Volume 2, Issue 1

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JANUARY 2020



The Basin Gazette®

WHITE HAT PUBLISHING®
P.O. BOX 445, HENDERSON, LA. 70517
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Page 3 and more on Facebook and the Web!

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In its heyday the twin Shinn-Lacroix vocal attack drew admiration even from megastars. **"The Righteous Brothers really were in awe of GG and Jerry. Bill [Medley] and Bobby [Hatfield] have made many public comments about the talent of these two guys,"** Theall recalled. Dubbing themselves "the King Brothers," Shinn and Lacroix teamed up on numerous duets like "You've Lost That Lovin' Feeling" and "Let It Be Me." It was their unbridled artistry and soul that lifted the Boogie Kings – as tight and musically proficient as the musicians themselves were – from mere cover band to something loftier.

As Theall added:

"The two years that we had GG and Jerry as a team molded the sound and style of the band as we totally broke away from the old sound of the late '50s and early '60s. These two guys were so strong that many of our fans think that this was the 'original' Boogie Kings. They made such a huge impact on our success that it simply can't be measured. … The odd thing about them is their contrasting styles. GG has this sweet, pure, smooth voice with a dramatic high register, and Jerry has a rough, get-down-and-dirty, soulful voice. But the two of them together would make the most beautiful blend of rhythm and blues music that the Boogie Kings have ever had."

And once a Boogie King, always a Boogie King, as evidenced by Shinn's reappearances with the group during modern-day reunion shows. But who is GG Shinn? Quite frankly, his full story has yet to be told. But Shinn was born Aug. 25, 1939, and hails from Franklin, La., where in 1956 he formed his first band, the Flat Tops. By 1963 he was recruited into the Boogie Kings, which had been founded in 1955 in Eunice, La., by Doug Ardoin, Bert Miller, and Harris Miller. The band played everywhere around Louisiana and east Texas, gaining in notoriety particularly at the Bamboo Club in Lake Charles and the Big Oaks club in Vinton near the Texas border, the latter club drawing a young Janis Joplin as a patron.



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Meet & Greet Car Show from 1:pm-5:pm

JANUARY BIRTHDAYS

1st ROBYN THERIOT
3rd "POPPA" KEITH ARSEMENT
DIANA SERRETT DAVIS
KIM SAVOIE
4th JUDY PLUTCHAK
6th CLAUDETTE DOMINGUE HOLDER
PEGGY PALOMBO CRESSWOOD
SANDRA BERRYHILL HAGEN
7th JOE DARBY
TONY HEBERT
STEVE BERNARD
8th REILEY TRAHAN
ANNETTE MELANCON
MARY LEMARIE
9th LISA ROMERO
11th MELISSA ANGELLE
12th RESA HOLLIER
13th EMILEAN THERIOT
14th SALLY ANGELLE
15th SHEILA BROUSSARD
JACK LANE
16th LILLIAN CASTILLE
DALE DUPLECHIEN
MARY KNOTT LANDRY
BARBARA MALONE CHISHOLM
17th JANICE CASTILLE
COOPER PATIN
18th JOANN PATIN
STEPHANIE SCHEXNAYDER
TONY THERIOT
20th ALICE LOCORRIERE
23rd CAROLYN FREDERICK
24th SHARRA HAGEN
ZACHARY HAGEN
25th ALLY BROUSSARD (BIG 3 YRS)
LISA STELLY
26th JAELYN LORMAND
27th YOLA LASSEIGNE
LONNY MELANCON
29th LUCY ALLEMOND TRAHAN
30th LOUIS DEVILLIER
31st PEGGY HEBERT
KOLE THERIOT
ARDEM ROBIN



This is a traffic light on the levee road. As if we didn't know! It's been there for at least three years. This one is near the Atchafalaya Basin Landing. There's another one near the Amy canal boat landing and the Henderson bridge. The road is a one lane between the two traffic lights. But everyone around here knows that. We get traffic from Arnaudville to New Iberia.

The reason for the traffic lights is that the canal side of the road was caving in. It's a state road. It was suppose to be an evacuation route but never declared.

The road was less than a year old when the cave in started. They patched the cave ins maybe twice then gave up and put the traffic lights. I think that was suppose to make us feel safe. Does anyone feel safe? Maybe we need to all call our elected officials and ask for an explanation of why it hasn't been fixed. If enough of us do that we might actually find out what's going on.

There's a lot of commerce that passes on that road. If the other lane starts caving in they'll have to close the road completely. Then businesses will be lost. Do our elected officials realize who put them in office?

We need answers but more than that we need the road fixed. The blame game is being played between the Corps of Engineers, The Levee Board, and the State. It is my opinion that the Contractor should be involved as well. They've had two meetings it seems to decide when the next meeting will be.

Ask Boudreaux

Dear Boudreaux, my wife wants a divorce. She says I hunt and fish to much. I don't understand because that's what I do for a living. Sometime I stop for a beer on the way home, but I always bring her one. How can I convince her we have a good living?

Boudreaux

Mais Cher, how can you call that a good living when you only bring her one beer? What would be wrong with bringing her a six-pack or even a case once in a while? Boy, you got a lot to learn about women.

Don't forget page 3 and more will be on Facebook @PerrySerrette and the web @TheBasinGazette.com.

LORDS OF THE BASIN CONTINUED
By KENNETH DELCOMBRE

Tom Martin's business began to prosper and the need for more employees became necessary. Soon, basin residents had their homes either moved or built near the vicinity of the fish company. The newly ordained citizens of the area were further recognized by the railroad and supplies of food, ice and other necessities were brought to the village by train.

Salesmen and other business personnel began to make frequent trips to Atchafalaya and the railroad then saw a need for a depot. in ca. 1912, the depot was constructed displaying the name, ''ATCHAFALAYA".

From 1909 - 1919, an uplifting boom began to set in at the little village. Fernand Dupuis opened the Atchafalaya Fish Company; Xavier Bijeaux opened a bakery; George Westfall opened a General Store and became the first Railway Express Agent. A United States post office was commissioned with Tom Martin as its first postmaster. Tom Bernard was making a move to overtake Tom Marlin's business and developed an interest in the apiary business. Henry Guidry left his bridge tender position at Pelba and replaced George Westfall at Atchafalaya, and more ramps were being built to load and unload the trains. In ca. 1915, guarded convicts began to erect the government-ordered levees, but the effort became futile and the convicts were returned to prison. In 1919, under the supervision of the Corp of Engineers, work on the right-of-way of a larger proposed levee began. This was to be an omen in the history of Atchafalaya.

Although Atchafalaya was the actual home of only about 20 families, it was the "lifeline" for some 400 families. The general population of Atchafalaya was never officially recorded. It was said that approximately 200 people lived at that location. The village developed the nickname "Chaf" and became the central point in which the fishermen of the basin could cash -in on their daily catches. The train became an instrument for the export trade of the fish businesses and as the years rolled on, more people began to relocate at Atchafalaya.

In 1917, a young man by the name of Edwin "Mulate" Guidry, brother of Henry Guidry, came upon the scene as a hunter. For it was his brilliant memory, that helped make this history possible. (Quotations will be inserted throughout the book) .

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This is a story of two people that were in the same kind of situation and found out late in life.

I had an uncle that was in the NAVY. He was on the same kind of ship as the USS Vermilion in WWII. He drove the Higgins boats to the beaches in Europe for the invasions. How ironic, I used to control the waves of Higgins boats, to make sure they arrived exactly on time. I had a fifteen (15) second leeway. To early and our planes were bombing the beach to keep the enemy away. They would have been hit with friendly fire. To late and the enemy would have time to come out and shoot them. The enemy takes invading their country deathly serious. Our goal as well as theirs is to survive and destroy the enemy. In the words of Gen. Paton "You don't win wars by dyeing for your country, you win the war by making that other Son of a b' die for his country."

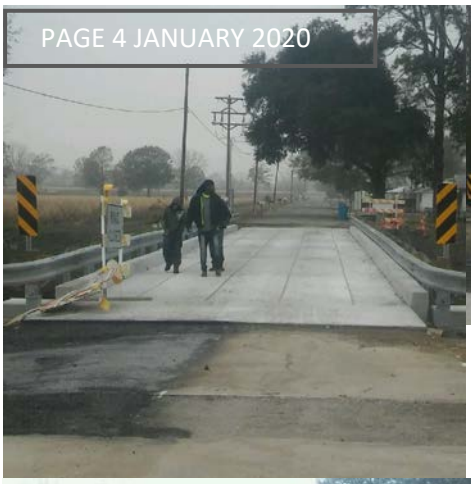
I only found out what my Uncle did a few months before he died. I deeply regret that. I guess I was of the same mentally that we didn't like to talk about that. I wish I had now. I would have wanted to know about his experiences. It would have helped me understand mine better.

I've been shot at a few times but there's no comparison to the fire he went through. You're being shot at from the beach you're trying to get to. You have to go anyhow and deliver your soldiers to that same beach the fire is coming from, knowing some will be shot and killed. There are safety nets in place but all it takes is one bullet to get through.

Story by Perry Serrette. My uncle was Wesley "BB" Serrette. "Passed away at 94 years old."

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Potato Shed Road Bridge 12/13-8:am







Grand Anse Bridge 12/15/2019—9am. Looking at Grand Anse



Grand Anse Bridge 12/15/2019—9am. Looking at the Levee



PAT'S ATCHAFALAYA CLUB JANUARY SCHEDULE

DEC. 31st 8:30pm-till-LOUISIANA RED

$25. per person Complimentary Party Favors and Champagne at Midnight

JANUARY

Sat. Jan. 4th, —8:30-til ** PENDING

Sun. Jan. 5th, —5:30-til ** FORET TRADITION

Sat. Jan. 11th, —8:30-til ** LOUISIANA RED

Sun. Jan. 12th, —5:30-til ** JR. LACROSSE

Sat. Jan. 18th, —8:30-til ** PENDING

Sun. Jan. 19th, —5:30-til ** FORET TRADITION

Sat. Jan. 25th, —8:30-til ** BARRY BADON

Sun. Jan. 26th,—5:30-til ** FORET TRADITION



The Potato Shed Road Bridge

The top three (3) photos are of the Potato Shed Road Bridge on 12-13-2019, At 8:am. It was open for walking across only. Some people rolled over it though. The photo on the left is the Bridge at 5:pm the same day. They closed it again after pouring the asphalt. The last picture is of the asphalt layer. You can see it's finished except for maybe sweeping the road. The only reason I can see that it's closed again is maybe someone needs to go inspect the job before opening it.

It's open now. The two photos on the bottom left show that the bridge is open. That is a Parish road so it's a Parish project. Your tax dollars at work. Thank you Chester Cedars.

THE BASIN GAZETTE ®

U.S.S. MACDONOUGH (DLG-8)

THE MIGHTY MAC

USS MACDONOUGH (DLG-8) - a Farragut-class destroyer

DLG-8 DEPLOYMENTS - MAJOR EVENTS

Month	Year	to	Month	Year	Deployment / Event
APR	1958	-			Keel Date: 15 APR 1958 at Fore River Shipyard Bethlehem Steel Corporation
JUL	1959	-			Launch Date: 9 JUL 1959
NOV	1961	-			Commissioned: 4 NOV 1961
OCT	1962	-	OCT	1962	Cuban Missile Blockade
JAN	1964	-	DEC	1964	Mediterranean
JUL	1964	-	DEC	1964	shipboard fire in Trieste, Italy where Cunningham was killed
JUL	1964	-	DEC	1964	Mediterranean
DEC	1965	-	JUN	1966	Mediterranean
JAN	1966	-	FEB	1966	Coast of Palomares Spain Search for atomic bomb Flag Ship
MAY	1967	-	OCT	1967	Mediterranean
MAY	1968	-	SEP	1968	Mediterranean
MAY	1969	-	DEC	1969	Mediterranean
JAN	1971	-	JAN	1972	UNITAS XII
JAN	1971	-	JUN	1971	Caribbean
AUG	1971	-	DEC	1971	UNITAS XII
AUG	1971	-			Shellback Initiation - 19 AUG 1971 - Pacific Ocean
DEC	1972	-	FEB	1973	Mediterranean
SEP	1973	-	DEC	1973	Mediterranean
OCT	1975	-			Shellback Initiation - 7 OCT 1975 - Atlantic Ocean
OCT	1992	-			Decommissioned: 23 OCT 1992



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DLG-8 GENERAL SPECIFICATIONS

Class: Farragut-class destroyer
Named for: Thomas Macdonough
Complement: 21 Officers and 356 Enlisted
Displacement: 5800 tons
Length: 512.5 feet
Beam: 52 feet
Flank Speed: 33 knots
Final Disposition: Struck - To be disposed of by dismantling

SAME SHIP

DIFFERENT NUMBER

When I was on her she was DLG-8. They changed the designation to DDG-39 in 1975



USS MACDONOUGH (DLG-8)

The fourth *Macdonough* was projected as DL-8 but redesignated DLG-8 prior to keel laying by the Fore River Shipyard Bethlehem Steel Co. Quincy Mass. 16 April 1958; launched 9 July 1959 sponsored by Mrs. Agnes Macdonough Wilson great-granddaughter of Commodore Thomas Macdonough; and commissioned 4 November 1961 Comdr. Wm. G. Hurley in command.

The guided-missile frigate *Macdonough* having undergone an extended shakedown and training period reported to her home port at Charleston S.C. 23 September 1962 and assumed duties as flagship for Commander Cruiser-Destroyer Flotilla 6 Atlantic Fleet. A month later she joined other units of the 2nd Fleet in enforcing the Cuban quarantine remaining with that force until it was dissolved on Thanksgiving Day. The first 3 months of 1963 were spent firing missiles off the coast of Florida under the auspices of the Operational Test and Evaluation Force. She returned to Charleston in March and operated in the Charleston-Norfolk area until departing on her first 6th Fleet deployment 4 June.

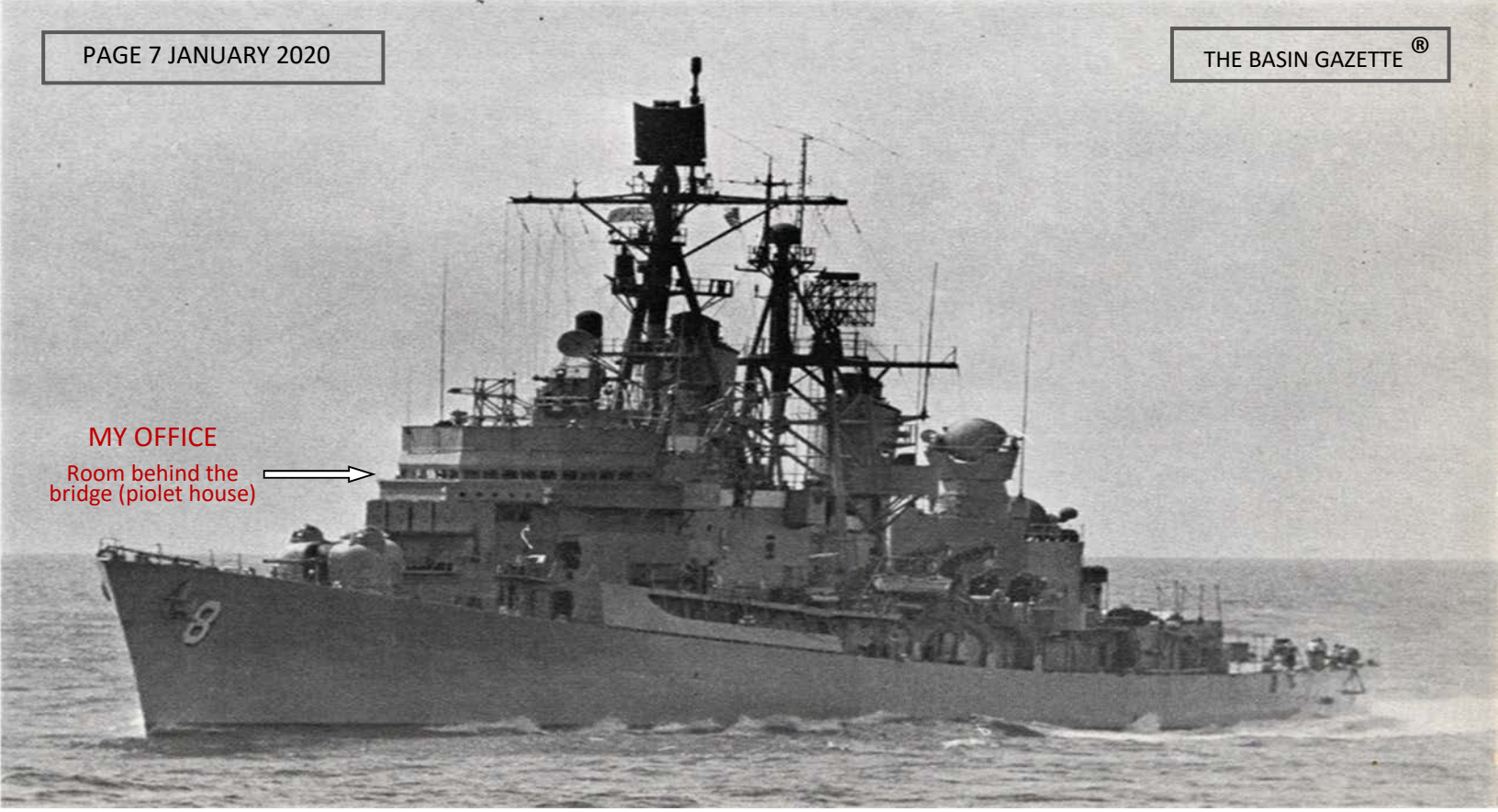
The frigate cruised the Mediterranean until the following fall taking part in scheduled fleet exercises and training operations. Upon her return to the East Coast 26 October she resumed operations in the Charleston area. With the new year 1964 Macdonough steamed south to Puerto Rico for training exercises with the 2nd Fleet. During these exercises; she participated in an Atlantic Fleet live-firing anti-air warfare exercise which included missile firing at drone aircraft. The ship returned to Charleston for 2 weeks in February and then put out to sea again for carrier exercises off the East Coast followed by helicopter evaluation tests in the Atlantic.

Macdonough's second Mediterranean deployment 10 July to 22 December 1964 was followed by a 6-month overhaul at the Charleston Naval Shipyard. Coastal operations out of home port occupied the frigate until mid-September 1966 when she proceeded to the Atlantic Fleet Missile Range and then to Guantanamo Bay Cuba for training exercises. Having returned to her Charleston home port in early November *Macdonough* prepared for another Mediterranean deployment departing Charleston at the end of the month

On 8 April 1966 *Macdonough* returned to South Carolina and once again resumed operations and fleet and squadron exercises along the southern east coast and in the Caribbean. During the summer a midshipman training cruise took the frigate to several east coast ports and to the Caribbean. After participating in "LANTFLEX 66 " and AAW/ASW/amphibious exercise she returned to Charleston 16 December.

After conducting further exercises off the east coast *Macdonough* prepared once again for overseas movement; and on 2 May 1967 she departed Charleston for her fourth Mediterranean cruise. She conducted summer midshipmen training visited various Mediterranean ports and participate in several joint exercises with ships of Allied navies returning to South Carolina 28 October.





Type, Class:	Guided Missile Destroyer; Farragut (Coontz) - class; planned as DL 8; built and commissioned as DLG 8; redesignated to DDG 39
Builder:	Bethlehem Steel Corporation, Quincy, Massachusetts, USA
STATUS:	**Awarded:** January 27, 1956 **Laid down:** April 16, 1958 (as DLG 8) **Launched:** July 9, 1959 (as DLG 8) **Commissioned:** November 4, 1961 redesignated to DDG 39: June 30, 1975 **Decommissioned:** October 23, 1992 **Fate:** Stricken November 30, 1992 sold for scrap: December 16, 1994 as of 2004 scrapping is in progress by Metro Machine, Philadelphia
Homeport:	-
Namesake:	Named after and in honor of **Commodore Thomas Macdonough** (1783 - 1825) > see history, below;
Ship's Motto:	-
Technical Data: (Measures, Propulsion, Armament, Aviation, etc.)	

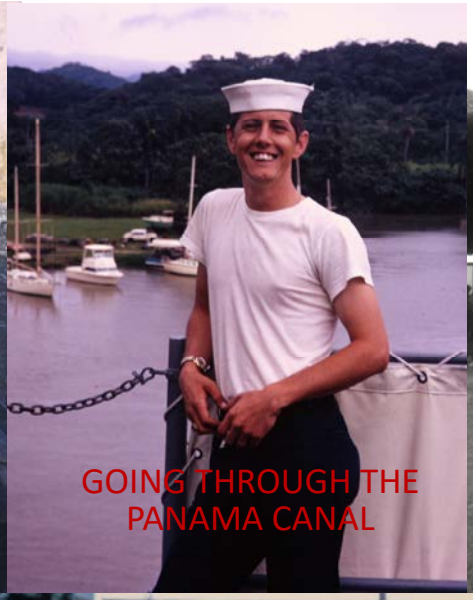
Year	Rank/ Rate	Last Name	First Name	Hometown	Home State	Remembered by
1971	MM	Visnesky	George	Kittanning	PA	Email
1971	OS	Duncan	Butch	Morganfield	KY	Email
1971	OS	Horn	Terry	Dothan	AL	
1971	RD	Bader	Gordon	Paradise Valley	AZ	
1971	RD	Serrette	Perry	Henderson	LA	Email
1971	RM	Wiggins	Wayne	Vidor	TX	Email
1972		Remaker	Michael		PA	Bullis
1972	BM	Clancy	Bernard	Unknown	OH	Gilmore
1972	BM	Gilmore	Andrew	Chicago	IL	Email

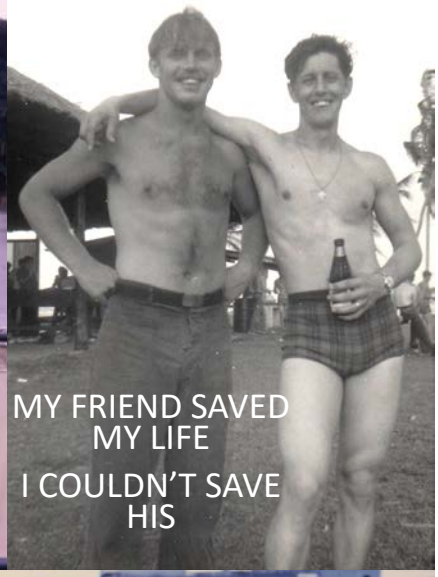


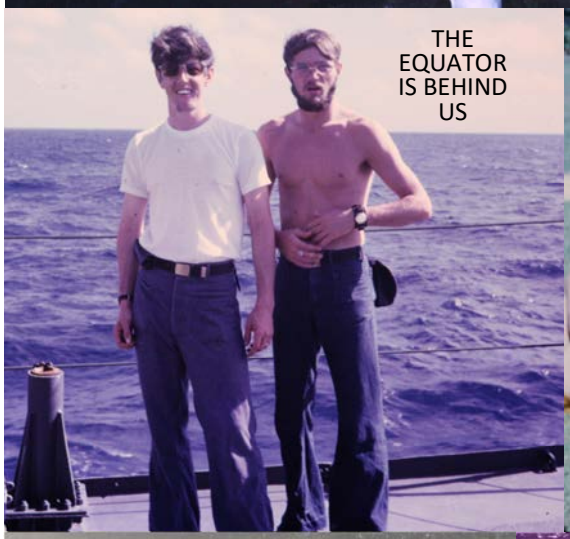
DLG-8

ON THE USS MACDONOUGH

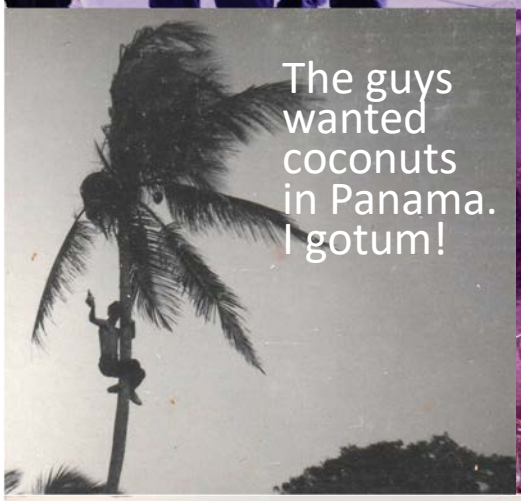


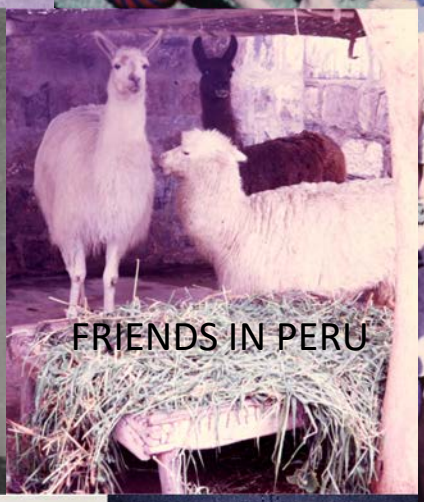


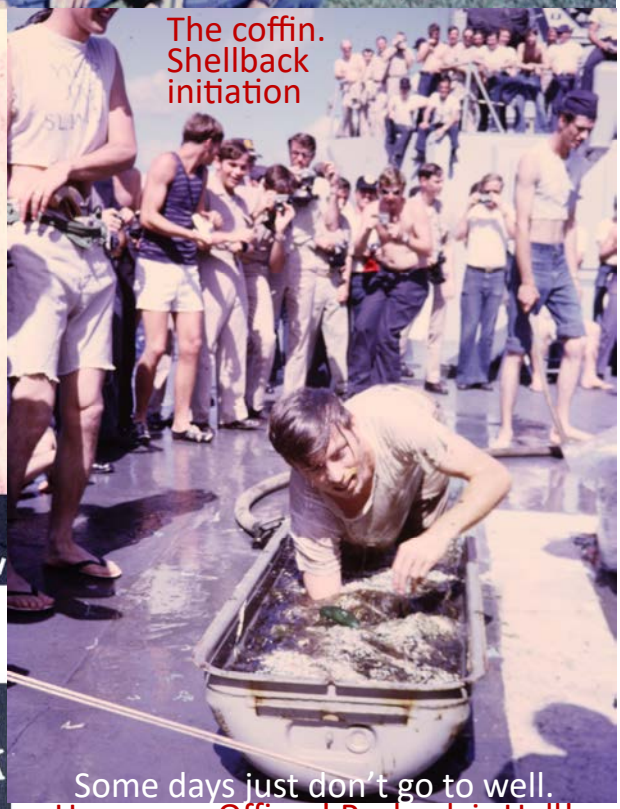












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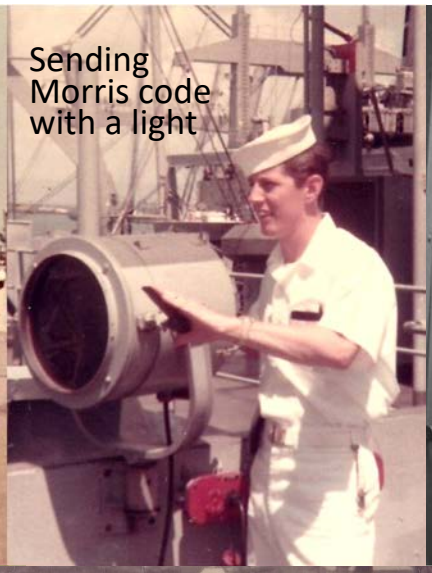
U.S.S. MACDONOUGH

Just another day in Paradise.

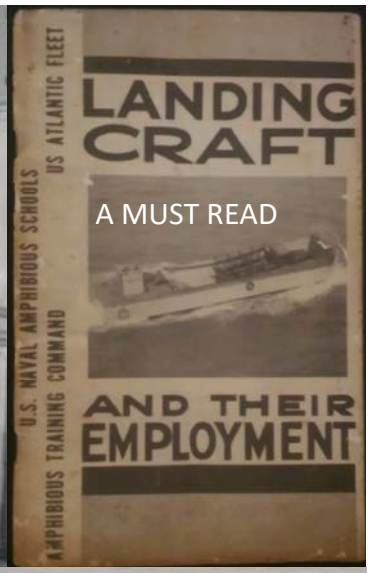
SHELLBACK

ON THE USS VERMILION


DRUM AND BUGLE CORPS

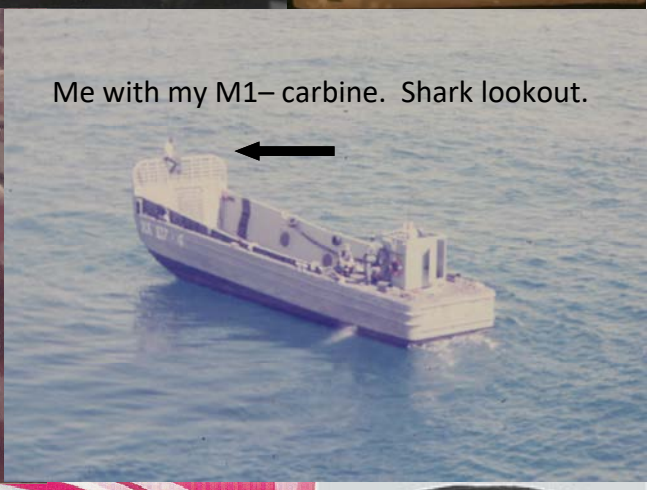

Sending Morris code with a light


Relaxing in berthing com-partment



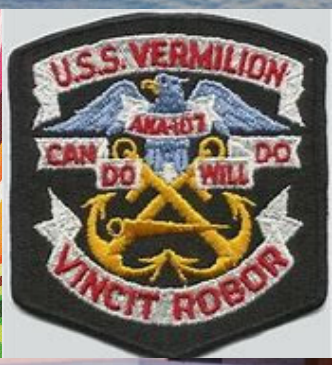

Quarter deck watch

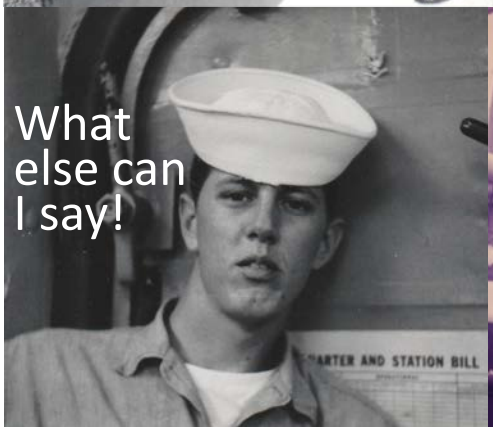

Fixing to go on liberty

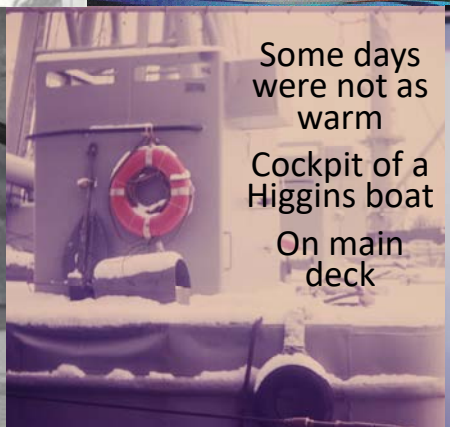

Me with my M1– carbine. Shark lookout.


SCHOOL



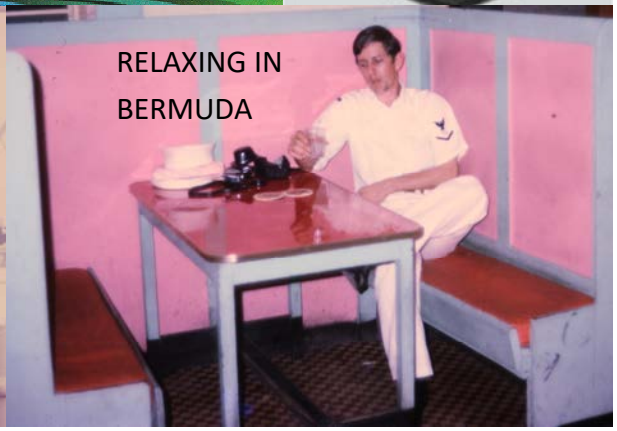



What else can I say!


Some days were not as warm

Cockpit of a Higgins boat

On main deck


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