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USS TERREBONNE PARISH (LST 1156)
Reunion Association

Dave Bader – President
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Website: www.tbone1156.com

NEWSLETTER

Issue # 72

An 1156 Communications Publication

April-May-June 2011



Destroyer Bulkeley Nabs Pirates off Oman Coast



A rigid-hull inflatable boat from the destroyer Bulkeley approaches the captured commercial oil tanker Guanabara Mar. 13 in the Arabian Sea. The Turkish frigate Giresun, assigned to NATO counter-piracy Task Force 508, is in the background.

NATO warships on March 13 thwarted a hijacking attempt on a Japanese oiler hundreds of miles off the coast of Oman in what could be a textbook pirate takedown, accomplished without firing a single shot.

When four pirates clambered up the Guanabara, the crew of 24 Japanese mariners rushed into a safe room, preventing the pirates from taking hostages, and radioed a distress call.

“That’s the best thing they could have done because it prevented the suspected pirates from getting anywhere near them,” said Cmdr. Chris

DeGregory, commanding officer of the destroyer Bulkeley, the first ship on station. They were joined by the Turkish frigate Giresun the following morning, which assisted them in boxing in the oil tanker.

Ringed by gray hulls and unable to capture the crew, the pirates retreated to the foc’sle and surrendered, waving white flags. Then Bulkeley sent its boarding team in.

Navy’s Alternative Fuel Efforts Moves Forward



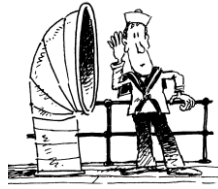
Navy officials believe the hybrid electric drive aboard the USS Makin Island will save the Navy \$250 million in decreased fuel costs over its 40-year lifetime, and that the Navy plans to expand its use to other ships.

Despite new criticism of its alternative fuel studies, the Navy will push ahead toward its goal of getting half of its energy from alternative fuels by 2020, according to Navy officials.

The Navy’s initiative promotes the so-called Fischer-Tropsch process to convert coal and natural gas into liquid jet fuel, with the resulting carbon emissions to be injected underground.

The challenge, according to the Navy, will be to produce domestically environmentally sustainable fuel.

SOURCE: Navy Office of Information



IN MEMORIAM

Robert Andrews, ET3, 1936 - 2011



Robert "Bob" "Andy" Andrews, ET3, ('54-'57) passed away after a short illness, in Tavares, Florida, on January

21.

Bob was a resident of Littleton, N. H., and had spent the last several years wintering in Florida.

Following graduation from high school in 1954, he enlisted in the U.S. Navy. He went through boot camp (First Regiment, Company 172) at NTC Bainbridge, Md.

Bob reported aboard the LST 1156 in October 1954. He was assigned to the Operations Division, and served on board the 1156 for three years as an Electronics Technician.

In his civilian career, he worked as a Master Electrician for several organizations in the Littleton area, and retired in 1998.

Bob was a Life Member, and Past Commander of VFW Post 816, and also the American Legion Post #68 in Littleton.

He had been a member of the T-Bone Association since 2002, and attended our first and third reunions.



Robert Amee, Jr., SHB3 1947 - 2011



Robert "Bob" Amee, Jr., SHB3, ('68-'71), passed away February 9, 2011 at Manatee Memorial Hospital in

Bradenton, Florida, of heart failure.

Bob was born in Portsmouth, New Hampshire. He served as a Ship's Serviceman Barber Third Class, and also managed the ship's store in the Supply Division of the LST 1156 from 1968 to 1971.

Bob worked as a salesman in his civilian career for many years and loved cars and the beach.

During his lifetime, He was a resident of Lakeland for many years, Atlanta, Sarasota, and Bradenton.

Bob, a member of the T-Bone Association since 2006, attended our sixth and seventh reunions at Great Lakes and Norfolk.

Memorial services were held on February 12, in Bradenton, with final honors by the United States Navy. In keeping with Bob's wishes burial will be at sea aboard a U.S. Navy ship at a later date.



"Bo" and Nancy at Charleston Reunion in 2004



Edward "Bo" Bobal, BM3, 1929 - 2011

Ed "Bo" Bobal , BM3, *Plankowner*, passed away at home in Hillman, Michigan on February 24.

"Bo" first reported aboard the 1156 in Bath, Maine as a member of the commissioning crew in January 1952. He served on board the ship as a

Boatswain's Mate in the Deck Division until his discharge from the Navy in 1955.

In his civilian career he retired with 30 years of service from Conrail, and had also served as a reserve police officer in Inkster, Mich., At one time "Bo" had also been a part-owner of the Castle Bar in Detroit.

Ed and his wife, Nancy, attended our first seven reunions. He had been a member of the T-bone Association since its establishment in 2002, and was one of the original *Plankholder* members of the association.

"Bo" was extremely proud of his U.S. Navy, and LST 1156 service. He fully enjoyed each of the reunions he attended, and was always anxious to participate in the next one. "Bo" took great pride in being a part of the LST 1156 Association.



*The LST 1156 Association mourns the passing of our shipmates and friends: **Bob Andrews, Bob Amee, and Ed "Bo" Bobal.***

Fair Winds and Following Seas.



USS Gravelly

Admiral Who Broke Navy Color Barrier Honored

Submitted by *Ralph "Eddie" Reynolds, FT3 ('68)*

Bedford, Va.

The following article was in our local newspaper, the *Roanoke Times* and I thought it might be of interest to our newsletter readers:

Samuel Lee Gravelly was a pioneer in the U.S. Navy. The Richmond-born sailor piled up a sea chest of firsts in his distinguished career – the first black commissioned Naval officer, the first black vice-admiral, the first black to command a warship, and the first to command a fleet.

You get the idea. Gravelly served 38 years in the Navy, a career during which he hunted for German submarines in World War II, served tours of duty during the Korean and Vietnam wars and helped desegregate the military at President Harry Truman's behest. He earned the Bronze Star and became a three-star admiral.

Gravelly, who died in 2004 at the age of 82, had a Southwest Virginia connection, too. He courted and married Alma Bernice Clark, who was born in Christiansburg and graduated from Virginia State College.

On Nov. 20, 2010, the Navy's newest guided missile destroyer USS Gravelly (DDG 107), which was named for Samuel Gravelly, was commissioned in Wilmington, N.C.

Alma Gravelly attended the ceremony, and gave the command "man our ship and bring her to life," after which the 275-sailor crew ran aboard and lined up on the deck.

More than 2,000 people were there, including a fleet of relatives from the area.

Samuel Gravelly would love the ship and be proud of it, but he would be modest, his wife said.

"Inside, he would be very, very excited and appreciative and feel honored, but outside he wouldn't express it," said Gravelly.

SOURCE: *Roanoke Times*

Destroyer's Mast Breaks Off While Underway

While conducting routine operations at sea in February, USS Gravelly (DDG 107) experienced structural damage to the mast mounted antenna. The upper part of the mast on the destroyer broke off while the warship was underway off the northern Florida coast, according to Navy officials.

No personnel were injured during the incident. USS Gravelly's crews took immediate action and secured the damaged mast-mounted antenna. The cause and extent of the damage is unknown.



The Gravelly's topmast, highlighted in this photo broke off while the destroyer was underway off Florida.

Army Surrenders to Navy

After over a century of squabbling, the U.S. Army is surrendering the last of its fleet to the U.S. Navy.

The Army still has 119 ships manned by 2,300 soldiers and sailors, while six of the ships are large amphibious landing type, the majority are tugboats and barges for work in and around port.





Distance Support

A World of Support at Your Fingertips

The Protocol of Prayer: Part Two

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



Flushing, N.Y.

Read Matthew 6:5-6

Prayer - motive: the wrong motive for prayer is praying to be seen by men.

Two preliminary things need to be looked at before discussing this point.

- ❖ Praying—even loving to pray—is not a sign that a person really knows God.
- ❖ The fact that a person really knows God means that he does pray. No matter what a man may think in his mind, if he really knows God and really believes in God, he talks to God.
- ❖ There is nothing that could keep him from praying. He knows God personally—knows Him as his Father who loves and cares for him ever so deeply. Therefore, just as any child who truly loves his father, the believer talks, converses, and shares with his Father. This says something to the person who prays primarily in public and prays little, if any, in private. He must search the genuineness of his heart and profession.

Christ says that a man who prays to be seen by men *loves to pray, but he is a hypocrite.*

- ❖ The place where he *loves to pray* is *out in public*, in the synagogue (church), and the (restaurants, and other public places).

- ❖ The man who prays only in public prays for only one reason: not because he loves to pray but because he loves recognition.
To be continued. . .

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 revgfox77@aol.com, or by phone at 718.762.7895 or Cell: 917 749 7895.

Fiscal Year '12

'Recruit, Retain, Reclaim!'



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9th LST 1156 Reunion



Southern Revival



May 16 – 19, 2012

Navy's Souped-up Buying Strategy Would Save \$35 Billion

Shuffling personnel, cutting low-priority programs among methods for saving dollars

The Navy is targeting \$35 billion in cost savings through fiscal 2016 as part of broader Defense Department efforts to shave \$100 billion in spending, and much of the Navy's budget trimming will hinge on the cancellation of some major programs and the increased competition of some of its biggest contracts, one top official said.

Robert Work, Navy under secretary, stressed that the measures are not budget cuts, but targeted efficiencies that will reallocate spending to higher-priority programs and efforts.

Work outlined plans aligned to three key goals: streamlining, buying smarter and considering the Navy's most troubled programs and also its best programs. He said the \$35 billion in savings will come from low-performing or low-priority programs and by moving spending "from tail to tooth."

Plans for streamlining will include the dis-establishment of some Navy staff and organizations, including the shutdown of the Second Fleet, based in Norfolk, Va.

To buy smarter, the Navy will focus spending on high-performing and efficient programs and weapons, as well as increasing competition on contracts for some of the Navy's most expensive efforts, including its littoral combat ship dual-buy contract, which Work said saved \$2.9 billion. Spending will also be directed to high-tech unmanned aerial systems for intelligence, surveillance and reconnaissance capabilities, Work said.

SOURCE: Defense Systems News

Worth Repeating

"The only easy day was yesterday."

- U.S. Navy SEALS



San Diego Carrier Could Host Big-time Men's Hoops Game



Michigan State and North Carolina square off in the 2009 Men's Final Four basketball tournament.

That's right: If you're in the right place at the right time this fall, you could be watching a choice early season matchup between traditional men's college basketball powers North Carolina and Michigan State aboard a U.S. Navy carrier.

Will it happen? Tar Heels coach Roy Williams said last month, "It hasn't been announced yet, but we're supposed to be playing Michigan State in San Diego on an aircraft carrier on Veterans Day next year." But nothing has been set as yet, according to Navy officials.

The Navy said, it is way too early to name which carrier might host the game. It has to do with operational schedules and national security concerns.

The game would probably be played outside, as the flight deck seems like the only feasible area where a full basketball court and temporary seats could be set up. The hangar is probably just too tight of a space, even with all sliding bay doors open.

According to the Navy, an aircraft carrier flight deck is 1,092 feet by 250 feet, while a college basketball court is 94 feet by 50 feet. Extra space is needed on all sides for benches, media and space to dive for loose balls - not to mention a lot of seats.

The teams would have to bring in a wooden floor. Otherwise, having to dive for a loose ball on a flight deck could be dangerous!

If it happens, the game would be played on 11/11/11.

Source: San Diego Union-Tribune



Personal Impressions

By Sue Carney, Ph.D.



The Rest of the Job



Frederick, Md.

I have noticed a clear shift in demands on my time over the three years I have been at Hood. I spent nearly all of my time preparing for my lectures and labs during Year one.

During my second year, the bulk of my class preparation had already been done, and I had more time to spend with research students. While I was elected to a couple of college committees last year, none of them were very active because they were the kind of committees that only meets if there is an issue.



This year, the time that I have had to spend on committee work has greatly increased. While I am learning a lot more about the college, its academic programs, and other issues through my committee work, I now realize that graduate school did not prepare me at all for some of the tasks with which I and my committee members have been charged this year.

I have been elected to two committees: Academic Standards and Policies (AS & P), and the Grievance Board for Harassment. I have also been appointed to two others: Institutional Care and Animal Use Committee (IACUC), and a Faculty Advisory Committee on Marketing and Communication.

As the name suggests, the AS & P committee is charged with issues regarding guidelines for being able to remain enrolled as a Hood student and graduate with a Hood degree.

We have the unfortunate task of having to review the records of students who are doing poorly at the end of each semester and deciding whether they should be put on academic probation or be dismissed from the college.

We read their appeals if they have been dismissed to decide if we really do think they will be able to turn things around with another chance.

We also hear grade appeal cases and decide whether students' requests for various deviations from our standard curriculum (i.e. replacing a required course with another) can be accepted at Hood. The Grievance Board only meets if there is a complaint filed.

To my dismay, there was a big complaint filed in January that necessitated our committee meeting weekly for two months to interview people involved in the complaint and come to a recommendation.

Law school or training in interrogation techniques may have come in handy for that process! As part of the IACUC, I read descriptions of any research projects at Hood that involve vertebrate animals to make sure that the animals are not suffering any stress and to ensure that the conditions under which they are studied are safe.

Most of the proposals we read are from our Psychology department, where students and faculty observe and study behaviors in animals like dogs and cows.

Finally, the Advisory Committee has recently been put together to give faculty members the chance to provide some input on how we would like our Marketing and Communications Department to portray Hood College.

So, in addition to teaching and research, I find myself playing



part-time roles as a judge, investigator, welfare officer, and publicity agent. It gives me a different perspective on academia, and it has also been a nice way to get to know people outside of my department.

If only there were more hours in a day, though!

Dr. 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 in Frederick, Md.



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



Archives Update

Local Students Learn About the Navy



Pittsburgh, Pa.

In January I was interviewed by two senior honors students at Mt. Lebanon (Pa.) High School for a Veterans History Project. The project collects and preserves the remembrances of American war veterans and civilian workers who supported them.

These collections of first-hand accounts are archived in the American Folklife Center at the Library of Congress for use by researchers and to serve as an inspiration for generations to come. The U. S. Congress created the Veterans History Project in 2000.

During my videotaped interview I was asked about my military service, training, expectations, experiences, involvement with the U.S. Navy and its affect on my relationships at home, homecoming experiences and associations with shipmates.

I also described the delayed enlistment program and my recruitment in Raleigh, N.C. between March and June 1969.

I talked also about my personal experiences at boot camp in Orlando, Fla., Class "A" Radioman School in Bainbridge, Md, and my sea duty aboard *USS Terrebonne Parish (LST 1156)*, *USS York County (LST 1175)* and *USS Coronado (LPD 11)* during 1970-1973.

I described the "birth" of our Association in 2002 and benefits of keeping in touch with shipmates through the eight reunions we have conducted.

Needless to say, I really enjoyed participating in this project, and reliving some of my Navy experiences with these two high school students. I think they learned a lot about a sailor in the U.S. Navy, and I had a unique opportunity to provide a personal narrative of my military experiences that will be added to the project's archives.

'TP' Archives News

On a different note, I want to share with you some history of our ship which was published in Volume I Number 4 21 June 1959 of the *Tee Pee News "The Inland Seas"*.

It is part of our archives material, and was forwarded to me by shipmate and association member, **Richard Wendelburg**, BT3, ('58-'62), from Tribune, Kansas.

The Tee Pee was departing for Operation Inland Seas which Admiral **Arleigh Burke** described as embarking on a "History Making Voyage in the greatest Naval Armada ever to sail the Great Lakes."

"Life began for the LST 1156 on 2 January 1952, when her keel was laid at the Bath Iron Works, Bath, Maine. The ship was launched on 9 August 1952 and commissioned on 21 Nov. 1952, with LCDR **Henry L. Porter** in command. On 3 Dec. 1952, the USS LST 1156 got underway for Norfolk, Va., and reported in at Little Creek.

The first year and a half of commissioned service was uneventful due to the fact that as the first of the New Class LST, she was selected to conduct various tests to prove the success of the new design. In December 1953, one year after leaving her home in Maine, LCDR **James A. Williams** relieved LCDR **H.L. Porter** as Commanding Officer."

"About July 1954, the USS LST 1156 joined the active fleet and in August of 1954 was designated as the flagship of Commander Landing Ship Flotilla Two. From October 1954 to May 1955 the ship participated in several exercises and two Naval Reserve Training Cruises." Effective on 1 July 1955, names were assigned to LST's and the 1156 became the USS Terrebonne Parish (LST 1156), named after a Parish in Louisiana.

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“During the summer months the Terrebonne Parish completed normal employment operations including a trip to the Parish of Terrebonne, where about 15,000 people visited their namesake.”

“In December 1955, while in the Norfolk Naval Shipyard, LCDR **Rex Harbett** became Commanding Officer and then while in Charleston Naval Shipyard in May 1956 for her regular overhaul period, LCDR **Charles C. Dusek** relieved as Commanding Officer.”

“The remaining months of 1956 were spent participating in various exercises in and around Cape Henry and Onslow Beach. Finally, in February 1957 the USS Terrebonne Parish (LST 1156) made its first trip across the Atlantic to Lisbon, Portugal, and Port Lyautey, Morocco, with a battalion of Seabees.”

“Returning from Morocco, the summer months were spent in training, including CARIBEX which took her to the Caribbean and a liberty port in Venezuela.

“In September 1957 the USS Terrebonne Parish departed for the Mediterranean and reported to the Sixth Fleet for her first Mediterranean cruise. While there, in December LCDR **J.E. Sullivan** relieved LCDR **C.C. Dusek** as Commanding Officer.

“After returning from the Mediterranean in February 1958, the ship went on one more exercise to Vieques Is., Puerto Rico and Onslow Beach, N.C. and then entered the Norfolk Shipbuilding and Drydock Company in April for her regular shipyard overhaul.”

“Upon leaving the Norfolk Shipbuilding and Drydock Company after her overhaul, the ship participated in several local operations, then left in September 1958 for her second Mediterranean cruise, deploying to the Service Force in the Mediterranean for the purpose of carrying general cargo. She returned in February 1959, and has spent most of the time since her return in local operations and preparations for the Inland Seas Cruise.”

Lightweight Drone Set for First MEU Deployment



A ScanEagle unmanned aircraft is launched from a test range in Dahlgren, Va.

SAN DIEGO - The 13th Marine Expeditionary Unit deployed in late February with the ScanEagle unmanned aircraft, marking the first time any MEU has taken the combat-proven drone out to sea for an operational assignment, USMC officials said.

The lightweight ScanEagle is based aboard the dock landing ship Comstock, part of the Boxer Amphibious Ready Group, and will support both the MEU, based at Camp Pendleton, Calif., and the Navy strike group it's partnered with, according to officials.

The deployment is expected to take Marines and sailors to the Western Pacific and Persian Gulf regions.

The aircraft must be launched from a large catapult. Marines and sailors can recover it on a ship's flight deck by catching a hook affixed to the wing.

When airborne, ScanEagle's onboard sensors and electro-optic or infrared camera system can take and relay imagery to ships, other aircraft and ground stations.

Navy units have operated the ScanEagle from ships before. The 13th MEU took it to sea as part of an ongoing experiment to determine whether the drone should be incorporated into the Marine air-ground task force's regular inventory.

SOURCE: Marine Corps Times

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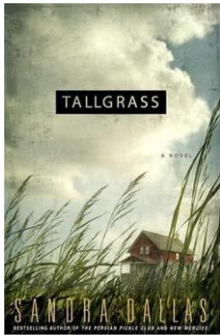


U.S. Navy's ongoing mission:

Maintaining the freedom of the seas.



Bookshelf



- *Tallgrass* by Sandra Dallas, St. Martin's Press, 2007, 320 pages

During World War II, a family finds life turned upside down when the government opens a Japanese internment camp in their small Colorado town.

After a young girl is murdered, all eyes (and suspicions) turn to the newcomers, the interlopers, the strangers.

This is her town as Rennie Stroud has never seen it before. She has just turned thirteen and, until this time, life has pretty much been what her father told her it should be: predictable and fair. But now the winds of change are coming and, with them, a shift in her perspective. And Rennie will discover secrets that can destroy even the most sacred things.

The story takes place in eastern Colorado where the residents thought they were isolated from the war, but when one of the internment camps is built just a short distance from their town, they find that the war has come to their front door.

After a young girl is murdered, all suspicions are turned on the Japanese that are interned in the camp. The story is narrated by the young girl, Rennie Stroud.

Her's is a story that describes how the very predictable a fair world that she grew up in changes and then is gone. In its place she finds both her family and herself in a very unsettled life which threatens everything she holds to be just and rightful.

Part thriller, part historical novel, *Tallgrass* is a riveting exploration of the darkest - and best - parts of the **human** heart.

Navy JSF Makes First Supersonic Flight



The Navy's version of the Joint Strike Fighter, the F-35C, broke the sound barrier for the first time during a test flight on Mar. 8.

The F-35C, a variant of the strike fighter that can land and take off from aircraft carriers, flew out of Naval Air Station Patuxent River, Md., reaching Mach 1.02 at 30,000 feet. The flight tested the plane's ability to handle structural loads while performing different maneuvers and while flying at different speeds. A Marine Corps test pilot flew the airplane, dubbed CF-1, the first carrier version manufactured. The JSF is expected to fly Mach 1.6 at its top speed.

COLA Edged Up in February

The Consumer Price Index rose by 0.5% during the month, according to the Bureau of Labor Statistics. That's the most since June 2009.

The count toward the January 2012 Social Security and federal retirement COLA stands at 2.1 percent, following increases of 0.4% in December and 0.5 % in January.

The count crossed into positive territory for the first time in two years, in January following a sharp drop due to the economic crisis that had caused no COLA to be paid in either 2010 or 2011.



FISCALLY FIT



By *Dave Bader*

FY '12 Membership: 92

Columbus, Ohio

Membership renewals for Fiscal Year 2012 (6/1/2011 – 5/31/2012) have begun. To date, we have 82 Regular Members, and ten Associate Members who have renewed their individual membership dues.

Welcome Aboard to the following individuals whose memberships have been received since our last *Newsletter*:

Regular Members

- **Joseph Lang**, CDR, USN (Ret.), LT(jg) Operations Officer, (1/61-11/63), Old Town, FL
- **Jerry Bolmarcich**, BM3, (11/52-6/55), *Plankowner*, West Hampton, NY
- **Peter DeWolf**, ET3, (1/55-9/57), Albuquerque, NM
- **Denis Carter**, EMC, (8/69-10/71), Virginia Beach, VA
- **Jimmy Reece**, GMGC, (4/61-'64), Meridian, MS
- **Bill McKnight**, CSSN, *Plankowner*, (2/53-3/55), *Association Vice President*, Buckhannon, WV
- **Homer "Skip" Moore**, PN3, (2/61-1/63), Shadyside, OH
- **Dave Bader**, JO2, (10/54-4/56), Worthington, OH, *Association President*
- **David Henk**, GM3, (9/61-2/64), Medina, OH
- **John Groff**, EN3, ('61-'65) Mountville, PA
- **Mark V.V. Nelson**, CDR, CO, (4/70-10/71), Tulsa, OK
- **Robin Horn**, BT3, (12/58-9/61), Naples, FL
- **Mike Brost**, EN2, (9/63-1/67), Pingree Grove, IL
- **William Baumgartner**, EN2, (11/54-6/57), Manistee, MI
- **John Stewart**, CS1, (10/70-10/71), Hayesville, NC
- **Clair "Dutch" Hinderliter**, SK3, (11/59-7/62), Willow Grove, PA
- **Howard Gutman**, SGT, USMC (9/57-2/58), 2nd 8th Howitzer Battalion, Glendale, CA
- **Anthony Tedesco**, DC3, (5/53-10/53), *Plankowner*, Fredericksburg, TX
- **Charles Burton**, SF3, (8/70-10/71), Medford, OR
- **John "Bill" McCartney**, LT(jg), Supply/Disbursing Officer (6/61-6/63), SC, LCDR, USN Ret.), Charleston, SC
- **Leon Stolz**, AO3, ('60), Victoria, TX
- **John Kwartnik**, RD3, ('68-'71), Bala Cynwyd, PA
- **Ed Bulluck**, CAPT, SC, USN (Ret.) ('57-'59), Arden, NC
- **Emerson "Em" Hansell**, LT, (XO), (4/58-1/60), Virginia Beach, VA
- **James Baker**, BM3, (61-'64), Hanover, PA
- **Charles Snyder**, QM3, ('3/59-1/62), Dallastown, PA
- **Gary Crossland**, RM2, (6/57-5/59), Sterling, IL
- **David Caswell**, BMSN, ('60-'63), Wakefield, RI
- **Ed Lubin**, LT, SC, USNR, (11/58-5/60), Westlake Village, CA
- **Ron Robinson**, CSSN, (3/58-5/59), Kirkwood, MO
- **Hank Munnikhuysen**, CAPT (11/59-11/61), USN, (Ret.), Virginia Beach, VA
- **Bob Slovey**, YN3, (10/68-10/71), *Association Secretary*, Macomb, MI
- **Michael Morrissey**, RM3, ('59-'62), Bradenton, FL
- **Ed "Bo" Bobal**, BM3, *Plankowner*, ('52-'55), Hillman, MI, (Deceased)
- **Gordon Robinson**, YN3, (4/58-1/62), Brunswick, GA
- **Fred Hubbard**, RM3, (9/63-9/66), Barnegat, NJ
- **James "Ronnie" Cozart**, EN2, ('61-'64), Memphis, TN
- **Joe Klinger**, BM2, *Plankowner*, (11/52-3/55), Tucson, AZ
- **Carlton Warner**, GMSN, (1/57-10/60), Locke, NY
- **Nick Gardner**, QM3, (8/59-7/61), Savannah, GA
- **Johnny Hinchman**, IC2, ('56-'59) Laurel Fork, VA

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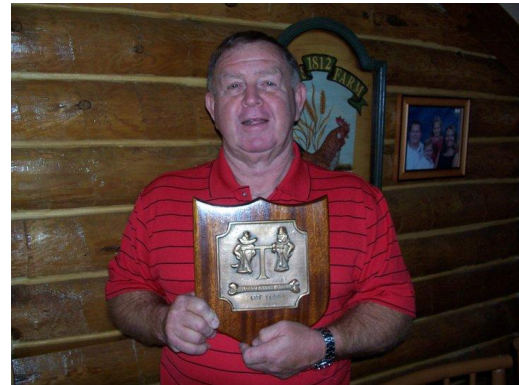
- **George McClure**, LT(jg), Stores/Operations Officer, (9/55-5/57), CDR, USNR, (Ret.) Winter Park, FL
- **Alan Miller**, RD3, ('62-'65), Jacksonville, FL
- **Michael Murray**, LT, XO, ('69-'71), Yarmouth, ME
- **Stanley Okin**, RM3, (4/55-9/56), Manchester, VT
- **Ron Lewis**, RD2, (12/59-6/62), LaGrange, OH 44050
- **Leo Robbins**, CS3, ('54-'56), Coudersport, PA
- **Harold Templet**, PN2, ('70-'71), Thibodaux, LA
- **Robert Rackleff**, PN3, (8/65-8/67), Tallahassee, FL
- **Andrew Vyniski**, FN, (8/62-6/63), Nutley, NJ
- **Frank Edmunds, Jr.**, LCDR CO (9/69-1/71), Ocala, FL
- **Bill Laughlin**, ET2, ('65-'67), Pittsburgh, PA
- **James McNeil**, FN, (9/70-11/71) Raymond, MS
- **Jack Delle**, SN, ('68-'71), Colon, MI
- **Barry Sutton**, RD3, (8/59-8/61), Casey Creek, KY
- **Jerry "Buck" Deardorff**, EN3, ('63-'67), Medford, OR
- **Frank Jarema**, ENS, Gunnery Officer, (6/59-6/60), CAPT, USNR, (Ret.), Annapolis, MD
- **David Belt**, ETN2, (1/70-10/71), Cedar Grove, NC
- **Micheal McKinney**, FN, ('66-'67), West Bloomfield, MI
- **James Pittman**, ENFN, (10/63-3/65), Newport, NC
- **Richard Swisher, Jr.**, LT(jg), Operations Officer
- **Ray Pfeiffer**, RM3, (9/70-'71), Lutz, FL
- **William Spivey**, BM3, (10/64-1/66), BMC, USN (Ret.), USN, Cocoa, FL
- **Fred "Speedy" Langford**, EM3, ('53-'56), Indian Land, SC
- **Thomas "Monty" Billings, Jr.**, LT(jg), ('67-'70), Naples, FL
- **Alan Schlesinger**, LT(jg), (7/68-7/70), Newton, MA

- **Rick Erisman**, RM3, (1/70-10/71), *Ship's Historian*, Pittsburgh, PA
- **Henry Hoggatt**, HT1, ('70-'71), Reading, MI

Associate Members

- **Janett Reece**, Meridian, MS
- **Nancy Henk**, Medina, OH
- **Virginia De Fraites**, (Mother Goose), *President - Bayou Navy League*, NOUS, Houma, LA
- **Jeanne Crossland**, Sterling, IL
- **Judy Robinson**, Kirkwood, MO
- **Will Robinson**, Tampa, FL
- **Bill Tillman**, T/4, US Army, American Legion, Florida Post 273, Palm Harbor, FL
- **Hilda Hoffman-Arnold**, Sierra Vista, NV, *In memory of Daris "Huck" Hoffman, Plankowner, ('52-'55)*
- **Donna Erisman**, Pittsburgh, PA

BM3 'Cranny' Hangs on to History



His kind of memory - Gene "Cranny" Cranford, BM3, ('68-'71), has this LST 1156 plaque with ship's brass logo hanging in his "trophy room" in his home in Hartsville, S.C. to, in his words, "remind me of all the good old days aboard the T-Bone".

"Cranny", one of the last crewmembers picked to help train the Spanish sailors when the ship was turned over to Spain in 1971, found the plaque while cleaning out one of the ship's storerooms. He's kept it as a special souvenir, "I didn't think it needed to go to Spain", he said.

According to "Cranny", his trophy room also has on display deer heads, turkey fans from his hunting, and horseshoe trophies that he has won while playing professional horseshoes during the last 14 years.

Health 1

Your Aging Eyes

How You See as Time Goes By



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

Columbus, Ohio

You may barely notice the changes at first. Maybe you've found yourself reaching more often for your glasses to see up close. You might have trouble adjusting to glaring lights or reading when the light is dim.

You may even have put on blue socks thinking they were black. These are some of the normal changes to your eyes and vision as you age.

As more Americans head toward retirement and beyond, scientists expect the number of people with age-related eye problems to rise dramatically.

You can't prevent all age-related changes to your eyes. But you can take steps to protect your vision and reduce your risk for serious eye disease in the future.

Effective treatments are now available for many disorders that may lead to blindness or visual impairment. You can also learn how to make the most of the vision you have.

The clear, curved lens at the front of your eye may be one of the first parts of your body to show signs of age. The lens bends to focus light and form images on the retina at the back of your eye.

This flexibility lets you see at different distances - up close or far away. But the lens hardens with age. The change may begin as early as your 20s, but it can come so gradually it may take decades to notice.

Eventually, age-related stiffening and clouding of the lens affects just about everyone. You'll have trouble focusing on up-close objects, a condition called presbyopia. Anyone over age 35 is at risk for presbyopia.

Cloudy areas in the lens, called cataracts, are another common eye problem that comes with age. More than 22 million Americans have cataracts.

By age 80, more than half of us will have had them. Some cataracts stay small and have little effect on eyesight, but others become large and interfere with vision.

Symptoms include blurriness, difficulty seeing well at night, lights that seem too bright and faded color vision. There are no specific steps to prevent cataracts, but tobacco use and exposure to sunlight raise your risk of developing them. Cataract surgery is a safe and common treatment that can restore good vision.

The passage of time can also weaken the tiny muscles that control your eye's pupil size. The pupil becomes smaller and less responsive to changes in light.

That's why people in their 60s need three times more light for comfortable reading than those in their 20s. Smaller pupils make it more difficult to see at night.

Trouble seeing at night, coupled with a normal loss of peripheral vision as you age, can affect many daily activities, including your ability to drive safely. Loss of peripheral vision increases your risk for automobile accidents, so you need to be more cautious when driving.



If you're not convinced you should have regular eye exams, consider that some of the more serious age-related eye diseases - like glaucoma, age-related macular degeneration (AMD) and diabetic eye disease - may have no warning signs or symptoms in their early stages.

The only way to detect these serious eye diseases before they cause vision loss or blindness is through a comprehensive dilated eye exam. Annual eye exams are especially important if you have diabetes.

Many of the healthy behaviors that help reduce your risk for long-term diseases, like heart disease and cancer, can also help to protect your eyesight.

These include not smoking, eating a healthy diet and controlling conditions like diabetes and high blood pressure.

It's nice to know that healthy living not only adds years to your life, but also protects your vision as you get older.

SOURCE: NIH News

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 April, May Or June this year:

April

- **Gilbert Beamer, EN3, ('52-'55), April 29**
- **Chester Bentley, Jr., EN2, ('54-'58), April 10**
- **Robert Dean, SGT, USMC, ('57-'58), April 25**
- **Ronald Ferguson, SN, ('64-'66), April 13**
- **Joseph "Shorty" Gallagher, EN3, ('57-'59), April 20**
- **Hank Munnikhuysen, CAPT, (11/59-11/61), USN, (Ret.), April 24**
- **Barry Sutton, RD3, ('59-'61), April 23**

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**

Harvard to Again Recognize Navy ROTC Chapter



Navy Secretary Ray Mabus delivers remarks March 4 before signing a Memorandum of Agreement with Harvard University re-establishing the Naval ROTC on campus for the first time in nearly 40 years. Harvard President Drew Faust stands in the background.

Judy's Thought for the Day



"Good habits are as easy to make as bad ones."

- **Tim McCarver**, sportscaster and former MLB catcher

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

The Mystery of the H.L. Hunley: Part I



By Paula Johnson, Historian

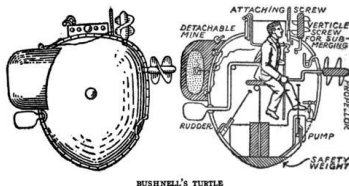


Columbus, Ohio

It may be hard to believe, but submarines or submersibles were not unknown when the Civil War began. In fact, it is difficult to determine who really invented the submarine.

Believe it or not, Leonardo da Vinci, the 15th century painter and inventor, had sketches depicting a submersible, as did William Bourne, a 16th century English innkeeper and part-time physics expert.

Cornelius van Drebbel (17th century Dutch chemist and mechanical engineer) is credited with building the first working model of the submarine. Tested in the Thames between 1620 and 1624, it was able to stay submerged for 3 hours. Although King James I was impressed with van Drebbel's vessel, the British Navy was not.



The Turtle

A little closer to home, I was surprised to learn that during the American Revolution (1776), David Bushnell built a one-man submersible (see above sketch) nick-named *The Turtle*.

This vessel was designed to approach an enemy British warship unobserved and attach an explosive device to the hull. The *Turtle* operated very well, but Bushnell was unable to plant the explosive through the metal-lined hull of the ships.

Early in the Civil War, two submersibles were constructed at the Tredegar Iron Works in Richmond, Virginia for the Confederate Navy. Neither of these vessels survived the trial-run phase.

However, at the same time, a Union version called the *Alligator* was developed, but it sank in the James River during a storm before the trial phase even began.

The Federal government received dozens of plans and designs for a submarine-type craft, most of which were not scientifically sound.

Meanwhile, the Union blockade was bringing the South to its knees. Necessary supplies were being captured by Union sloops on patrol near the larger port cities such as Charleston, S.C. and Savannah.

The Confederacy had to find an effective method of breaking up the Union blockade and getting necessary supplies to its citizens. A submersible seemed to be the best solution.

In Mobile, Alabama, engineer James McClintock was tinkering with plans to build such a vessel. His original design called for a floating platform on which a torpedo could be towed out to its target. When the submarine dived under the target ship, the torpedo was disengaged and was designed to crash into the side of the ship - and BAM!

Well, the plan needed a little more work and James McClintock was the man who had the knowledge to work out the details

After a series of trials and errors, the ship that would eventually be known as the *Hunley*, was built in secrecy in Mobile in 1863. She was just under 40-feet long, about 3 ½ feet wide with a 3.83 foot beam.

A seven-man crew would operate the hand-cranked propeller, while an eighth man, the captain, would operate the rudder.

Underway at 4 Knots

In smooth seas, running at the surface, the *Hunley* attained the amazing top speed of four knots. The boiler-shaped vessel tapered to a wedge shape at either end that held the ballast tanks necessary for taking on water to descend or pumping out water to reach the surface.

There were two conning towers made of thick glass that acted as both an entryway and a viewing station. Snorkel tubes attached to a hand-operated bellows allowed for fresh air to be pumped into the vessel, as long as it was near the surface. A candle provided the light.

(Continued on Page 15)

(Continued from Page 14)

The vessel cost \$15,000 to complete. The Confederate military, under General P.G.T. Beauregard, confiscated the privately-owned submersible for use by the navy.

In mid-1863, the *Fish Boat*, as the ship was known, was shipped by rail to Charleston, to begin the arduous task of breaking up the Union blockade. McClintock and Hunley, trained the sailors to handle this magnificent craft. In all, the *Hunley* made three voyages.

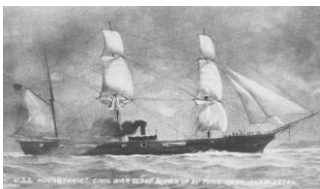
Three Voyages

The first was on August 29, 1863; five of the nine-man crew drowned when she sank at the dock. General Beauregard ordered the submarine be salvaged. The second test-run, a series of practice attacks on the *CSS Indian Chief*, saw Horace Hunley himself as the captain of the newly-named *H.L. Hunley*. The first test run was successful; during the second test-run, the *Hunley* sank, presumably due to crew error. The entire crew was lost including her namesake. Again, the ship was salvaged.

A young soldier, 24-year-old George E. Dixon, had volunteered to captain the *Hunley* for what would be its third trial run. Dixon had been badly wounded at the battle of Shiloh in April 1862.

According to legend, Dixon's life had been saved by a \$20 gold piece given to him by his sweetheart, Queenie Bennett. A bullet from a Union soldier hit the gold piece in his pocket, wounding him, but it would have been almost certain death if the bullet had entered his leg at that point. It was said that he carried the gold piece always as a good luck charm.

General Beauregard agreed to the procurement of another crew only if a full disclosure was made of prior accidents. Additional training was provided for this crew, as well as a design change for the delivery of the torpedo. A 22-foot spar was bolted to the bow of the ship, allowing for safer and more accurate delivery of the torpedo. Several practice runs were successful.



On the evening of February 17, 1864, the *USS Housatonic*, a Union steam sloop with 12 cannons, was anchored near the

entrance to Charleston Harbor. This was to be the target.

A little after 8pm, the *Hunley* quietly approached the *Housatonic*. A crew member spotted the *Hunley* as she neared and called all men to battle stations. It was too late – the submarine was too close to fire cannons. Some of the crew began shooting pistols until the spar crashed through the hull, depositing the torpedo. As the *Hunley* reversed her course, the torpedo detonated. A massive explosion blew a hole in the warship.

Lifeboats were launched as she began to list and quickly sink in 28 feet of ice cold water. Miraculously, only five of the 163-man crew of the *Housatonic* perished.

Meanwhile, at nearby Fort Moultrie, on Sullivan's Island, Confederate soldiers watched for the pre-arranged signal light from the *Hunley*. Upon sighting the blue lantern-light, soldiers built the bonfire which was to guide the *Hunley's* return to land. But the *Hunley* didn't return.

The Hunley Goes Missing

For many weeks, ships and divers attempted to locate the wreckage. The area near the wreckage of the *Housatonic* was dragged several times. Murky water and shifting sand hid the bottom of the seabed and the currents made it impossible to see. The *Hunley* was lost.

Over the years, the *Hunley* became somewhat of a legend. Early in the 20th century, P. T. Barnum offered a \$100,000 reward to the finder of the famous submarine. For over 130 years, divers and sailors continued to look for the *Hunley*. But to no avail.

The Mystery Deepens

Had the signal light really been seen that night or had it been some kind of illusion? What caused the *Hunley* to sink? Had it been damaged when the *Housatonic* exploded? Had bullet holes from the *Housatonic's* crew caused a leak which led to the submarine's sinking?

Had the crew escaped the sinking vessel and drowned trying to swim for shore in the ice cold water? Or had the damaged vessel simply drifted to the bottom of the seabed where the crew suffocated as the oxygen slowly ran out?

For answers to these and other fascinating questions, tune in next time to this same space.

To be continued...

A New Chapter Written

By *Chris Walz, Sr., Sales/Marketing Manager,
Charleston Radisson Hotel*

Charleston, S.C.

Last December, LST 1156 Association President David Bader asked me to contribute a story from



my perspective as a hotel Military Reunion Specialist who was honored to assist the USS Terrebonne Parish (LST 1156) in April 2004, during the LST 1156 Association's *Third Annual*

Reunion, at the Clarion Hotel in Charleston, S.C.

He also has continued to be a great friend who knows I am a fan of your association's *Newsletter*. Because often your newsletter includes stories of other United States Ships; new commissioning ceremonies, and new home ports, I thought you Gator sailors might enjoy a new chapter of another great ship.

You might remember an earlier article I wrote for the *Newsletter* a couple of years ago about my Dad who joined the Navy on December 9, 1941 and served aboard the *USS Henry T. Allen (APA-15)* * a Harris-class attack transport that served with the US Navy during World War II, and the *USS Iowa (BB-61)*, ("The Big Stick").

The Iowa was unquestionably "his ship" but he never had the opportunity to attend a reunion. He is the primary reason why I have been so passionate about taking care of Military Reunions for more than 26 years.

As it turns out, in this nearly final chapter of my hotel career, I will have the honor of welcoming the Veterans Association of the *USS Iowa* next July to Charleston and the Radisson.

It will become a mini-family reunion for me with my brother and his wife and my children and their spouses and kids coming to honor their Grandpa and Great-Grandpa.

My son-in-law, a Navy Mustang Ensign and head of Bugles across America in Washington, D.C., will play taps at their Memorial service.

Turret Two Explosion

The following year, these same shipmates, many of whom served during WWII or the Korean War,

Vietnam or during the terrible Turret Two explosion that killed 47 Sailors will have the opportunity to set foot on their beloved ship at berth 87 in Long Beach, Calif. as a Museum Ship.

It has been a long battle for Iowa Sailors to find a home for "*The Best of the Last*" great American Battleships but they have, as so many times in the past, found Victory.

An Alluring Reunion Site

Maybe that should be the next reunion site consideration for your *Tenth LST 1156 Reunion* after, what I am certain will be a wonderful reunion in Savannah?

Long Beach is a pretty nice little city these days with good hotels and a welcoming attitude. But please do promise me this; if you go to Long Beach/San Pedro to the USS Iowa Museum, step on that Teak deck and say thanks to Mike Brown (my Dad) for his service for me. I never got the chance.

**Shipmates aboard the Henry T. Allen (APA-15) were the commissioning crew to the brand new USS Iowa.*

An 1156 Communications Publication

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



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