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NEWSLETTER

Issue # 69

September-October 2010



70 + Attendees To Hear Decorated Marine Colonel Guest Speaker at Reunion Banquet Dinner



This year's reunion dinner banquet guest speaker, **Colonel Brennan T. Byrne**, USMC, will address more than 70 reunion attendees at this year's banquet dinner on Sept. 17 at BALLY'S Las Vegas Skyview Complex.

Accompanying Colonel Byrne will be his wife, Kathy and youngest son, Sheehan.

Colonel Byrne was commissioned in the Marine Corps in 1985 upon graduation from the University of Maryland. As an infantry officer he has commanded Marines at every level from platoon to infantry battalion. As a 2nd Lieutenant in 1986 he served as a rifle platoon commander in the Third Battalion, Third Marines in Kaneohe Bay, Hawaii.

In 1989 he was transferred to Joint Task Force Five in Alameda, California where he participated in counter-drug operations in the Pacific region.

After three years with JTF-5 he attended the Amphibious Warfare School in Quantico, Virginia and was subsequently assigned to the Third Battalion, Sixth Marines in Camp Lejeune, North Carolina in 1993. While there Captain Byrne served as the Assistant Operations Officer and Commanding Officer for Company I and Weapons Company during operations in Somalia, the Adriatic, Haiti and Cuba.

As a Major in 1996 he was assigned to serve as an Inspector Instructor for Company L, Third Battalion, 25th Marines in Columbus, Ohio where he oversaw the training and preparation of the reserve infantry company for combat.

After departing Columbus in 1999, Major Byrne was assigned to the United States Southern Command in Miami where he served as a Crisis Action Planner and the Marine Special Assistant to the then Commander in Chief of SOUTHCOM, General Peter Pace, USMC.

Operation Iraqi Freedom

Following his three years at SOUTHCOM Lieutenant Colonel Byrne was assigned to the 1st Marine Expeditionary Force where he served as the Deputy Future Operations Officer. While there Lieutenant Colonel Byrne participated in the Marine planning for Operation Iraqi Freedom (OIF) and subsequent combat operations as part of OIF I until May of 2003.

In June of that year Lt. Col. Byrne returned home and took over as the Commanding Officer of the 1st Battalion, Fifth Marines. Lt. Col. Byrne and his battalion redeployed to Iraq for OIF II where they fought through the first battle of Fallujah while stationed in the Al Anbar Province.

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Upon completion of his tour in command Lt.Col. Byrne was reassigned as the Operations Officer of the 1st Marine Division and was again deployed to Iraq where he oversaw the Division's combat operations during the period of the interim parliamentary elections and subsequent relief by the Second Marine Division.

Army War College

Upon departing the 1st Marine Division, Lt. Col. Byrne attended the U.S. Army War College in Carlisle, Pennsylvania. While there he participated in the Advanced Strategic Arts Program earning a Masters Degree in National Security Studies while concurrently completing another Masters Degree in Diplomacy from Norwich University.

Upon graduation from the Army War College in 2005 Lt. Col. Byrne was promoted to Colonel and assigned the duties as the Officer in Charge of the Marine Corps' Training Assistance Group in the Kingdom of Saudi Arabia.

Camp Pendleton

In 2006 Colonel Byrne returned to the United States and served at Headquarters Marine Corps in the Pentagon until 2008 when he transferred to assignment as Commanding Officer, School of Infantry (West), Camp Pendleton, Calif.

In July 2010, Colonel Byrne transferred to his present assignment as Deputy Assistant Chief of Staff for Operations, 1st Marine Expeditionary Force, at Camp Pendleton.

He is a graduate of the U.S. Army Airborne Course and the U.S. Navy Dive School.

Personal Decorations

Colonel Byrne's personal decorations include two awards of the Bronze Star, one of which is accompanied by the Combat "V" distinguishing device, two awards of the Defense Meritorious Service Medal, the Meritorious Service Medal, the Joint Commendation Medal, the Navy and Marine Corps Achievement Medal and the Combat Action Ribbon.

Colonel Byrne is married to the former Miss Kathryn Zink of Turon, Kansas. They have two sons Killian and Sheehan.



AFGHANISTAN – Jan. 19, 2010 - Col. Brennan T. Byrne, commanding officer, School of Infantry, accepts a plaque from Brig. Gen. Muhaiuddin Ghori, commanding general, 3rd Kandak, 205th Corps, Afghan National Army, during a visit Jan. 19. The Afghan officers observed scenario-based training specifically designed to improve the partnering capabilities of Marine Transition Teams as they work with Afghan forces to combat terrorism and conduct counterinsurgency operations in Afghanistan. The delegation also observed and participated in simulated patrol missions, vehicle check points and detainee actions offering some unique insight to role players and training teams.



ATLANTIC OCEAN (August 12, 2010) An F/A-18F Super Hornet assigned to the Checkmates of Strike Fighter Squadron (VFA) 211 lands aboard the aircraft carrier USS Enterprise (CVN 65) as part of the first squadron to land aboard the ship in more than two years.



U.S. Navy's 235th Birthday – 13 October



The United States Navy traces its origins to the Continental Navy, which the Continental Congress established on 13 October 1775 by authorizing the procurement, fitting out, manning, and dispatch of two armed vessels to cruise in search of munitions ships supplying the British Army in America.

The legislation also established a Naval Committee to supervise the work. All together, the Continental Navy numbered some fifty ships over the course of the war, with approximately twenty warships active at its maximum strength.



First Navy Jack

After the American War for Independence, Congress sold the surviving ships of the Continental Navy and released the seaman and officers. The Constitution of the United States ratified in 1789, empowered Congress “to provide and maintain a navy.” Acting on this authority, Congress ordered the construction and manning of six frigates in 1794, and the War Department administered naval affairs from that year until Congress established the Department of the Navy on 30 April 1798.

Not to be confused with the Navy Birthday or the founding of the Navy Department is Navy Day. The Navy League sponsored the first national observance of Navy Day in 1922 designed to give recognition to the naval service. The Navy League of New York proposed that the official observance be on 27 October in honor of President Theodore Roosevelt, who had been born on that day.

In 1972 Chief of Naval Operations (CNO) Admiral Elmo Zumwalt authorized recognition of 13 October as the Navy's birthday. In contrast to Navy Day, the Navy Birthday is intended as an internal activity for members of the active forces and reserves, as well as retirees, and dependents.

Since 1972 each CNO has encouraged a Navy-wide celebration of this occasion “to enhance a greater appreciation of our Navy heritage, and to provide a positive influence toward pride and professionalism in the naval service.”

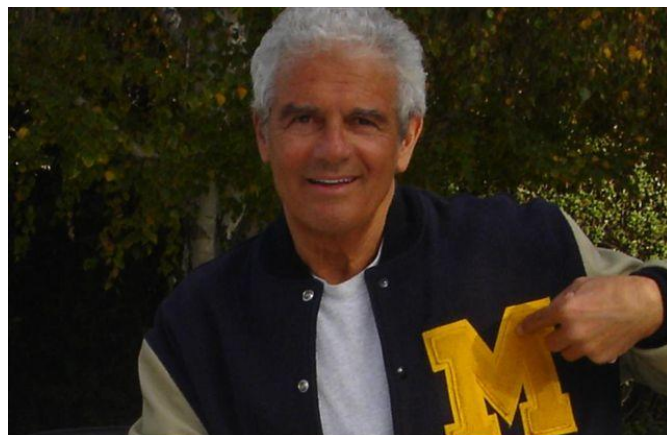
Happy Birthday Navy!

This column has appeared annually since 2003.

T-BONE TALK



Number One Buckeye Booster Ed Lubin

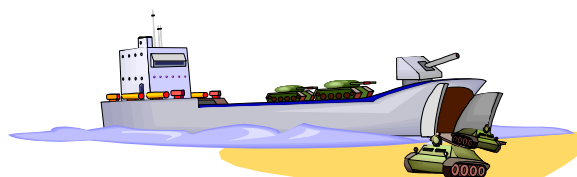


LT Ed Lubin, SC, ('58-'60), sent us this photo with a note mentioning that it is in the Ohio State University football locker room in Columbus, Ohio. We did a little research and found out that it was on display there because the players know when they see it that the Buckeyes are going to beat their traditional Big Ten rival, Michigan, every November. It's a motivator for the Bucks.



U.S. Navy's ongoing mission:

Maintaining the freedom of the seas.



Personal Impressions

By Sue Carney, Ph.D.



A Day at the Office



Frederick, Md.

One of the things that I think most of my colleagues enjoy about being an academic is the freedom. We are not tied to a 9 - 5 schedule, five days a week, for ~50 weeks a year. Instead, we can pretty much form our own schedules based on when our classes are, when we have meetings, and when we need to do research.

The result of this, however, is that we generally end up working much more than 40 hours a week, seven days a week. One of my non-academic friends asked me recently what a typical day is like in the summer when there are no classes. As I thought about how to answer this, I realized that there really is no such thing as a 'typical day' for me. As much as I go into my office each day with a plan of things to get done, days never really seem to go as planned.

For example, last week I planned to fully dedicate my days to preparing for a new graduate course that I am teaching this fall in Marine Ecology. That was the only thing on my agenda Monday morning ~8:30 a.m. when I sat down at my desk.

After checking my email, I learned that one of my advisees wanted to make major schedule changes. She had a few questions, and then she wanted to come in and meet with me.

I spent a few minutes reviewing her folder, answering her questions, and scheduling an appointment for Thursday.



While I was finishing up my email reply to her, the phone rang. It was someone in our graduate school office inquiring about a student whose project I am advising and who had intended to graduate in September. "Was she going to meet the deadline?", the office asked. I didn't know the answer to this.

I checked my email correspondence with her, looked at the last draft of her project report from mid-July which still needed some major editing, and guessed that she wasn't going to meet the deadline. Neither of us could get in touch with her to confirm this, though, until later that day.

In the meantime, another former student sent me a follow-up email for a letter of recommendation that I am going to submit for her for her application to medical school.

The application committee works by online forms, and she had been trying for two months to have that system send me an email so that I could upload a letter on her behalf. Still, I hadn't gotten the information I needed to get into the system. She informed me that our college's email system might be blocking the message that I needed to receive, so that required me to get in touch with our IT department and file a work order to have them look into this missing email.

By that time, a colleague with whom I am teaching a physiology lab this fall stopped by my office to talk about some details of our syllabus and the order of labs to be done.

After a short break for lunch, I sat down to begin what I had planned to be doing, my course preparation. Not too long into this, another colleague came into my office to ask me about some research ideas. This materialized into an hour-long discussion that then prompted me to look up a few references and gather some protocols to allow a student to begin working on a project this fall.



By this point, the phone rang, and it was another member of a committee that I am on involving student and staff grievances. Apparently, a grievance had been filed, and was I able to meet to discuss it and initiate an investigation?

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I headed over to her office, only to come back with a list of tasks to do and two more scheduled meetings last week.

After checking on a few things in the lab and organizing samples in the freezers and fridge that my research students will be using in a few weeks, I came back to my office and looked at the time at 5:10 p.m. A whole day had passed, and I had spent only about an hour preparing my course.

By that point in the day, my building had started to quiet down, so I buckled down and worked until ~7 p.m. before heading home, where, after a dinner break, I continued some readings for Marine Ecology.

That's pretty much a 'typical day' - lots of interruptions and unforeseen things that need to be dealt with. I do have some days where I ignore email and close my door if I'm really approaching a deadline, but this is hard to do with so much going on. It's a wonder I'm ever ready for my classes!

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.

Yogi-ism



"Baseball is ninety percent mental and the other half is physical."

-Larry "Yogi" Berra

-Former American Major League Baseball player and manager.

-Charlie Murphy, RM3, ('55- '56), West Quincy, Mass.

Coronado Breaks Ground on New Barracks Complex

Military leaders, government officials and construction contractors broke ground Aug. 14 aboard Naval Amphib Base Coronado on a new \$60 million Combined Bachelor Housing complex.

The new facility is expected to open in the spring of 2012 and will be available for qualified enlisted Sailors E-4 and below who are permanently assigned to ships in order to improve their overall quality of life.

The facility is designed for enlisted Sailors who have returned from deployment and have spent most of their time in passable living conditions, according to Navy officials.

The new design will include more than 264 dual occupancy rooms with a kitchenette, washer and dryer as well as community rooms and recreation areas.

COLA-Less 2011 Looking More Likely

With just two months to go in the count toward the January 2011 federal and Social Security retiree COLA, it appears increasingly likely that no COLA will be paid, since the inflation count toward that adjustment stands at -0.7 percent.

Only once during the current count has the monthly count exceeded 0.4 percent-it was 0.3 percent in July-and while just two of the months have been negative, the count started in negative territory due to a quirk in the law.

That provision states that when no COLA is payable for a year-as happened for January 2010-the count toward the next adjustment starts at the same point as the prior count. When a count finishes negative, benefits aren't reduced, just frozen.

Lake Mead/Hoover Dam Tour

SOLD OUT EVENT

No Seats Left



September 16, 2010



Archives Update

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

New T-Bone Website Link

Pittsburgh, Pa.

On June 10, I contacted Gary Priolo, Project General Manager for the NavSource website www.navsource.org/archives/10/16/161156.htm to request that he include a link to our association website.

He welcomed my request and we are now included.

The is one of the most comprehensive websites that I have located which includes a brief ship's history and numerous photos of the T-Bone and Spanish Navy Velasco (L-11) when LST 1156 was decommissioned and transferred to Spain October 29, 1971. I thanked Gary. *Newsletter* readers may want to check it out.

2010 Villefranche Visit

In July, Donna and I visited Paris, Nice, Monaco, Prague, Amsterdam and Brussels, as part of our summer vacation this year.

We were in Paris July 14 for the Bastille Day military parade along the Champs Elysees at the Arc de Triomphe and the late night fireworks display at the Eiffel Tower. The fireworks were spectacular!

While in Nice we visited the beautiful harbor of Villefranche Sur-Mer nearby where the T-Bone anchored during the Med 3-70 cruise March 30-April 12, 1971.



A look at the Fleet Landing area today.

Interestingly, there are several plaques mounted near fleet landing on the Rue de L Eglise to the USS Salem (CA-139) in May-June 1959 and October 1991 and the USS Springfield (CLG-7) Dec. 1960 from the Citizens of Villefranche Sur-Mer.



Rue de L Eglise, Villefranche Sur-Mer, Plaques

Shipmate **Ray Pfeiffer**, RM3 ('70-'71) has mentioned to me that he believes there was a T-Bone hat displayed in one of the bars frequented there. I looked, but could not locate any of them 39 years later.

Good Friday 1970 I wrote in my diary, "Along with us the first week [in Villefranche] were the USS Noxubee (AOG-56), a small oiler and the USS Springfield (CLG-7), a guided-missile cruiser, with none-the-less aboard but Commander Sixth Fleet, Captain Kidd. The sweat was on as this was the first time we had seen our "sea-daddy."

"Thursday, April 1970, the Commander Sixth Fleet entertained the Prince and Princess (Grace Kelly) of Monaco aboard the Springfield, and our captain, CDR **Mark V.V. Nelson** attended."

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T-Bone French Connection Michel 'The Mechanic'



On June 9 we received email correspondence from a French Navy sailor mechanic, Michel Bruches, through our association website.

He provided a fascinating story of his visit to the T-Bone while we were moored at the French naval base in Toulon during the Med 3-70 cruise December 5-12, 1970. Dave Bader, Nick Gardner and I have been corresponding (in French and English) with him since then. He is known as "Michel the Mechanic".

I logged in my diary Dec. 15, that, "Toulon was our first liberty port since leaving Norfolk Nov. 16. Toulon is sort of hidden in a cove backed by a rugged mountain chain, Chaine des Maures. It is a rather large port and was decorated for the holidays by street lights and colorful store windows. It's "other side" is full of small restaurant-bars and brothels which were patronized by many. That's about all I ever found out about Toulon."

I was part of a group of thirty shipmates-sailors-marines from Task Force 61 and TF 62 (BLT 3/8) [USS Chilton (LPA-38), USS Arneb (LKA-56), USS Hermitage (LSD-34) and USS Austin (LPD-4)] who took "basket leave" for a 5-day tour to Paris Dec. 7-11. The train ride then was nine hours compared with our five hour trip in July.

Around that same time, Michel who was 16 years old and a pupil at the military academy of mechanics for three months, visited the T-Bone on Saturday mornings with two other pupils from his school.

Before leaving the T-Bone on one occasion, a shipmate asked him if he wanted to eat with them without the other two pupils.

He said he thought that the T-Bone sailor's name was **Tim Campbell**, RM2. Michel sent us a photo

of a Sailor's white hat that was given to him by Tim.

Michel said that he remembers "crossing" the gangway and climbing down to the mess deck. He wrote in one of his e-mails to us that his classmates understood that they had to part.

He was surrounded by other T-Bone sailors who discussed the French and U.S. Navy "with many jokes and laughter." He said that the atmosphere was formidable and that eating was out of the question.

Michel was impressed with the size of "couchettes" and lockers and was surprised how polished the Sailor's shoes were. He mentioned that the French sailors were not so well equipped.

A shipmate offered Michel his uniform. He told us he regretted not accepting it at that time.



However, he was given this T-Bone Zippo lighter which he kept and still uses after all these years.

Michel stated that he met numerous officers on the USS Terrebonne Parish. In addition he sent a photo of an RM2 rating badge which he said was given to him by Tim.

Michel wrote to us on June 18 which was the anniversary of General Charles de Gaulle's radio appeal of 1940. He also sent photos of himself as he appears today.

On Bastille Day, July 14 which is a national holiday in France, he wrote to us and spoke of the tradition of fireworks (Donna and I were actually there to celebrate their national holiday this year).

Michel "the Mechanic" also wrote about his returning back to the T-Bone on Sundays to check on his Sailor friends following a brief night after "we had some "humblings" in the head but we were satisfied with these good moments [spent] together."

He also mentioned that the T-Bone had to leave (Dec. 12) but that **Tim Campbell** and some officers presented him with a ship's plaque which he still has and displays in his office.

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Our most recent correspondence from Michel said, "Here we are, it is not one "fireworks", but I believe that it is the beautiful end for my history." "Maybe we shall cross (again) one day and in the meantime, greet all your friends of your association on behalf of a former (ancient) French sailor, "a mechanic." "Good Wind, Michel"

Michel resides in Brittany, France. He is employed by the Kone Company, where he is involved with the design, and installation of elevators, escalators and automatic doors in commercial buildings throughout France.

"The Mechanic" works by computer in one of the company's regional offices. He is a member of the Alumni of Mechanics and Energy of the Fleet. His fondest memories of his teen years include his experiences with the LST 1156.



Michel "the Mechanic" as he looks today "avec" (with) cap from the French Aircraft Carrier Charles de Gaulle. It is the most recent carrier built for the French Navy.

Navy Lore

- By Jimmy Reece, GM2, ('61-'64)

Holystone

Meridian, Miss.

The last Navy ships with teak decks were the battleships, now since decommissioned. Teak, and other wooden decks, were scrubbed with a piece of sandstone, nicknamed at one time by an anonymous witty sailor as the "holystone." It was so named because since its use always brought a man to his knees, it must be holy!



ARABIAN SEA (Aug. 23, 2010) The amphibious assault ship USS Peleliu (LHA 5), left, and the amphibious transport dock ship USS Dubuque (LPD 8) are underway off the coast of Pakistan. Peleliu and Dubuque are in the early stages of supporting the Pakistani government and military with heavy lift capabilities to bring humanitarian assistance to those affected in flooded regions of Pakistan. Peleliu and Dubuque are a part of the Peleliu Amphibious Ready Group.



Naval History

1777 - American explosive device made by David Bushnell explodes near British vessel off New London, Conn.

1846 - Joint expedition led by Cmdr. Robert Stockton seizes Los Angeles, Calif.

1870 - Armed tug Palos becomes first U.S. Navy ship to transit Suez Canal.

Recycling Plastic Bags



Did you know that you can recycle plastic bags and other plastic films at grocery stores in your area in bins marked for plastic bags?

The test for recyclability of these plastics is to try to put your finger through the plastic. If the plastic stretches, you can recycle it. If it is hard plastic (it won't stretch), then the plastic bag recyclers don't want it.

The Saratoga Campaign



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

Casey Creek, Kentucky

I am a native of an area in New York State that has a rich history and importance to the Revolutionary War.

This is one of my favorite stories on the American Revolution, and when I was in High School my history teacher called this the British "three-fold plan". I thought that readers of our Newsletter would also find it interesting.

The British had a plan to split the Hudson River which would have split the colonies and restricted the movements of the American army.

Three British Army units were to meet at Albany, destroy the capital of New York and they put a force in the area to hold the river and deny the American Army access. Actually if this had succeeded, we probably would be flying the British Jack now.

The three Army units consisted of General Howe's unit coming up from Philadelphia, General Burgoyne coming down from Canada and General St. Leger who had also left Canada but was involved in the Battle of Oriskany, west of Albany. He was to go east following the Mohawk River to the Hudson River at Albany.

Things went terribly wrong when General Burgoyne was defeated at Saratoga receiving a wound. General Leger was delayed because of the battle of Oriskany and Howe did not have a big enough force to hold the Hudson River and Albany. So his only option was to return down the Hudson to Philadelphia. This was the beginning of the end for the British to win the Revolutionary War.

Battle for the Forts

When the British took Fort Montgomery and Fort Clinton which sat on the west side of the Hudson River about three miles south of West Point on October 6, 1777 with crack regular British troops against a much smaller group of militia that were not that well trained and no military background, it was a foregone conclusion that the superior and much larger British soldiers would win the battle,.

However, what they didn't plan on was how hard the militia fought and it took the British the whole day to take the Forts and win the battle. Had the Forts not had all the artillery aimed at the Hudson River and thought that the British might come by land instead of water; the battle could have had a different outcome.

There were two giant chains supported by small barges that the American army had strung across the Hudson River. These chains were set at an angle so if a ship struck the chain, it would turn the ship sideways while the artillery on shore blasted the ship until it sank.

The British knew this and that's why they landed at Stony Point (this is the site of another famous battle involving General "Mad Anthony Wayne") unloaded the troops marched around Bear Mountain and came into the forts from the backside catching the defenders unaware. There is a bridge where the chain was stung across the river which is called the Bear Mountain Bridge.

On the west side where Ft. Clinton sat is where the bridge makes landfall so there is nothing left like foundations like there is at Ft. Montgomery right next to the bridge). Once the battle was over, the British dismantled the chain and kept all the links to melt into cannon balls and cannons later on.

After the British continued up the river finally ending up in Albany with General Howe of the British army waiting for his reinforcements that never came mainly because the reinforcements coming down from Canada were defeated at Saratoga. General Howe because of this had to retreat back to NYC and then Philly.

The British never tried taking the Hudson River after this so the chain that the American Army set up at West Point was never used. If you were to take a tour of West Point today, the links to this chain are in a circle around trophy point monument that had all the names of union officers that died in the civil war.

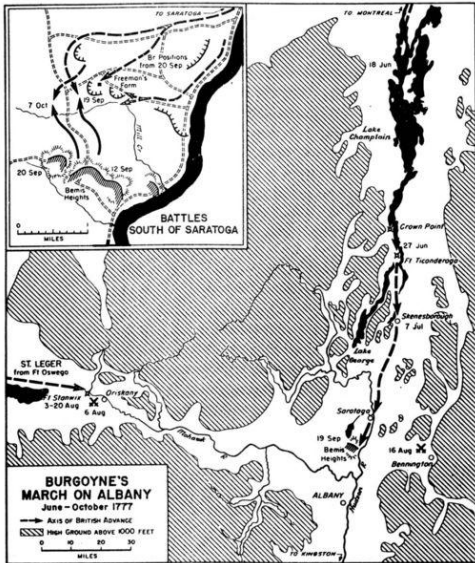

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Annual Tall Ships Celebration

Every year the tall ships go up to the Bear Mountain bridge and have a reenactment of the battle on October 6. When I worked as a tour boat captain on the Hudson, I would hold the tour boat in position while the ships fired blank cannon rounds at Fort Montgomery and the Fort would fire back. There was so much smoke in the air you could hardly see.

Burgoyne's march on Albany June-October 1777

"I can resist anything but temptation."
 - **Oscar Wilde**
Irish dramatist, novelist, & poet

- **Natalie Jacobson McCracken,**
Boston, Mass.



Labor Day September 6

Celebrations!



Birthdays

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

Dahlongeha, Ga.

Here's wishing a **"Gator" Happy Birthday** to the following association members who are celebrating their special day during September or October 2010:

September

- Robert Ameer, Jr., SHB3, ('68-'71), Sept. 23**
- James Baker, BM3, ('61-'64), Sept. 30**
- Mike Brost, EN2, ('63-'67), Sept. 13**
- Peter DeWolf, ET3, ('55-'57), Sept. 4**
- Robin Horn, BT3, ('58-'61), Sept. 9**
- Frank Jarema, ENS, ('59-'60), Sept. 15**
- Stephen Kopchik, III, SN, ('60-'62), Sept. 14**
- Micheal McKinney, FN, ('66-'67), Sept. 26**
- Alan Miller, RD3, ('62-'65), Sept. 21**
- E. Wayne Smith, DK2, ('70-'71), Sept. 25**
- Richard Swisher, LT(jg), ('61-'64), Sept. 10**

October

- Bill Laughlin, ET2, ('65-'67), Oct. 27**
- Bill McKnight, CSSN, ('53-'55), Oct. 23**
- James McNeil, FN, ('70-'71), Oct. 19**
- Mark V.V. Nelson, CDR, CO, ('70-'71), Oct. 16**
- Alan Schlesinger, LT(jg), ('68-'70), Oct. 10**
- Bill Tillman, T/4, US Army, ('44-'46), Oct. 19**
- Tom "Doc" White, HMC, ('59-'62), Oct. 29**

8th LST 1156 Reunion



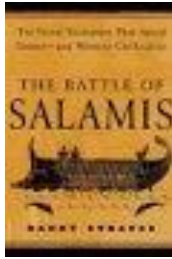
Las Vegas

September 15-18, 2010



Bookshelf

Victory at Sea



- ***The Battle of Salamis***
The Naval Encounter That Saved Greece--
And Western Civilization, by Barry Strauss
Simon & Schuster, 2005, 294 pp.

Review by **George F. McClure**, ENS, ('55-'57),
Stores/Operations Officer

Winter Park, Fla.

This is a book about triremes, the battleships of the ancient world that helped the Greeks defeat the Persians in a key sea battle off the island of Salamis near Athens in 480 b.c.

The name "trireme" refers to the three stacked decks of oars and oarsmen, 170 in all, that made the fragile wooden boats, each about 130 feet long, highly maneuverable and, for the time, exceedingly fast (top speed: 10 knots).

Strauss's book is a gripping account of the events leading up to (and also the aftermath of) September 25, 480, when 371 Greek triremes and other ships, more than half supplied by the city-state of Athens, trapped and defeated a Persian fleet more than three times as large.

The author draws not only upon the accounts of Herodotus, his main source, who recorded the battle in his *Histories* some 50 years later, and of Aeschylus, who actually fought at Salamis and turned his memories into a drama, *The Persians*, but also upon ancient ship-building, geography, and even what the weather was probably like on that distant autumn day: what time the sun set, the direction of the breezes, which constellations were visible in the sky.

The rowers, lower-class men who could not afford the armor of their social betters on land, and whose "uniform" was a loincloth, are the unsung heroes of Salamis, in Strauss's view. He informs us

what they ate for their meals (a blah diet of salt fish and barley-groats), and where they slept (ashore, because the tightly packed triremes had no space for bunks.

The Battle of Salamis in Strauss's version is a montage of vivid personalities. The Greeks called the Persians *barbaroi*, but it was the Persians who had the largest, wealthiest, and most culturally sophisticated empire in the ancient world.

The Persians even had superior triremes: sleek vessels crafted by Phoenicians, master-seafarers, "swordfish," as Strauss calls them, to the Greeks' blunt-nosed "sharks.

The trick was to lure the Persian fleet, moored safely downshore in Phaleron Bay, up into the narrow straits alongside Salamis, where it could be trapped and destroyed.

Their plan worked. The Persian ships quietly moved up to the harbor at Salamis during the night of September 24.

There at dawn their rowers, exhausted after a night's work, were surprised by a Greek fleet that was rested and bristling for battle. Combat was hand-to-hand and by javelin and arrows, but it mostly consisted of the triremes' ramming each other's sterns to break the fragile ships to pieces, then returning later to slaughter any survivors.

When the battle ended after 7 p.m. that night, some 20,000 Persians were dead, Strauss estimates, including most of their commanders.

Had the Greeks lost at Salamis, Strauss points out, the defeat would not have been fatal to their culture, for there were Greek settlers all over the Mediterranean, especially in Italy and Sicily.

The Greeks had every incentive to fight to the death for what they cherished, and their victory at Salamis indeed saved Western civilization, at least as we know it now.

WORTH REPEATING

"People willing to trade their freedom for temporary security deserve neither and will lose both."

- Benjamin Franklin

- Diane Bader-Lewis, Gahanna, Ohio



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

Drink Tap Water, Prevent Cavities



Columbus, Ohio

For the past decade, Americans have consumed an increasing amount of bottled water. Drinking bottled water is convenient and its consumption, in some circles, is considered fashionable. Yet choosing to drink bottled water instead of tap water may increase a person’s chance of developing oral health problems.

The majority of tap water that comes from community or municipal water supplies contains fluoride. Fluoride prevents cavities and protects teeth against decay. The Centers for Disease Control and Prevention (CDC) recognizes water fluoridation as one of the 10 great public health achievements of the 20th century, and drinking fluoridated water reduces the chance of developing cavities in permanent teeth by 18 to 40 percent.

From the foods we eat to the liquids we drink, teeth are bombarded by bacteria and acids every day. As a result, they go through a series of demineralization-remineralization cycles.

“Fluoride helps to remineralize teeth so that cavities don’t form,” said Lt. Col. Jeffrey Chaffin, chief of the Dental Care Branch for TRICARE Policy & Operations. “When the demineralization process is faster than remineralization, teeth develop cavities. The benefits of fluoride lie in its ability to strengthen tooth enamel.”

Fluoride also stops decay and actually repairs early cavities and prevents new cavities from forming, Chaffin added.

The concentration of fluoride in most bottled water is typically below the optimal therapeutic level for oral health.

A 2000 study published in the Oklahoma Dental Association Journal compared five national brands of bottled water and found a significant difference in their fluoride concentrations. The study also found, the fluoride concentration in three of the five brands varied depending on the batch tested.

Scientific research has proven that drinking fluoridated water from community or municipal water systems is safe and it’s endorsed by many organizations including: CDC, the U.S. Surgeon General, the American Dental Association, the U.S. Public Health Service and the World Health Organization.

In addition to its health benefits, choosing fluoridated tap water instead of a pricier bottled counterpart is less expensive. TRICARE beneficiaries who drink tap water could save \$15 to \$18 per year on their dental bills.

Drinking bottled water is also a strain on the world’s natural resources and the environment, a point often overlooked in the tap-versus-bottled water debate.

Each year millions of gallons of oil are pumped out of the ground to make plastic water bottles, depleting the world of a highly-valuable natural resources. If they’re not recycled, the bottles can end up in landfills or in the world’s oceans.

To find out more about the importance of drinking tap water, visit the CDC’s webpage, www.cdc.gov/fluoridation.

The American Dental Association (ADA) also has a website at www.ada.org with information about the benefits of fluorinated water.

SOURCE: TRICARE Health Management

Visit Our Website



www.tbone1156.com



85th B-day for Fleet Reserve Association



The Fleet Reserve Association (FRA) is celebrating its 85th anniversary and is the oldest and largest association representing the interests of current and former Navy, Marine Corps and Coast Guard personnel.

The FRA is a congressionally chartered, non-profit organization that represents the interests of the Sea Service community before the U.S. Congress, the Association's membership is comprised of current and former enlisted members of the U.S. Navy, Marine Corps, and Coast Guard. FRA was chartered as the Fleet Reserve Association in 1924.

FRA is dedicated to its primary mission of serving the interests of current and former enlisted Navy, Marine Corps and Coast Guard personnel.

If you would like additional information about the FRA, access www.fra.org.

Judy's Thought for the Day

"I have always maintained that the best remedy for a batting slump is two wads of cotten. One for each ear."

- **Bill Veeck**

- **Judy Robinson**, Associate Member
Kirkwood, Missouri



FISCALLY FIT



By *Dave Bader* in Columbus, Ohio



FY '11 Membership: 135

We have 124 regular members and 11 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

- **Anthony Tedesco**, DC3, (5/53-10/53), Plankowner, Fredericksburg, TX
- **Gilbert Beamer**, EN3, (8/52-'54), Plankowner, Bridgeport, WV
- **Frank Haybeck, III**, ENFN, ('66-'68), New Milford, CT
- **Tom Humerick, Sr.**, GMG2 (8/70-7/71), Emmitsburg, MD
- **Frank Edmunds, Jr.**, LCDR CO (9/69-1/71), Ocala, FL
- **Gene Bahn**, SN, Plankowner, (8/52-11/53), Staunton, IL
- **Alva (Tom) "Doc" White**, HMC, USN, (Ret.) (6/59-2/62), Tulsa, OK
- **Bill Nelson**, EMC, (7/57-7/61), Newport, MI
- **Michael Macierowski**, EM3, ('61-'65), Elizabeth, NJ

Associate Members

- **Beverlee Keels**, CMA, (AAMA), Columbus, OH





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.

The world says there is nothing more sure than death and taxes. Certainly there is nothing more human than being taxed. The Romans called their poll tax a capitation or head tax.

The day came in the life of that little land, dominated by Rome, to collect the head tax. The tax collector said to Peter, "Does your Master pay Taxes?"

The very fact that the question was asked shows that even the tax-collector recognized that there was something in Jesus Christ above and beyond all other men.

Now it was not Peter's place to answer for his Lord, but he rushed in, as he usually did according to his impetuous nature, and agreed that the Lord would pay taxes. When Peter arrived at the house where the Lord was staying, the Lord took him aside and began to talk with him quietly.

He asked Peter if he recognized that kings exempted themselves from paying taxes but took money from others so that they might be free. Peter assented to this, and the Lord pointed out that because He Himself was King, it would be natural that He should be exempt, and His disciples with Him. Yet so that no offense might be given to the worldlings, He told Peter to go ahead and pay the taxes.

But the method of securing the money is startling. In fact, He said to Peter in effect: "Go down to My sea of Galilee, which I created.

I have had one of My creatures lose a coin in the water, and My law of gravity carried it down where I had one of My fish take it into his mouth. You go fishing and I will have that fish come to your hook.

You take the fish and the coin out of its mouth, and it will be a coin of sufficient value to pay your taxes and Mine." What a human thing to pay taxes! And what a divine way of paying them!

Humanity is subject to the laws of the land. Deity knows the movements of a fish in the sea, knows the whereabouts of a lost coin, regulates the power and movements of the fish.

I sometimes hope that Peter had faith enough not to use any bait. That fish would have climbed the string, if necessary, to fulfill such orders as these. (Matthew 17:24-27)

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



**Keep in Touch! Stay Involved!
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Support your Association!**

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

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Association**



Est. 2002



Clara Barton: The Angel of the Battlefield



By *Paula Johnson, Historian*

Columbus, Ohio

Diary entry: September 17, 1862; Antietam, Maryland:

“A man lying upon the ground asked for a drink; I stopped to give it Just at this moment a bullet sped its free and easy way between us, tearing a hole in my sleeve and found its way into his body. He fell back dead. There was no more to be done for him and I left him to his rest.”



These are the words of Clara Barton; teacher, nurse, humanitarian, and founder of the American Red Cross, during one of the bloodiest battles of the Civil War: Antietam.

Amidst the gun-fire and exploding shells, she no doubt continued on her way to the next wounded soldier providing water, medical attention and comfort. This is a task Clara would repeat hundreds and thousands of times before the Civil War ended in 1865.

Clarissa Harlowe Barton was born on December 25, 1821 in Oxford, MA. Painfully shy, she was home-schooled by her four older brothers and sisters. When Clara was 11, her brother, David sustained serious head injuries in a construction accident. Clara was to be his nurse for the next two years, taking care of all his needs until he recovered. This may be when her interest in nursing developed.

Clara was a very bright student and easily acquired her teaching certificate in 1839. When invited to teach at a school in Bordentown, NJ, she discovered that all schools in New Jersey were “subscription” – where the students directly paid the teacher. She felt that all children should have the opportunity of a free education. She would

campaign to establish the first free public school in New Jersey in 1852.

In the early 1860s, Clara was working at the United States Patent Office in Washington DC as a copyist. She was one of the first women to obtain such a position with the US government.

It was at this time that the Civil War began and Clara’s interest in helping the soldiers took over. She was deeply concerned about the lack of food, clothing and medical supplies and established an agency to advertise for, collect and distribute these supplies where needed.



She was provided with wagons and drivers to deliver items behind the lines. She still felt she could do more to help.

Soldiers often died of simple wounds, mild infections or exposure before they could be transported to distant hospitals. Clara was eventually granted permission to travel with the Army of the Potomac and she nursed the wounded soldiers on battlefields such as 1st and 2nd Bull Run, Petersburg, The Wilderness, and Cedar Mountain, to name a few. While doing this, she faced all of the same dangers as the soldiers themselves and all of the same hardships.

She was a volunteer, and was never paid for her services to over one million sick or wounded soldiers. She used her own savings to purchase supplies and paid for all her own expenses. It is no wonder she became known as “The Angel of the Battlefield”.

Following the war, President Abraham Lincoln asked Clara if she might provide some other assistance. She was placed in charge of an agency which attempted to locate missing soldiers. .

Clara began the arduous task of compiling names of the missing and publishing lists in various newspapers, hoping to gain information. She exchanged thousands of letters. It is believed that Clara and ‘The Office of Correspondence with Friends of the Missing Men of the United States Army’ located and/or identified more than 22,000 men between 1865 and 1868. While she was permitted to hire a small staff, her work was done voluntarily with expenses such as postage coming out of Clara’s own pocket.

(Continued on Page 16)

(Continued from Page 15)

Some time later, she received some reimbursement from the government for her expenses.

During this time, Clara met a young man named Dorence Atwater, a former prisoner at the notorious Confederate prison, Andersonville.

Atwater had secretly kept lists of all the deceased Union soldiers and where they were buried. He smuggled the list out in the lining of his coat when he was released. He brought this list to Barton hoping to assist her with her current task. The list contained over 13,000 names. Atwater became Clara's aide. They eventually traveled to Andersonville with a team of headstone engravers.

Thousands of soldiers were reburied with proper headstones. Families were notified of the location of their loved ones' graves. Clara was honored when asked to raise the flag over the newly dedicated cemetery at Andersonville. Later, Clara traveled around the United States speaking to audiences about her experiences during the war.

It should be remembered that she was one of the few civilian eye-witnesses to the terrible war. Thousands of citizens paid to hear her lectures about "Work and Incidents of Army Life".

While visiting in Geneva, Switzerland, Clara became acquainted with Dr. Louis Appia, an associate of the newly formed International Red Cross Society, which had been established in 1863.

The organization had been developed to provide care and comfort to all victims of war, regardless of their allegiance, under a flag of neutrality. Its symbol was a simple red cross on a white field – flags were flown at their sites and volunteers wore arm bands to identify themselves.

The Red Cross also issued a list of standards by which all prisoners of war be treated. This was known as the Geneva Convention and 32 countries had signed the treaty; the United States was not one of them.

Clara had never heard of this agency and was anxious to learn more. She volunteered her assistance during the Franco-Prussian War (1870) and was impressed by the participation of average citizens and the outpouring of contributions.

After returning home to Massachusetts in 1873, Clara began campaigning to start Red Cross chapters in the United States. She felt that the Red Cross would also be able to provide relief efforts following natural disasters such as tornadoes, hurricanes, droughts and floods; widespread

calamities such as plagues, and man-made tragedies such as railroad and mining accidents.

The federal government was not as impressed with the idea. President Rutherford B. Hayes opposed the idea completely.

While continuing her campaign, Clara decided it was time to set up some local chapters of the Red Cross. Volunteers were trained in first-aid and general relief efforts.

Citizens were encouraged to donate food, money and other supplies that might assist victims in time of hardship. In September, 1881, such a disaster occurred.

Following a long drought, forest fires engulfed over 1 million acres of a heavily forested and widely settled area in the "thumb" area of Michigan.

Over \$2,250,000 in damages were estimated. Clara and her Red Cross volunteers quickly raised over \$80,000. She and a relief team traveled to Michigan with food, medical supplies, tools, and building materials to aid the victims. This was to be the first disaster aided by the American Red Cross.

Because of widespread newspaper accounts of the tragedy and the Red Cross' President Chester A. Arthur and members of the government were now convinced that it was time to sign the Treaty of Geneva and be a part of this life-saving organization. Clara Barton was named its first president in 1881. Clara retired from the American Red Cross at the age of 83 in 1904.

An 1156 Communications Publication

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



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