



Dave Bader – President
Bob Slovey – Secretary
Rick Erisman - Historian
Website: www.tbone1156.com

NEWSLETTER

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New Navy Robot Will Fight Ship Fires

Damage Controlmen aboard Navy ships could be getting a new tool to fight fires - a humanlike robot named ASH.

Researchers at Virginia Tech are developing ASH, or the Autonomous Shipboard Humanoid, a firefighting robot sponsored by the Office of Naval Research.

The robot will be able to understand hand signals from its human counterparts, locate the fire and deploy a fire suppression canister to put it out, according to lead researcher **Dennis Hong**.

The robot will also be equipped with special sensors and infrared cameras that allow it to see through smoke and in areas with low visibility, according to **Brian Lattimer**, who works with Hong at Virginia Tech.

“It’s not meant to eliminate human firefighters,” Hong said. “Humans are better for certain things. The whole idea is to save people’s lives. When it’s too dangerous for humans to get in, that’s a task for the robot.”

Though human firefighters stay low to the ground to avoid smoke and high heat, this robot is being built in a human form to allow it to navigate a ship and keep its balance while at sea.

“A Navy ship is an environment designed for humans, the step size, the door handles,” Hong said. “Unless the robot is in human shape and form, it won’t be able to navigate the environment.”

To protect it from heat, Hong said the robot will wear a firefighting suit similar to what humans wear.



Virginia Tech researchers are developing the Autonomous Shipboard Humanoid (ASH). The bottom half of ASH, shown here, is already up and walking.

Researchers will begin testing the robot aboard the Shadwell, a decommissioned dock landing ship, early next year, Hong said. The Shadwell testing ship is moored in Mobile Bay, Ala.

The goal is to have at least one ASH on every Navy ship, said **Tom McKenna**, program manager of biorobotics at ONR. He couldn’t predict which type of ship will get the robot first, or when.

The robot will be able to find a fire on its own and determine what actions are needed to put it out, Lattimer said. But humans could also give it direction, via hand signals. Hong compared the hand signals to the way special operators communicate in action movies. For example, pointing to an affected area to direct the robot there or waving your arms to make the robot stop.

The robot will use fire suppression canisters to initially decrease the fire, and will then use the same hand line hose typically used by human firefighters to put out any residual flames.

The robot may also have a backpack with a hose that shoots out fire-suppressing foam, Hong said.

Eventually it should be able to do anything a human can do, Hong said, from shipboard tasks such as swabbing the deck to leisure activities like getting a soda.

SOURCE: Virginia Tech Robotics & Mechanisms Lab

T-BONE TALK



D+ 70 Years

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



John Tonkin and General James Amos, USMC, CMC, in August 2012 on Guadalcanal, Solomon Islands.

Dayton, Ohio

Between July 23 and August 13, 2012, Marine veteran (and “passenger” with 10th Marines on TRAEX 1-56 aboard the T-bone), **John Tonkin** travelled with Col. **Joe Mueller**, USMC (Ret.) of Military Historical Tours to Fiji plus these World War Two battle sites.

On August 7, 1942, the First Marine Division was landed on Guadalcanal signaling the first offensive ground action against the Japanese Empire subsequent to the attack on Pearl Harbor the previous December.

The goal was to prevent the Japanese from finishing an airfield which would serve to interdict allied shipping to Australia.

The Japanese construction personnel fled into the hills and the Marines promptly re-named it Henderson Field after Major **Lofton Henderson**, a Marine Pilot who was awarded the Navy Cross posthumously after the U.S. Navy’s victory at Midway.

This longest battle in U.S. history lasted from 7 August 1942 until 3 February 1943. Savage fighting at Edson’s Ridge (sometimes referred to as “Bloody Ridge”) in September and October

included Medal of Honor winners **John Basilone** and **Mitchell Paige**.

The thick jungle and mountainous terrain made for next-to-impossible combat terrain for both Marine and Japanese troops. The battle at Alligator Creek cost Japanese Col. Ichiki nearly 500 soldiers and ultimately his own life.

We were fortunate to be able to attend the actual 70th Anniversary observance on 7 August. It was held atop Memorial Ridge where sits the great marble stele describing the battle, listing casualty counts and the ships that were lost in Iron Bottom Sound.

General **James Amos**, Marine Corps Commandant and Admiral **Cecil Wade**, CinCPac both gave brief, meaningful addresses to the 100 or so gathered at 0700 on the ridge that overlooks the area where most of the battles – both land and sea – were fought.

One U.S. Navy veteran of the battle was present. He was a sailor on the Cushing (DD 376) and after the ship was torpedoed, spent five hours in the waters of Iron Bottom Sound.

Also attending were three native Coastwatchers who provided the Marines and Navy priceless information on Japanese ship, plane and troop movements throughout the battle. One of them was instrumental in the rescue of John F. Kennedy and the PT-109 crewmen with him.

Following a return to Fiji, we set out for Tarawa – actually Betio (rhymes with “ratio”) the one square mile size island of the Gilbert Island atoll where on 20-23 November 1943 more than 1100 Second Division Marines gave their lives in just 76 hours of brutal hand-to-hand combat.



A U.S. Sherman tank that was stuck in a shell hole on Betio November 1943.

(Continued on Page 3)

Continued from Page 2)

The coral reef surrounding the atoll was breached by the very first use of amphibious tractors (amtracs) to attack a defended beach.

Our tour guide pointed out that this invasion was a test to see if sea-born attackers could successfully land on a well-defended beach.

The tide was out when we walked out some 500 yards, then turned to look back toward shore and shudderingly recalled that the young 18 and 19 year-olds clambered over the gunwhales of the amtracs then waded or crawled in water just three or four feet deep (deeper in some cases) into the teeth of bunkered Japanese machine gun fire.

One wonders how they managed to summon up the courage. But they did.

As we walked out on the beach, now extended by the low tide, I spotted a familiar piece of metal protruding from the sand.

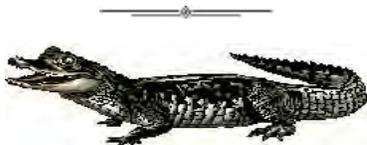


It was the handle of a canteen cup. I gently shook it loose from its sandy bed and saw what appears to be a shrapnel hole through it. Marines landing on Betio carried two canteens of water each and I couldn't help but wonder if the young Marine carrying this particular cup survived the battle.

Fast forward 70 years to today: Betio is reported to be perhaps the most densely populated square mile on earth.

At the end of World War Two 5,000 souls claimed Betio as home. Now there are 50,000 living on the same island with one fish processing plant, but not much other economic activity. It is mostly subsistence living.

Semper Fi!



IN MEMORIAM



**CDR George F. McClure,
USNR, (Ret.)
1933-2012**



The LST 1156 Association has just learned of the death of LT(jg) **George Franklin McClure** ('55-'57) who died of natural causes at his home in Winter Park, Fla., on March 26, 2012. A native Floridian and lifelong Florida resident, he was an LST 1156 Association member since 2002, and attended several of our reunions.

He was born in Jacksonville, Fla. on Feb. 9, 1933 and received his Bachelors and Masters in Electrical Engineering degrees from the University of Florida.

He served his country as a U.S. Navy officer on board the USS Terrebonne Parish (LST 1156) as an officer of the deck, supply and operations officer and then in the Navy Reserve, retiring as a commander.

His LST 1156 service was followed by a tour of duty as a physics instructor at the U. S. Naval Academy in Annapolis, Md.

He worked for Radiation, Inc. (now Harris Corp.). He spent 30 years working in Orlando for Martin Marietta Aerospace (now Lockheed Martin) in communications-electronics, systems engineering and program management.

Throughout his professional life, he was a member of the Institute of Electrical and Electronics Engineers (IEEE), receiving in 1999 the Award for Distinguished Contributions to Engineering Professionalism, the highest honor bestowed by IEEE-USA.

He worked tirelessly on behalf of professional engineers, lobbying Congress every year on issues such as pension portability and limits on H-1B visas. He was also active in his local community, as well as in a variety of media initiatives to publicize reunion programs to the external community nationwide for the LST 1156 Association.

The "ultimate team player" he served his family, country, fellow IEEE members and LST 1156 shipmates with-out concern as to how it would benefit him.

Stevens Becomes 13th MCPON



Retiring MCPON (SS/SW) Rick West, right, passes the sword to the 13th MCPON Fleet Master Chief (AW/NAC) Mike Stevens in October at the Washington Navy Yard. Chief of Naval Operations Adm. Jonathan W. Greenert, left, looks on.

Master Chief Petty Officer of the Navy (SS/SW) **Rick West** stepped down as top enlisted leader during a retirement ceremony in October at the Washington Navy Yard, making way for Fleet Master Chief (AW/NAC) **Mike Stevens**.

Stevens began his Navy career in 1983 after graduating high school in Arlee, Mont. He attended Aviation Structural Mechanic School in Millington, Tenn., and became a qualified aircrewman and an aircraft mechanic - and earned his enlisted aviation warfare badge, as well.

After two fleet tours in patrol squadrons, Stevens spent five months in the reserves in Minnesota before returning to active duty. He retrained in helicopters and transferred to Helicopter Mine Countermeasures Squadron 14 in 1989.

He made master chief in October 2002 and was assigned to Fleet Composite Squadron 8 as both the maintenance master chief and the command master chief. He's also been the top enlisted at HM-14 and Helicopter Sea Combat Wing Atlantic. In 2009, he became 2nd Fleet's command master chief. He was named Fleet Forces Command's top sailor in summer 2010.

While Stevens said he was a little nervous about taking over as the top enlisted sailor, he also expressed excitement about the future of the Navy.

"I am both humbled and honored to have been provided this magnificent opportunity to lead and serve our sailors, their families and our government civilians as the 13th master chief petty officer of the Navy," Stevens told the crowd.

SOURCE: Navy Office of Information

Fiscal Year '13

'Recruit, Retain, Reclaim!'



FY '12 (6/1/2012 - 5/31/2013)

Annual Dues (\$25.00)

Send to:

Fred Langford, EM3

Membership Chair

3042 Orion Drive

Indian Land, SC 29707-7759

Checks payable to:

USS Terrebonne Parish (LST 1156) Association



Est. 2002

Judy's Thought for the Day



"If you want the rainbow, you've got to put up with the rain."

- **Dolly Parton**, singer-songwriter, author, multi-instrumentalist, and actress

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



Navy Christen's Amphibious Assault Ship 'America'

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

Pittsburgh, Pa.

“From the American Revolution through the first Gulf War, three warships have sailed with the name America.

The first America was a 74-gun ship-of-the-line built for use by the Continental Navy and then presented to the king of France as a gift to show appreciation for his country's service to the new nation.

The second America transported troops during WWI. The third ship to bear the name was a Kitty-Hawk class aircraft carrier that supported operations from the Vietnam War through Operation Desert Storm. America will be the fourth U.S. Navy ship to bear this name.

The future USS America will be the first ship of its class, replacing the Tawara class of amphibious assault ships. As the next generation “big-deck” amphibious ship, LHA 6 will be optimized for aviation, capable of supporting current and future aircraft such as the tilt-rotor MV-22 Osprey and Joint Strike Fighter.

The LHA 6 will use the same gas turbine propulsion plant, zonal electrical distribution system, and electric auxiliary system built for the USS Makin Island (LHD 8). This unique auxiliary propulsion system is designed for fuel efficiency.

Although the America will not include a well deck, the ship includes additional aviation spaces and will have an increased aviation capacity: enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, a significant increase in available stowage for parts and support equipment, and increased aviation fuel capacity.

The ship's keel was laid July 17, 2009. She was christened in Pascagoula, Mississippi October 20,

2012. She will be 844 feet in length, with a 106-foot beam, and have a displacement of approximately 44,971 tons. Ingalls Shipbuilding plans to deliver the America in late 2013. She will be homeported in San Diego.”

Source: World Maritime News

Official 2013



Flag-flying Days

- January 1** **New Year's Day**
- January 21** **Martin Luther King, Jr. Day**
- February 12** **Lincoln's Birthday**
- February 18** **Washington's Birthday**
- April 19** **Patriot's Day**
- May 12** **Mother's Day**
- May 19** **Armed Forces Day**
- May 27** **Memorial Day (half-staff until noon)**
- June 14** **Flag Day**
- June 17** **Father's Day**
- July 4** **Independence Day**
- September 3** **Labor Day**
- September 11** **Patriot Day**
- October 8** **Columbus Day**
- Navy Day** **October 27**
- November 22** **Thanksgiving Day**
- December 7** **Pearl Harbor Day**
- December 25** **Christmas Day**





AWAY - NOW HEAR THIS

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



Archives Update



SS United States: Lady in Waiting

Pittsburgh, Pa.

Happy New Year! I recall observing the *SS United States* moored to a pier in the vicinity of the Norfolk Naval Base during the summer of 1970 when the "T-Bone" was enroute to Craney Island for deperming operations or med-moored to the USS *Amphion* (AR 13) for repair.



I wondered what was the rationale for taking her out of service and left to deteriorate. On flights to Newark, NJ, I recall seeing her once again moored to a pier in the vicinity of the airport.

"Today, this noble ocean liner, built 60 years ago for the North Atlantic route, sits quietly at a South Philadelphia pier awaiting its ultimate fate.

The SS United States Conservancy and its Redevelopment Project are dedicated to ensuring this marvel of engineering, that could go faster in reverse than most ships today can go forward, has a future.

The sleek 990-foot race horse was built from the finest Pittsburgh steel and products from nearly 20 other area companies... It looks like no other vessel built because it was unlike any ship built.

The obsession of marine architect William Francis Gibbs and the product of post-WWII American know-how, the ship was built with subsidies from the U.S. government and the U.S. Navy to serve both as a passenger liner and, in the event of war, the fastest troop vessel afloat.

The history of the ship and its builder is the subject of a recent book-"A Man and His Ship: America's Greatest Naval Architect and His Quest to Build the SS United States: by Steven Ujifusa. The book details the trials and tribulations of building this liner and its sad fate.



The SS United States cruised at 30 knots and made crossings in a little more than three days. It still holds the blue ribbon speed record for both east and westbound passages. Although its maximum speed was not revealed until the late 1970's and is still a matter of conjecture, for sure, it reached close to 40 knots in speed trials.

It was built to outrun any enemy vessel on the ocean while moving thousands of troops to any fray. Gibbs made the SS United States just about fireproof with metal and glass taking the place of wood throughout the ship.

The ship, fortunately, was never called into military service. For 17 years, it provided the rich and famous and the not-so-famous a truly American experience on a trip to Europe unlike any other.

Remember, until commercial airlines switched their fleets to jets in the 1960's, a flight across the Atlantic could take 12 hours or more and include a stop in Newfoundland. Many travelers of the era still preferred the comfort and civilized passage on an ocean liner.

(Continued on Page 7)

Continued from Page 6)

The SS United States made its last voyage in 1969 and was laid up after docking in Newport News for annual maintenance.

Through multiple owners and several failed attempts to revitalize the ship, the SS United States today sits floating, tied to Pier 82 in South Philadelphia at the cost of almost \$1,000 per day just for dockage. It has sat for nearly 20 years as a fixture on the Delaware River waterfront.



In 2011, the ship was purchased by the SS United States Conservancy... The conservancy launched a national campaign [www.savetheunitedstates.org] designed both to raise awareness of the vessel and initial funding for restoration.

The Conservancy formed the SS United States Redevelopment Project a year ago... The managing director is charged with finding partners and investors to redevelop the ship for mixed use which might include a hotel, restaurants, spa, school, boutiques and the like.

A small professional staff in both organizations supplemented by volunteers are involved in the Save the SS United States effort.”

Source: The Next Page, Pittsburgh Post-Gazette

Celebrations!



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

Birthdays

Dahlongega, Ga.

Here's wishing a "**Gator**" *Happy Birthday* to the following association members who are

celebrating their special day during January, February or March this year:

January

- **John Aller**, SHB3, ('64-'66), **Jan. 26**
- **Nick Gardner**, QM3, ('59-'61), **Jan. 31**
- **Gordon Robinson**, YN3, ('58-'62), **Jan. 1**
- **Ronald Robinson**, CSSN, ('58-'59), **Jan. 7**
- **John Stewart**, CS, ('71), **Jan. 1**
- **Barbara Talbert**, *Associate Member*, **Jan.3**
- **Larry Vandersnick**, EN3, ('62-'66), **Jan. 31**
- **Richard Wendelburg**, BT3, ('58-'62), **Jan. 23**

February

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

March

- **David Belt**, ETN2, ('69-'71), **March 11**
- **Gary Benson**, YN2, ('54-'56), **March 15**
- **Ed Bulluck**, CAPT, SC, USN (Ret.) ('57-'59), **March 17**
- **Donald Devries**, EN3, ('59-'63), **March 17**
- **Frank Edmunds, Jr.**, LCDR, CO ('69-'71), **March 17**
- **Joseph Klinger**, BM2 *Plankholder*, ('52-'55), **March 17**
- **Ed Lubin**, LT, SC, USNR, (11/58-5/60), **March 20**
- **Mike Murray**, LT (XO), ('69-'71), **March 25**
- **James Pittman**, FN, ('63-'65), **March 13**
- **Ralph "Eddie" Reynolds**, FT3, ('68), **March 5**
- **Colonel (Ret.) Frank B. Gregory**, TC, U.S. Army, **March 18**
- **Terry Rowe**, SK2, ('59-'62), **March 29**



Distance Support

A World of Support at Your Fingertips

Fulfilling Prophecies

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



Flushing, N.Y.

The writers of the New Testament: these writers confirm the claims of the Old Testament authors.

The New Testament writers declare that the word and prophecies spoken by the Old Testament prophets had to be fulfilled.

“Now all this was done, that it might be fulfilled which was spoken of the Lord by the prophet, saying” (Mt 1:22).

“Men and brethren, this scripture must needs have been fulfilled, which the Holy Spirit by the mouth of David spoke: (Acts 1:16).

“And when they did not agree with one another, they began leaving after Paul had spoken one parting word, "The Holy Spirit rightly spoke through Isaiah the prophet to your fathers, (Acts 28:25).

Paul declared that the gospel itself was given to us by God through His prophets in the Holy Scriptures: “(the gospel) which he had promised afore by his prophets in the Holy Scriptures” (Rom 1:2)

The New Testament writers actually claimed this: that the Old Testament was not written by the will of man, but by the guidance and inspiration of God and of His Spirit. “For no prophecy was ever made by an act of human will, but men moved by the Holy Spirit spoke from God.” 2 Pt 1:21).

“Of which salvation the prophets have inquired and searched diligently, who prophesied of the grace that should come unto you: search what, or what manner of time the Spirit of Christ which was in them did signify, when it testified beforehand the suffering of Christ, and the glory that should follow” (1 Pt 1:10-11)

“God, who at various times and in various ways spoke in time past to the fathers by the prophets (Heb 1:1)

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, (C) 917 749 7895.

Laura Slovey Participates in X47B Workouts aboard USS Truman



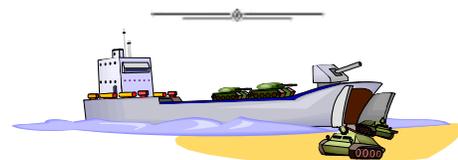
Laura Slovey, as she arrives on the USS Harry Truman (CVN 75) after participating in sea trials of the Navy's X47B unmanned aircraft on Dec. 12.

Laura is an aerospace engineer working for the Navy at the Naval Air Systems Command, Patuxent River, Md., and the daughter of Association Secretary **Bob Slovey**, YN3, ('68-'71).

Interestingly, Bob also spent some time aboard a carrier, the USS John F. Kennedy, following his tour of duty on the T-Bone in 1971.

The X-47B is a tailless, strike fighter-sized unmanned aircraft currently under development by Northrop Grumman as part of the U.S. Navy's Unmanned Combat Air System Carrier Demonstration (UCAS-D) program.

Truman is the first aircraft carrier to host test operations for an unmanned aircraft, and this is Laura's first experience on board a Navy carrier.



To the Dream



Dr. Martin Luther King Jr.

By Roger O. Crockett, Guest Columnist

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

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

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

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

A third-generation Baptist minister, King was born into a comfortable Atlanta home in 1929. Before earning a doctorate in theology from Boston University he became the 29th pastor of Montgomery's historic Dexter Avenue Baptist Church. It was there that King's words began to shape how the nation grasped its racial crisis.

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

This column has appeared annually since 2003.

Airmen Serve as Defenders, Good Will Ambassadors



BAGRAM AIRFIELD, Afghanistan -- The sun rises on an empty field outside an entry control point as a few defenders prepare their gear and equipment for the day. By mid-morning the field becomes filled with nearly 400 Afghan locals all waiting to process through that ECP at Bagram Airfield, Afghanistan.

For the bravo sector entry controllers of the 455th Expeditionary Security Forces Group, this is a five day a week operation.

There are two medical entry control points located on BAF for all patients needing clinical care. American and Afghan guards partner in both defending the gates and managing clinic admission.

With their rifles slung, security personnel pick up biometric scanners and clipboards to get patients one step closer to needed medical care. Afghans of all ages come to the Korean and Egyptian hospitals here seeking medical care provided by a true multi-national effort.

Trained Airmen using current technology gives Afghan locals in need of assistance a chance to receive a higher standard of medical care. Members of the 455 ESFG know that their mission is very important in building that bond with neighboring villages.

Each Airman is hand-picked by leadership to be a member of the ECP defenders. Their role is especially important not only as defenders but as ambassadors for the United States as the first face the Afghan locals see.

FISCALLY FIT

By *Dave Bader*



FY '14 Membership: 18

Columbus, Ohio

Membership renewals for Fiscal Year 2014 (6/1/2013 – 5/31/2014) are underway.

To date, we have 16 Regular Members, and two Associate Members who have renewed their individual membership dues.

Welcome Aboard to the following individuals:

Regular Members

- **James “Ronnie” Cozart**, EN2, ('61-'64), Brighton, TN
- **Nestor Bendza, Jr.**, SMSN, (6/61-12/64), Panama City Beach, FL
- **Richard Kunz**, SN, (8/66-7/67), Parsippany, NJ
- **Edward Klinges**, LT(jg), (8/55-6/57), LT, USNR (Ret.)
- **Mark V.V. Nelson**, CDR, USN, (Ret.), CO, (4/70-10/71), Tulsa, OK
- **Anthony Tedesco**, DC3, (5/53-10/53), *Plankowner*, Fredericksburg, TX
- **Henry Hoggatt**, HT1, ('70-'71), Reading, MI
- **Ronald Bloss**, GM3, *Plankowner*, (8/52-2/55), Mt. Wolf, PA
- **Robert Bowers, Jr.** IC2, (8/60-6/62), Mentor, OH
- **Charles Burton**, SF3, (8/70-10/71), Medford, OR
- **Homer “Skip” Moore**, PN3, (2/61-1/63), Shadyside, OH
- **Ed Lubin**, LT, SC, USNR, (11/58-5/60), Westlake Village, CA
- **Bob Slovey**, YN3, (10/68-10/71), *Association Secretary*, Macomb, MI
- **Fred “Speedy” Langford**, EM3, ('53-'56), *Membership Chair*, Indian Land, SC
- **Richard Wendelburg**, BT3, ('59-'62), Tribune, KS

- **Gordon Robinson**, YN3, (4/58-1/62), Brunswick, GA

Associate Members

- **Mart Black**, AICP, Houma, LA
- **Nancy Bobal**, Hillman, MI – *in memory of Ed “Bo” Bobal*, BM3, *Plankowner*, ('52-'55)

Coast Guard Channel

Coast Guard Transports Stranded Turtles

It was an emergency wildlife mission. A bunch of sick, cold Northeast turtles were stuck in Cape Cod last month trying to swim south and needed a quick lift to Florida. The Coast Guard heeded the call with a C-130J Hercules based out of Elizabeth City, N.C.



More than two dozen New England Aquarium staff, volunteers and Coast Guard crew braved the cold to quickly load up the airplane at Cape Cod, Mass., with 35 “cold-stranded” endangered turtles nested in blanket-lined fruit boxes and makeshift pet crates.

A record stranding of more than 200 sea turtles off the Northeast coast exceeded the New England Aquarium’s capacity to house the nearly comatose reptiles. Sensing urgency, the NOAA Fisheries Northeast Stranding Network facilitated a request for the emergency flight.

An hour later, as the C-130’s ramp slowly closed shut, aquarium staff and Coast Guard crews standing on the runway waved their farewells to the airplane and its precious cargo bound south for the Sunshine State.

Touching down at sunny 80-degree Orlando, Fla., a motorcade of five aquariums and marine wildlife centers, including SeaWorld Orlando, lined up by the plane ramp. As soon as the bright sunshine and warmth hit the turtles, they stirred restlessly in their crates and boxes while being carried out.

SOURCE: USCG News 1st District PAO

Health 1



By *Beverlee Keels, CMA (AAMA)*

Columbus, Ohio



Take 5

These supercharged tips – for body, mind and overall health – can start you on the road to a healthier, happier you.

Take 5 for Your Body

Step up. Health experts say 10,000 steps a day – roughly five miles – is the magic number for trimming fat and preventing type 2 diabetes. Don't have time to walk that far? Adding just 2,000 steps a day can make a big difference. Wear a pedometer while you take the stairs instead of an elevator, park a block or two farther from work, and fast-walk a few laps around the mall. Once you've hit 2,000 add another 2,000 – and keep on walking.

Get a lift. While you brush your teeth, lift one leg. Count to 60. Repeat with the other leg. This little exercise not only improves your balance, essential for preventing falls as you age, but also ensures you brush for the two minutes your dentist recommends.

Ditch the chips. Every week, throw out one processed food – cookies, crackers, or potato chips – and replace it with an apple, red pepper, or other fruit or vegetable. Eating a colorful array of fruits and vegetables will lower your blood pressure and help you lose weight.

Take 5 for Your Mind

Phone a funny friend. Laughter is a powerful healer. It can soothe your mind and help heal your body. Cracking up with your BFF for just 15 minutes has the same kind of blood-vessel-relaxing and blood-pressure-lowering-benefits as 30 minutes of aerobics.

Rise and sing. Set your iPod or alarm clock to wake you with your favorite song so you can start every morning humming a happy tune. Music is a great stress-buster, especially when you listen to songs you really like.

Take 5 for Your Health



Drink up. Staying hydrated is important for your skin as well as for your overall health. Every morning, fill a large bottle with 2.2 liters (about nine cups) of water. By the end of the day you should be seeing bottom.

Catch a catnap. Can't get your full seven to nine hours of sleep at night? Recharge with a catnap. Set your alarm for 20 to 30 minutes and enjoy some blissful midday slumber. Don't hit the snooze button, though. Napping too long in the daytime can interrupt your nighttime sleep.

Wellness Tip: Avoid Colds and Flu with Hand Washing



Hand washing is the single most important way to prevent the spread of infection, especially with cold and flu season upon us.

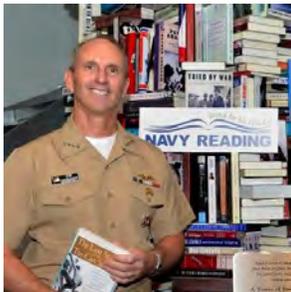
It is important to wash your hands frequently, such as before eating and before and after caring for someone who is sick. Even though there is evidence to support the benefits of hand washing, it is not a routine habit for many people.

If soap and water are not available, use a hand sanitizer that contains at least 60 percent alcohol. Teach and encourage those around you to wash their hands frequently as well.



Bookshelf

Hit the Books with this Year's CNO Reading List



CNO Adm. Jonathan Greenert

A former Soviet leader has his hands on a ballistic-missile sub and an arsenal of nukes. The world's superpowers are under siege and the planet is facing destruction. One thing stands in this madman's way - a U.S. Navy warship.

So goes the plot of the novel "The Seventh Angel," one of the new suggestions appearing on the Chief of Naval Operations Professional Reading Program list.

Created in 2006 under then-CNO Adm. Mike Mullen, the program provides a list of recommended fiction and nonfiction for sailors and officers.

There are 17 other new interesting books appearing for the first time on the list, including:

- ***In the Shadow of Greatness***, a collection of essays from the Naval Academy class of 2002, the first since Vietnam to graduate while at war.
- ***Wired for War*** by P.W. Singer, an in-depth look at robotic warfare.
- ***The Morality of War***, by Brian Orend, one of the most challenging reads on the list, examines when it is morally right to go to war.
- ***SEAL of Honor*** by Gary Williams, gives the account of Lt. Michael Murphy, the first American awarded the Medal of Honor during the war in Afghanistan. He was killed while leading a SEAL team during an ambush in 2005.

Titles are chosen each year by an advisory group representing the Naval Academy, Naval War College, Naval Postgraduate School, Senior Enlisted Academy and Naval History and Heritage Command. Greenert asks flag officers for recommendations each year to inform the group,

Jackson said, but the program will take suggestions from anyone.

The Navy will ship 1,150 collections of the top 18 titles considered "essential reading," and two bonus books: *The Seventh Angel* and *Super Freakonomics* (not part of the list, but in the inventory). Every ship, squadron and submarine library - and most shore station and overseas station libraries - receives a set.

The selections are designed to help U.S. Navy Sailors, Navy veterans, and civilians, learn more about the profession and heritage of the Navy through reading relevant books.

The List

War Fighting First

- ***1812: The Navy's War***, by George C. Daughan
- ***Cyber War: The Next Threat to National Security and What to Do About It***, by Richard Clarke
- ***The Gamble***, by Thomas Ricks
- ***SEAL of Honor***, by Gary Williams
- ***Shield and Sword***, by Edward Marolda
- ***Wake of the Wahoo***, by Forest J. Sterling

Operation Forward

- ***Crisis of Islam***, by Bernard Lewis
- ***Execute Against Japan***, by Joel Holwitt
- ***Monsoon***, by Robert Kaplan
- ***Neptune's Inferno: The U.S. Navy at Guadalcanal***, by James Hornfischer
- ***Red Star Over the Pacific***, by Toshi Yoshihara and James Holmes
- ***The Man From Pakistan***, by Douglas Frantz and Catherine Collins

Be Ready

- ***A Sailor's History of the U.S. Navy***, by Thomas Cutler
- ***Navigating the Seven Seas***, by Melvin Williams Jr. and Sr.
- ***In the Shadow of Greatness***, by J. Welle, J. Ennis and Katherine Kranz
- ***The Morality of War***, by Brian Orend
- ***Time Management From the Inside Out***, by Julie Morgenstern
- ***Wired for War***, by P.W. Singer



Prayer in Music



By *Paula Johnson, Historian*



Columbus, Ohio

I'll bet that those of you who can read music have already identified the above-illustrated music. In fact, it is likely that it was identified by the first three notes alone.

For those of you not musically inclined, those 24 notes comprise a tune that is possibly the most recognized in America; our National Song of Remembrance: "Taps".

The history of this haunting melody is clouded in controversy. There are several versions of the story as to how "Taps" was created and by whom it was composed.

It is known that the tune we know today as "Taps" was heard for the first time on a Civil War Battlefield near Harrison's Landing, Virginia in July, 1862.



The most widely accepted version of the story is that the bugle call, "Taps" is attributed to Major General **Daniel Butterfield** of Utica, NY. Butterfield did not technically write the song - in fact, he has stated that he could not read or write a single note of music, but he loved bugle calls.

Officers of the time were expected to learn a variety of instructional bugle calls, and play them as well. One such call, known as "Scott's Tattoo", had been popular from about 1835 until 1860. It is this disused bugle call that was revised by Butterfield to create the emotional air we know today.

Following a battle, it was necessary to bury casualties quickly - particularly during the summer months.

Customarily, firing three rifle volleys occurred following any military burial. However, it was considered unsafe when in close proximity to the enemy, because it might cause fighting to resume. Butterfield felt that a different form of respect was needed. He had been working on a revision of the French call for "Extinguish Lights", which he felt was too formal a way to end the day.

Together with his brigade's bugler, **Oliver Willcox Norton**, Butterfield created the anthem "Taps" to be used as both a peaceful closure to the day and to honor a brave soldier's life. It was embraced by both the Union and the Confederacy and was formally adopted by the military in 1891. The name "Taps" was no doubt adopted to describe the original three drumbeats or 'taps" which signaled "Lights Out".

The melody is uniquely American, although it is recognized all over the world. It received world-wide exposure during the 1963 televised funeral of President **John F. Kennedy**, a Navy veteran.

It is a final piece of music which brings closure to a veteran's life. It is the most sacred duty that a military bugler can perform.



Although there are no official words to this melody, many variations of lyrics have been used over the years.

The most common is:

*Day is done, Gone the sun;
From the lake, From the hill,
From the sky.
All is well, Safely rest.
God is nigh.*

Daniel Butterfield retired from the military and returned to his native New York to work at his father's business, the American Express Company. He died in 1901 and was buried at West Point. "Taps" was played at his funeral.



- What's Ahead-



Tenth LST 1156 Reunion

Wednesday September 4

- LST 1156 Reunion Kick-off Event –

Thursday September 5

Group Tour

**Tour: U.S. Naval Academy
Midshipmen Noon Formation**

**Lunch: Officers Club
USNA Museum Tours
USNA Gift Shop**

Friday September 6

- Business Meeting –

Group Tour

Star Spangled Tour: Ft. McHenry

**Lunch:
Baltimore on the Inner Harbor
Historic Ships Tour:
USS Constellation
USS Trosk (SS 423)
USCG Taney
LV 116 Chesapeake**

*** Reception & Banquet Dinner ***

Group Photos

Guest Speaker: TBA

Naval Support Activity Color Guard

Saturday September 7

**DC Military Tour: World War II, Korean and
Vietnam Memorials**

Reunion Registration Deadline: Aug. 1, 2013



Tenth LST 1156 Reunion HQ Hotel

SPECIAL REUNION RATES



Sheraton Columbia Town Center Hotel



Phone Reservations: (410) 730-3900

For Group Rate Use:

USS Terrebonne Parish (LST 1156) Association

Room Rates:

**\$132.00 + Tax/Night
(Rate(s) for 2 adults per room)**

- **Room Rates Includes Hot Breakfast Buffet**
 - **for 2 adults**
- **Free On-site Parking**
 - **Motor Coach Friendly**

Hotel Reservation Deadline for Group Rate:

August 5, 2013

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