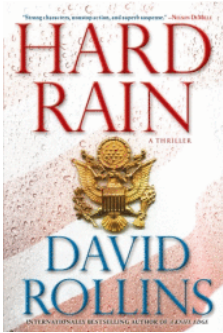


Reunion Registration Incentives

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



Bookshelf



- *HARD RAIN* by **David Rollins**, Random House, 2010, 400 pages

Nothing is what it seems to be in this new novel of nonstop suspense from David Rollins, internationally best selling author of *A Knife Edge*. Special Agent Vin Cooper is having a hard time figuring out who the real bad guys are, as a military man's gruesome murder draws him into a web of conspiracy.

As a special investigator for the U.S. Air Force, Vin Cooper thought he'd seen it all. But even he can't believe his eyes this time. Colonel Emmet Portman, U.S. air attaché to Turkey, wasn't simply murdered in his Istanbul residence. He was carefully dismembered, his body parts laid out like an exploded diagram - except for twelve missing bones, three of which show up a few days later at another grisly murder scene. And when it turns out that the dead colonel happened to have the second victim's business card in his Rolodex, it looks as if there's a serial killer at large.

But looks can be deceiving. As Vin and Special Agent Anna Masters investigate, inconsistencies crop up that cast doubt on their theory of the case - and hint at a shadowy plot that may be even darker and more sinister than two grotesque connected slayings. Is someone trying to shatter fragile hopes for Middle East peace, topple governments by any means necessary, and eliminate anyone who gets in the way?

Onetime lovers, now the uneasiest of partners, Cooper and Masters struggle to put aside their personal baggage as they follow a trail of carefully concealed clues from Istanbul to the Iraqi desert and beyond. As evidence of a conspiracy snakes up the chain of command, these two seasoned special

agents must dodge bullets, defuse bombs, and avoid being buried alive in their frantic effort to short-circuit a plan for world domination more audacious and far-reaching than they could ever have imagined.

Retiree Voluntary Recall

All the services have created programs for military retirees who want to return to duty. And many retirees are jumping at the chance.

At the present time 974 Army enlisted members and officers volunteered to return to active duty after retirement. Since 9/11, 3,077 Army retirees have voluntarily returned to some period of active duty. Any Army retiree who has served at least 20 years of service and is under the age of 70 can apply for recall.

Of course there is a rigorous fitness, security and need analysis before they are accepted. The other services have much smaller and more specialized recall programs. The Air Force established a voluntary program in 2009 for officers only, and had 386 retirees return.

Last year the Navy had 378 retired personnel and officers return to duty. The Navy says that most of them had very specialized skills - examples Doctors and Chaplains.

The Marines had a small recall program for 300 senior non-commissioned officer positions in 2008 and 2009, which were all filled.

SOURCE: RAO Bulletin

- Judy's Thought for the Day -

"Throw strikes. The plate doesn't move."

- **Leroy "Satchel" Paige**, pitcher, Negro Leagues, St. Louis Browns, Cleveland Indians.

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



FI\$CALLY FIT



By Dave Bader in Columbus

FY '11 Membership: 113

As we begin our new fiscal year 2011 membership campaign, we have 104 regular members and nine associate members who have come aboard for Fiscal Year, 2011 (6/1/2010 – 5/31/2011).

FY 2011 membership received since our last **NEWSLETTER**. *Welcome Aboard!*

Regular Members

- **John “Sid” McDonough**, MR3, (Causeway Team), (9/64-4/65), N. Weymouth, MA
- **Jim Elder**, EM3, ('57-'59), EMC, USN, (Ret.), Garden Grove, CA
- **Jerry Bolmarich**, BM3, (11/52-6/55), *Plankowner*, West Hampton, NY
- **Barry Sutton**, RD3, (8/59-8/61), Casey Creek, KY
- **George Fox**, FT3, (12/59-4/61), Flushing, NY
- **John DiPofi**, DC3, (9/61-6/62), Watervliet, NY
- **Frank Jarema**, ENS, Gunnery Officer, (6/59-6/60), CAPT, USNR, (Ret.), Annapolis, MD
- **Nick Gardner**, QM3, (8/59-7/61), Savannah, GA
- **Thomas “Monty” Billings, Jr.**, LT(jg), ('67-'70), Naples, FL
- **Edward Ring**, HT2, (9/69-10/71), Edgewater, NJ
- **Ron Lewis**, RD2, (12/59-6/62), LaGrange, OH
- **Robert Hebert**, SM3, (7/61-5/65), White River Junction, VT
- **Fred “Speedy” Langford**, EM3, ('53-'56), Indian Land, SC
- **Sam Portelli**, SN, (5/57-5/60), Fairlawn, NJ
- **Robert Woolsey**, BT2, (1/59-2/59), Baltimore, MD

- **Charles Snyder**, QM3, ('3/59-1/62), Dallastown, PA
- **Donald Howell**, LT(jg), Engineering Officer ('67-'69), Bohannon, VA
- **David Belt**, ETN2, (1/70-10/71), Cedar Grove, NC
- **George McClure**, LT(jg), Stores/Operations Officer, (9/55-5/57), CDR, USNR, (Ret.) Winter Park, FL
- **Larry Van Der Snick, Sr.**, EN3, (8/62-8/66), Baltimore, MD

Associate Members

- **Bill Tillman**, T/4, US Army, American Legion, Florida Post 273, Clearwater, FL
- **Dorothy Fox**, Flushing, NY



California Looks to Veterans To ‘Serve Again’

California's educational institutions are actively seeking former Sailors and Marines for careers offering the opportunity to "Serve Again."

The U.S. Department of Education's "Troops to Teachers" program connects people who still have the desire to continue serving their communities with employers looking to fill shortages in California's classrooms and across the nation.

Studies conducted by the National Center for Educational Information and Old Dominion University showed educational employers prefer military veterans nine to one over otherwise equally qualified civilian job seekers.

"Why veterans? Because things you take for granted every day as the way things are supposed to be are the qualities employers desire most," according to Education Department officials. "Their organization, self-discipline, punctuality, desire to achieve and honest, sincere caring for the success of others are virtues that school systems for in someone they want in teachers."

The field of education, like the Marines, is always looking for a few good men and women, especially in math, science, and special education, according to state officials.



'AHoy - NOW HEAR THIS'



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



Archives Update

Nevada: A Step Back in Time

Pittsburgh, Pa.

In preparation for our 8th LST 1156 Reunion in Las Vegas, Nevada September 15-18, 2010 I will provide a brief history of the creation of the Lake Mead reservoir, the construction of Hoover Dam, and bypass project (in an accompanying article on page 3)) in this **NEWSLETTER** issue.

Reunion participants will have the opportunity to register for the Hoover Dam tour and Lake Mead cruise that will be offered on Thursday, September 16.

Lake Mead & National Recreation Area History & Nature Converge



Before the existence of Lake Mead, Lake Mohave, and Hoover Dam, the area encompassing the one and a half million acres of the Lake Mead National Recreation Area was occupied by early desert Indian cultures, adventurous explorers, ambitious pioneers looking for cheap land and religious freedom and prospectors seeking riches.

Based on archaeological evidence, several Native American cultures have been identified as having existed 8-10,000 years ago in an environment wetter and cooler than it is today. These cultures hunted game, gathered local edible plants and practiced farming.

Various prehistoric culture groups made the Colorado River region their home. Archaeological investigations have provided evidence that some were hunter/gatherers and lived in caves; other groups lived in pit houses and Puebloan-type structures, and practiced early farming - growing corn, beans, squash and cotton.

Their technology included pottery of the reddish-brown and gray-brown buff ware with simple black and red decoration. They ground corn and seeds with manos and metate and hunted game with spears, bows and arrows made from local and traded materials.

Early explorers traveling from Utah to California crossed through the region over land and water. In search of areas rich in animal furs for trade, Jedediah Smith traversed the Virgin and Colorado rivers in 1826 and 1827, encountering the early Indians who lived along the riverbanks.

In 1855, Lt. Joseph Christmas Ives traveled the lower Colorado River in search of safe and efficient passage upon the steamship, *Explorer*. Following Ives, John Wesley Powell continued exploration of the upper Colorado River from the Grand Canyon to where it meets the Virgin River.

The southwestern desert with its arid environment was a most inhospitable environment in which to live. For centuries the early native inhabitants living along the Colorado River found innovative ways to irrigate small agricultural plots. The region became more and more populated by white settlers with the advent of rail transportation and the discovery of gold and silver in the mountains of southern Nevada. Mormon pioneers established communities and prospectors established mining claims up and down the river.

Visionaries desiring continued westward expansion sought to discover ways to harness the

(Continued on Page 11)

(Continued from Page 10)

power of the river to allow for large-scale irrigation and other industries. Thus, the concept of building a dam was born.

The Reclamation Act of 1902 thus instituted the construction of Boulder Dam, later to be named Hoover Dam, which began in 1931.

The reservoir created by the damming of the Colorado River became Lake Mead, named after Elwood Mead, the Bureau of Reclamation commissioner at the time. Lake Mead National Recreation Area became the first national recreation area in 1964.

Hoover Dam: Steeped in History



Constructed by the Bureau of Reclamation in the depths of the Great Depression in the 1930's, Hoover Dam was the largest federal project of its time. Building the dam was hot, dirty and often dangerous work, but more than 20,000 men were happy to be working on the Hoover Dam, the biggest dam project in the world when it was completed.

Decades after proposals were made to build a dam to control flooding and provide water for farms in Southern California and the Southwest, then-Secretary of Commerce Herbert Hoover served on a commission charged with finding an equitable way to divide the waters of the Colorado River among the seven basin states.

The result of this commission's deliberations-the Colorado River Compact of 1922-finally cleared the way for the dam to be built. President Calvin Coolidge authorized the Boulder Canyon Project in 1928.

The next year, as the new president, Hoover took an active part in settling engineering problems that moved the dam from Boulder Canyon to Black Canyon. The dam, referred to as Boulder Dam in the 1930's, was officially named Hoover Dam, a name that was restored by a resolution signed by President Harry Truman in 1947.

Six Companies, a consortium of six smaller contractors, won the construction bid. General

Superintendent Frank Crowe devised lights for working at night so that 24-hour shifts were possible, as well as other construction innovations.

The Colorado River first had to be diverted from the work site, and four diversion tunnels were cut into the canyon.

High scalers worked on the canyon walls, removing loose rock to make sure the walls were smooth so the dam's concrete would adhere. After a year, the river was routed through the tunnels, and the main work began.

The dam was built in interlocking blocks, and concrete was poured in sections from four-and eight-cubic yard buckets suspended from cables.

Six Companies was allowed seven years to build the dam, beginning in 1931, but the dam was completed in five years – two years ahead of schedule, and President Franklin D. Roosevelt dedicated the dam on September 30, 1935.

Sources: NPS, Bureau of Reclamation, Nevada Tourism Commission

Eye on the Fleet U.S. Navy Photos



CARIBBEAN SEA - The littoral combat ship USS Freedom (LCS 1) transits the Caribbean Sea during its maiden deployment. Freedom is conducting counter-illicit trafficking operations and theater security cooperation in the U.S. 4th Fleet area of responsibility.

LST 1156



**Reunions
A Growing Tradition**

U.S. War Dogs Monument Gets Pentagon Approval

A new war memorial will pay tribute to dogs that have served with U.S. military units in wars.

The Pentagon's approval of the location and design capped years of work by a Vietnam veteran John Burnam who worked with a war dog.

A Vietnam War dog handler, Burnam met with military officials in January to finalize a design for the nation's first national war dog monument at Fort Belvoir, Va.

Burnam said, "This monument represents all wars, all services and all dog handlers of all wars. It represents a piece of the military that hasn't really been memorialized."

He started pushing for the monument in 2001 and has traveled the country to rally support for the project.

The military has used dogs since World War II as scouts, trackers and guards. Dobermans landed with U.S. forces at Iwo Jima, while German shepherds helped liberate Sicily.

During the Korean War, dogs served as sentries. Several thousand dogs served in Vietnam as trackers and scouts.

Dogs have played an integral part in the War on Terror. In Iraq and Afghanistan, U.S. forces use dogs to detect roadside bombs or hidden weapon caches, often saving the lives of U.S. and NATO troops.

SOURCE RAO Bulletin

Name Change: Operation Iraqi Freedom

On Sept. 1, 2010 Operation Iraqi Freedom will officially become Operation New Dawn (OND) to recognize the continued progress that is being made in the country.

In a memo approving the name change to Gen. David Petraeus, the commander of U.S. Central Command, Defense Secretary Robert Gates said the change sends a strong signal that "our forces are under a new mission. It also presents opportunities to synchronize strategic communications initiatives, reinforce our commitment to honor the Security Agreement, and recognize the evolving relationship with the Government of Iraq."



Airmen Train Afghan National Army Air Corps' 1st C-27 Pilot



U.S. Air Force Lt. Col. Paul Bedesem, 538th Air Expeditionary Advisory Squadron instructor pilot, shakes the hand of Afghan National Army Air Corps Lt. Faiz Ramaki, after Lieutenant Ramaki's check ride, last month. Ramaki is the Air Corps newest pilot and the first pilot qualified to fly Afghanistan's newest aircraft, the C-27 cargo and troop transport aircraft.

KABUL, Afghanistan - An Afghan National Army Air Corps pilot became the first Afghan pilot qualified to fly the C-27 here last month.

American Airmen helped train Afghan Lt. Faiz Ramaki as the Afghan National Army Air Corps' newest pilot on the Air Corps' newest aircraft.

The C-27 initial qualification regime takes approximately 90 days to complete, including three weeks of academic classes covering ground training, 12 flights and ends with a final check ride.

DFAS Offers New Retiree Web Site

The Defense Finance and Accounting Service (DFAS) has established a new Web site for recipients of military retirement pay, annuities and disability benefits, as well as those preparing for retirement.

To view the site, visit www.dfas.mil/rapay.html or click "Retired Pay" on the yellow bar atop the DFAS Web site, www.dfas.mil/.



Ship Notes & Museum News



Higgins Landing Craft from World War II

By **Dr. Rick Bartlett**, Associate Member

Columbus, Ohio

As a Member in the National Maritime Historical Society, I receive a quarterly magazine that includes a variety of interesting information that brings our seafaring history to life.

The most recent publication included two items that I thought might be of interest to *NEWSLETTER* readers and former LST 1156 crewmembers.

The first one is about the National World War II Museum in New Orleans. The museum opened its new 70,000 sq. ft. expansion in November with the Higgins landing craft (LCVP) serving as its centerpiece.

The Higgins landing craft designed by company owner Andrew Jackson Higgins is often credited with helping to win World War II for its role in both the European and Pacific theaters.

Higgins boats brought U.S. soldiers and equipment to shore in every major amphibious assault in WWII.

Higgins industries grew from a 75-employee firm to employing 25,000 workers in seven plants during the war. General Eisenhower said years later that "Higgins won the war for us."

The National World War II museum (originally known as the D-Day Museum), opened in June 2000.

It is undergoing a \$300 million expansion that will quadruple the size of the existing facility and will consist of four pavilions, a theater, USO entertainment venue, a restaurant, and parade ground. For more info visit the Museum's website: www.nationalWW2museum.org



The second article covers the Battleship *Missouri* Memorial that was reopened to visitation in January, following an \$18 million drydocking project.

The museum ship resides in Pearl Harbor in Hawaii, moored just a few hundred yards from USS *Arizona*. The restoration work included a refurbished hull, fresh coat of paint, and state-of-the-art cathodic protection and humidity detection technologies, protecting the ship against corrosion for decades to come.

Officials from Japan and the Allied Forces signed surrender documents ending World War II on the *Missouri's* deck on September 2, 1945 in Tokyo Bay. The battleship was also used in the Korean and Persian Gulf wars before being decommissioned in 1992; the memorial opened in January 1999.



The *Missouri's* return from drydocking, completed on time, comes just in time to commemorate the 65th anniversary of the end of World War II. (Battleship Missouri's Memorial is located on Ford Island, Pearl Harbor. For more information visit website: www.ussmissouri.com.

SOURCE: Sea History Magazine

Navy, Ohio State to Play In Baltimore in 2014



Bill the Goat



Brutus Buckeye

Navy will open the 2014 football season against Ohio State on the Baltimore Ravens' home field.

The game, held Aug. 30 over the Labor Day weekend, will be a rematch of the 2009 season opener, when the host Buckeyes held off the Midshipmen, 31-27.

Navy, based in nearby Annapolis, Md., will be the home team. The game will be played in M&T Bank Stadium, which seats 71,000.

The Midshipmen have played Army, Notre Dame and Maryland at the stadium, and have always sold out, stadium officials said.



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.

Slavery was practiced during the time periods covered in the Bible. Some people were enslaved because of wars. Others were forced into slavery because they could not pay their debts. Some Old Testament laws kept slavery from completely dehumanizing its victims. In some circumstances, slaves could be redeemed, that is, a price could be paid to free them.

Many passages in the New Testament speak of or to slaves. Slavery is neither condemned nor condoned in the New Testament but dealt with as a reality of life. Serving God faithfully whether one was a slave or a free man is what the New Testament focuses on.

The New Testament declares that all people are slaves to sin. But it also shows how God made a way for us, as slaves of sin, to be redeemed. This study will help us come to understand the biblical background for the doctrine of redemption.

The Book of Leviticus was written as instruction for the priests to guide the people of Israel in holiness. This included principles that affected everyday life, guiding the behavior of both rich and poor people in the land. The practice of slavery could easily reduce a person's standing in society. Some people could have been tempted to look at slaves solely as property, leaving them open to being mistreated.

The people of Israel had come out of brutal slavery in Egypt. So God established laws to protect the rights of the slaves. He did not want the Israelites to inflict what they had endured in Egypt on those who were less fortunate.

In ancient Israel, a poor person could sell himself to pay for a debt. Leviticus 25:47-53 provides an

example of and instructions about this practice. If a non-Jewish settler had become rich and bought a Jewish slave, the law stated that the slave could be redeemed - his freedom could be purchased for a set price. The redemption price could either be paid by the man himself or by one of his relatives, a kinsman-redeemer. No human was to be considered mere property, but always retained certain rights.

The background for this practice is found in Israel's redemption from bondage in Egypt. God had freed His people. He did not want them to be slaves again. However, knowing the reality of the world in which His people lived, He provided ways to be redeemed for those who had to turn to slavery because of their poverty.

Perhaps the best way to apply these verses today is to gain an understanding of the nature of God. God does not desire people to be in bondage to sin.

He cares about people who are in sin's bondage so much that He provided the way for them to be redeemed through the blood of Christ. We can also deduce that God cares about those who have sold themselves again to be slaves to sin and desires for them to be set free once again (see James 5:19-20).

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 gfox9@nyc.rr.com or by phone at 718.762.7895 or Cell: 917 749 7895.

Fiscal Year '11

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Association

Celebrations!



Birthdays

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

Dahlonge, Ga.

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

May

- **Dave Bader, JO2**, ('54-'56) **May 3**
- **William Baumgartner, EN2**, ('54-'57), **May 16**
- **Mart Black**, Associate Member, **May 27**
- **Ronnie Cozart, EN2** ('62-'64), **May 28**
- **Lewis Fankell, EM3**, ('54-'55), **May 31**
- **Peter Gionis, LT(jg)**, ('62-'63), **May 15**
- **Edward Goerling, FT3, Plankholder**, ('52-'56), **May 31**
- **Edward Klinges, LT(jg)** ('55-'57), **May 13**
- **Fred "Speedy" Langford, EM3** ('54-'56), **May 30**
- **Charles Snider, QM3**, ('59-'62), **May 12**

June

- **Howard Gutman, SGT, USMC**, ('57-'58), **June 7**
- **Johnny Hinchman, IC2**, ('56-'59), **June 15**
- **Thomas Humerick, GMG2**, ('70-'71), **June 13**
- **Ronald Lewis, RD2**, ('59-'62), **June 22**
- **John McCartney, LT(jg)**, ('61-'6), **June 8**
- **Patrick "Doc" Monaghan, HM2**, ('64), **June 24**
- **Frank Moran, SHB2**, ('59-'60), **June 7**
- **Michael Morrissey, RM3**, ('59-'62), **June 1**
- **Jimmy Reece, GM2**, ('61-'64), **June 2**
- **Leon Stolz, AO3**, ('60), **June 26**
- **Tony Tedesco, DC3**, (53), **June 13**
- **Roy Wood, EN3**, ('58-'59), **June 13**

At-A-Glance



Computer Eye Strain

According to experts at Lighthouse International, in 2008 Americans reportedly were using the computer at their work place an average of 15 hours a week. College students, for instance, increased their computer use by 50% between 2005 and 2009.

Extended computer use can lead to computer vision syndrome or computer eye strain. Some of the symptoms include headaches, pain or stiffness of the neck, back or shoulders or wrist pain. Unfortunately, the most prevalent, damaging and heavily-reported symptoms are eye strain, blurred vision and dry eyes.

With the increase in social networking and technological advancements like the iPad, iPhone and Blackberry, it is understandable that people are using their eyes more often for screen reading. Here are tips to treat your eyes better while working on your computer or hand-held device. Experts recommend that you:

- **Rest your eyes every 15-20 minutes.** Take your eyes away from the computer. Short breaks are refreshing for the eyes and the mind. Research shows that taking a break from your daily task can help increase productivity at work.
- **Remember to blink!** Blink forcefully. This will decrease dry eyes and irritation.
- **Use artificial drops.** If you do feel dryness in your eyes, ask your vision care specialist whether a prescribed or over-the-counter drop might be useful. Always check with your eye doctor if there are persistent problems with dry eye or if you have problems when using the computer. More often than not, these problems can be resolved with special lenses for the computer.

SOURCE: Lighthouse International Newsletter

Armed Forces Day

May 15, 2010

Rally Round the Flag Boys



By Paula Johnson, Historian

Columbus, Ohio

This issue of the *NEWSLETTER* coincides with both Memorial Day in May and Flag Day in June, and I thought this would be a good time to share with readers some historical information on “flags”.

The flag was the heart of a fighting unit and a rallying point on a smoky battlefield. The regimental flags identified a group of soldiers at a time when you couldn't necessarily identify them by what they were wearing. To a soldier, the sight of his flag kept alive the memory of home and family.

Let's start with some flag basics. The term “flag” has been accepted to describe any fabric insignia representing a nation, group or organization. Strictly speaking, however, a *Flag* is that which is flown from a building or post – and is never carried; a *Standard* is carried by a mounted unit, and is also true of a *Guidon*, which is smaller, signifies unit and/or corps affiliation and is often swallow-tailed; a *Color* is carried by an infantry or foot-artillery unit; an *Ensign* is a national flag that is flown from a ship, while a *Jack* is smaller and flown from the bow of a ship.

The jack is often the *Canton* of the national flag. A *Commission Pennant* is a long streamer-like flag flown from a warship. For the purpose of this article, I will use the accepted term “flag” to cover all bases.

Now for some *Vexillology* (the study of flags) terminology: the main body or back-ground of the flag is known as the *Field*; the square or rectangular area in the upper left section of the flag (when present) is known as the *Canton*; the narrow edging (usually white) separating different colors is called the *Fimbration*.

The *Hoist* is the side of the flag next to the pole; the *Fly* is the opposite, usually longer side. On top of the pole or *Staff* is a metal piece, often a

spearhead or eagle known as a *Finial*; the bottom metal cap is the *Ferrule*.



US Navy Jack 1861-1863

U.S. Army regulations in reference to flags were very complicated and changed several times during the Civil War. Per the regulations, each unit was required to carry a national flag (the Stars and Stripes) and a regimental flag, identifying the unit. Some additionally carried a state flag.

The Army of the Potomac's General Order No. 102 (the first comprehensive Army-wide flag designating system), issued by Major General George B. McClellan in 1862, gave an extensive instruction pertaining to flags so complex that I imagine by the war's end, only McClellan himself could identify any unit in the sea of multi-colored, vertically-striped, horizontally-striped, starred, unit-numbered, regimentally-specified flags, banners, pennants, guidons, colors and/or standards.

I am happy to say, however, that field hospitals were designated by a yellow flag with a green ‘H’ in the center throughout the course of the war.



Southern woman sewing a jack

Flags varied in cost. They were generally made of silk, when it was available. Companies such as Tiffany & Co. of New York, better known for their stained-glass and jewelry, made flags during the Civil War. Regimental flags were often hand-made by the ladies of a community or commercially-made flags were hand-embellished.

These flags were presented to the local unit with much fanfare including speeches, music and food. In the South, particularly towards the end of the war when materials were scarce, ladies tore up their own silk gowns to make new or replace worn-out flags for their soldiers.

At the start of the Civil War (April 1861), the flag of the United States had 13 red and white

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(Continued from Page 16)

stripes (one for each of the original colonies) and 34 stars - one for each state in the union. Although it was suggested by Congress, President Lincoln refused to allow the removal of the stars representing the states which had seceded from the Union.

At the war's end (April 1865), a 35th star had been added for the state of West Virginia, which had separated from Virginia in 1863 to remain in the union.



35-star USA flag

Flags were carried by a *Color* or *Standard Bearer*. While on the march, the colors were located at the front of the unit to lead the troops and promote patriotism. During battle, the colors were found in a central area to mark position and to give direction.. The colors were treated with great reverence and were vigorously defended. Great honor and privilege was bestowed upon the soldier selected to carry the colors. It was imperative to never let the flag touch the ground. If the color bearer fell, another man immediately took up his position.

It was a terribly dangerous job, as the objective of the enemy was to capture the colors, usually killing the color bearer in the process. To take possession of the enemy's colors was to demoralize the foe. Few things were more disgraceful than losing your unit's colors in battle.

In modern times, it is considered preferable to burn your colors rather than allow them to be captured by the enemy.

Battle honors were the painting or embroidery of the names and dates of victorious battles on the regimental flag. This record of service was often transferred to a new flag when an older, tattered model was retired. The retired flag was often cut into small pieces which were distributed to the company.

This was known as Souveniring. Unfortunately, these small pieces of history have mostly been lost or decayed, as silk, when not properly preserved, turns into dust. Whole flags have fared a little better. Many were returned to the community, to local veterans group's or to the local chapter of the GAR (Grand Army of the Republic) following the war for preservation.

Since 1928, the US Army has introduced colored streamers to designate battle honors – one battle per streamer attached to the flag's staff.



Battle-scarred USA flag.

In my home state of Michigan, Civil War veterans marched behind their colors for the last time in a 4th of July parade in Detroit in 1866. The colors were then presented to the governor, Henry H. Crapo, who returned them to Lansing for display in the State Capitol Building.

In 1992, the flags were transferred to the Michigan Historical Museum where they have been placed in specially-made climate-controlled glass cases.

To find your own state's Civil War battle flags, contact your state historical society.



Memorial Day Observed

May 31

May 22

National Maritime Day

Visit Our Website



www.tbone1156.com

Let's Go Back to the Days of Accountability



By *Sarah Martin*

Delaware, Ohio

Lately, I have heard so many crazy things about school districts failing and getting rid of Ronald McDonald and all society does is point fingers. Let's stop pointing and get down to the root of the problem, holding parents and their children accountable.

There is more than one way a school district can fail, many believe that it is the teachers and in few cases that is right; but what about when it is not the teachers fault?



I am always shocked when some teachers lose their jobs over outrageous situations. A group of kids who cut class every day in lieu of finding something better to do than learn end up failing the class. How is that blamed on the teacher? Or even better when homework readings, and lectures are missed, we blame the teacher for the student's failing grades.

We also suspend students who cut class, how is that a punishment? They get to sit at home all day and not go to the place that they are always trying to avoid.

Many claim that income and property taxes are to blame for a poor education. Let's blame the parents. It does not matter how much the taxes are, but it matters how involved the parents are.

In my hometown there are two popular communities that are always compared, Columbus (Ohio) City Schools and Dublin (Ohio) City Schools. Columbus is not known for being safe or academically fit and Dublin is known for its ritzy facilities and great academics.



However, the fact that one is poorer and one is richer is not my point. My point is take a look at the home life. In Dublin, a stay-at-home mom picks up a group of kids since it is her week to drive the car pool. Drops off all of the kids and brings her kids home, makes them a snack, and they start their homework and discuss their day.

Seems like a typical day then soon dad comes home and catches up with the kids, helps them out with homework. Then once everything is done, they as a family go outside and play, watch a movie, go to the kid's track meet, etc. Sounds like a typical home life.

I am not saying that all of the parents need to stay at home, but make the effort that thousands of working parents do by getting involved with their kid's life.

Take a look at Columbus, a kid cuts class, wanders around downtown Columbus, eventually goes home to find mom at work and dad left the house months ago. Sits in front of the TV, and plays Xbox 360 for awhile, then goes out with his gang.

This is what makes districts fail, lack of parental involvement. Kids with closer relationships with their parents and have the support and encouragement to do well will do better. Kids whose parents do not care if they cut class or deal drugs will fail. The districts are made up of communities of these types of people, leading to a "better" school district and a "failing" school district.

It has very little to do with the teachers. Many say if the teachers were really that great then students would be motivated to do well, then the colleges and universities need to do a better job preparing teachers.

What about Ronald McDonald? I heard on the news that parents were complaining how the well known icon for McDonald's, Ronald, was a bad influence. It was "promoting obesity", last time I checked no one is force fed McDonalds. It comes down to parents again.

Because some choose to blame the government and the restaurant industry for their kids being fat, not the fact that they could have just as easily said no and made some grilled chicken at home. I am sick of everyone complaining and not holding parents accountable.

(Continued on Page 19)



Kids will only learn what they know, the phrase “the apple does not fall far from the tree”, is a good example of what I am talking about. Kids will grow up to know one type of lifestyle, then they become the product of their environment that is later passed on to their kids.

If parents took a few minutes of their day and just spent time with their kids in the Columbus City School district, I am sure that over time Columbus City Schools would not be such a terrible school district.

It does not matter how much money the district has, what matters is the home life. If responsibility is taught and places like McDonalds are not blamed for parental choices, it would be pretty neat to see just how well some kids that do not like school will do.

I believe that we should stop blaming schools and the government and start holding parents accountable for raising their kids.

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

WORTH REPEATING

"The nation that will insist on drawing a broad line of demarcation between the fighting man and the thinking man is liable to find its fighting done by fools and its thinking done by cowards."

- Lt. Gen. Sir **William Francis Butler**

- Captain **Peter A. Baker, USMC,**
School of Infantry (West)
Camp Pendleton, Calif.



Military Testing High-tech Dirigibles in Utah



An undated photo shows a 233-foot-long dirigible being inflated at the Air Force's Utah Test and Training Range, about 80 miles west of Salt Lake City. Two of the high-tech dirigibles, which are designed to detect cruise missiles and other near-ground threats, were launched April 14 over Utah, the first in a series of tests planned in the state.

SALT LAKE CITY - The skies over the Utah desert are becoming the test site for a new fleet of hulking high-tech dirigibles the military is hoping will provide battlefield commanders a birds-eye view of cruise missiles and other threats.

One of the unmanned balloons - a 242-foot-long craft known as an aerostat - was launched last month about 80 miles west of Salt Lake City. It stayed aloft for about three hours before it was pulled back down as planned.

It was the first of several tests expected in the coming year or so in Utah, according to officials at Dugway Proving Ground.

Vast tracts of military-owned desert were chosen for the testing because of their remoteness and resemblance to the mountainous, arid environment of Afghanistan, the military said in a statement.

The dirigibles are outfitted with radar and communications systems to provide long-range surveillance targeting threats from aircraft, ballistic and cruise missiles.

The program is known formally as the Joint Land Attack Cruise Missile Defense Elevated Netted Sensor System, or JLENS.

SOURCE: DOD Public Affairs



- 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:

**Colonel Brennan T. Byrne, USMC
Commander of School of Infantry West
Camp Pendleton, CA**

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

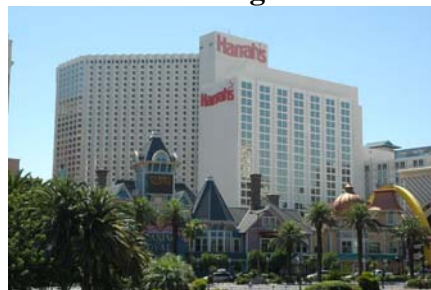
Eighth LST 1156 Reunion

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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***NEWSLETTER* STAFF:**



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

LST 1156 Association Officers:

David Bader, JO2, President

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