

USS Plymouth Rock (LSD29)

Newsletter May - August, 2006

Welcome to the USS Plymouth Rock Newsletter

Thirteenth Edition: The USS Plymouth Rock Newsletter is a publication issued every four months by the USS Plymouth Rock Ships Association. If you would like to contribute an article, a piece of Navy or Plymouth Rock history, photo, memory or anything that might be of interest to you or other shipmates, you can send it as an e-mail to:

Bill Provencal, Association Secretary at:

billinp@metrocast.net

or regular mail at:

Bill Provencal

37 South Main Street

Pittsfield, NH 03263

If you change **address** or **e-mail address** be sure to let me (Bill Provencal) know so we can update our Crews List. My e-mail is billinp@metrocast.net Our ships website is found at www.ussplymouthrock.com



Ships Officers

President
Tom Wagner
tfwagner@wagnerinsuranceage.com
ncv.com
513-574-9838

Vice President
Roger Lamay
roghlamay@yahoo.com
518-529-7450

Treasurer
Paul Mohawk
pshawks@cox.net
623-256-6564



★ ★ ★ Welcome Aboard ★ ★

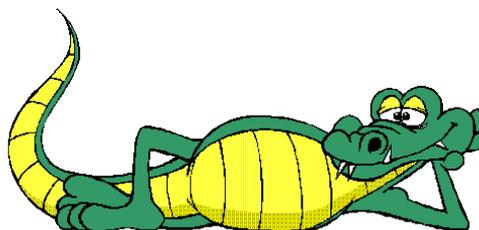
Recently Located Shipmates

Ray Massey, RM3. Address: 430 Flint Rock Ln.,
Sequin, TX 78155, e-mail

address: greydavg1941@yahoo.com

Jim Hamann, SMSN. Address: Dupon, IL e-mail

<p>Secretary Bill Provencal billinp@metrocast.net 603-435-8603</p> <p>Ships Historian Harry T. Andersen andycporetsnipe@aol.com 847-336-2151</p> <p>Ships Storekeeper Brad Baldwin jbpjs11@sbcglobal.net 203-374-8213</p>	<p>address N9egm@hotmail.com Gary A. Peterson, MM3. Address: 10819 475th Avenue, Rosholt, SD 57260, e-mail address: mjbarber@venturecomm.net Tom Jones, FTGSN. Address: 9804 Sunset Dr., Rockville, MD 20850. e-mail address: thomasjones@comcast.net Richard Cartwright, DK3. Address: 156 Swift Street, Providence, RI. e-mail address: poppabear1932@msn.com Brian Cleland, MM2. Address: 301 South Main Street, Kingston, IL. Jim Owens, EM3. Address: 2604 Wellwood Road, Marion, SC 29571. E-mail address: jimo46x@yahoo.com</p>
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Recent Address Changes to the Ships Muster List

Richard Bergeron, BMSN. Change address to: 92 Gabrielle Street, Manchester, NH 03103-3902

Doug Jacques, YNSN. Change e-mail address to mdjacque@charter.net

Bob Bild, SN. Change e-mail address to bild.bob@comcast.net

Mike Swart, FT3. Change e-mail address to pmtraws@netzero.net

Andy Dussault, DC2. Change e-mail address to boundary@kingcon.com



Harry Andersen, BTC, has prepared a questionnaire in reference to the 2008 Reunion. I have enclosed a link to this form and we would appreciate it if you have any interest in future reunions that you could fill out the form and return it to Harry. To view the form, just [click here](#). The form is in .PDF format (Adobe Reader) and is printable. Harry's address is on the form.



Greetings from Your Secretary

Bill Provencal

Being a New Englander, I am really looking forward to the 2006 reunion to be held in Connecticut. For those of you who have never spent time in this part of the country, I believe you will be very pleased. With the reunion being held in late September-early October, the weather will be ideal, sunny and cool with the muggy weather a thing of the past and the leaves on the trees in northern New England just beginning to change.

New England is noted for its small villages, country roads with stone walls, white clapboard houses, village greens, beautiful white churches, covered bridges. Some of our cities such as Manchester, NH, Lowell, MA and Pawtucket, RI were the cradles of the American Industrial Revolution. Many of our rivers and lakes are named for Indian Tribes, like the Merrimack River, Soucook River, Lake Winnepesaukee. I do hope that many of you will opt to spend a few extra days with us visiting other areas.

Having spent some time while in the Navy Reserves on the USS Fulton a sub-tender in Groton, CT and having spent a few days a couple of years ago in Mystic, CT, I can attest to the many sites that George and Shorty have set up for us to visit will be definitely worthwhile. I was very impressed with the Naval Museum in New London and Mystic Seaport. The casino at Foxwood's is so impressive and the location is simply beautiful.

Do you remember the old Army recruiting poster with a picture of Uncle Sam pointing a finger and saying, "I Want You"? Well, I Want You to plan for the reunion now. And if you've never come to one of your reunions, you don't know what you're missing. So stop trying to find excuses not to come, and put it on your calendar today. I have enclosed a registration form in the newsletter. Have a great summer!

Just a reminder in that the Registration Form and deposit are both due by May 25, 2006. I am enclosing a registration form in the newsletter. Also, the final balance is due on June 26, 2006. This must be submitted to Paul Mohawk, 14845 W. Caribbean Ln., Surprise, AZ 85379-5415.



Washington D.C. - Outfitting the Sailor of the future took another step forward last week when Chief of Naval Operations Adm. Mike Mullen approved plans for a single working uniform for all ranks and a year-round service uniform for E-6 and below Sailors.

The BDU-style working uniform, designed to replace seven different styles of current working uniforms, is made of a near maintenance-free permanent press 50/50 nylon and cotton blend. Worn with a blue cotton t-shirt, it will include an eight-point cover, a black web belt with closed buckle, and black smooth leather boots, with black suede no-shine boots for optional wear while assigned to non-shipboard commands.

"The intent of TFU always has been to give our Sailors a uniform in which they can work comfortably everyday and is more appropriate for the joint environment in which we operate," Scott said. "Even better, we've created a uniform that's also easier to

maintain, is longer lasting, helps reduce the size of the sea bag, while at the same time recognizing the tradition and heritage of serving in the Navy.”

Next on the agenda is to evaluate additional uniform options, such as reviving the traditional Service Dress Khaki uniform for chiefs and officers.



"Rock" at dockside in Callao, Peru. Photo contributed by Ron Bonnacci, MM2



"Rock" with view of starboard crane in St. Croix. Photo contributed by Scott Gallaway



US Fleet Practices Savings Americans in Middle East

With the US 6th Fleet off Dikill, Turkey (AP) Major units of the mighty Mediterranean fleet assembled off the Turkish coast today to train in rescuing Americans from the turbulent countries of the Middle East.

The heavily armed amphibious forces of Marines, backed up by sailors and naval airman, are practicing for duty they might face any moment.

Most of those who are taking part are aware that if the crisis deepened in Lebanon, only 12 hours steaming to the south, they could switch from training to the real thing. For that reason the fleet is reinforced by 18 ships over the usual 50 and by double the usual complement of 1,800 marines.

As the first streaks of dawn broke over the Turkish coast, transports, warships and landing ships maneuvered around the Greek island off Lesbos for a landing near Dikill.

Minesweepers swept the waters just offshore. Frogmen trashed about in mock search for mines and other obstacles in the shallow waters.

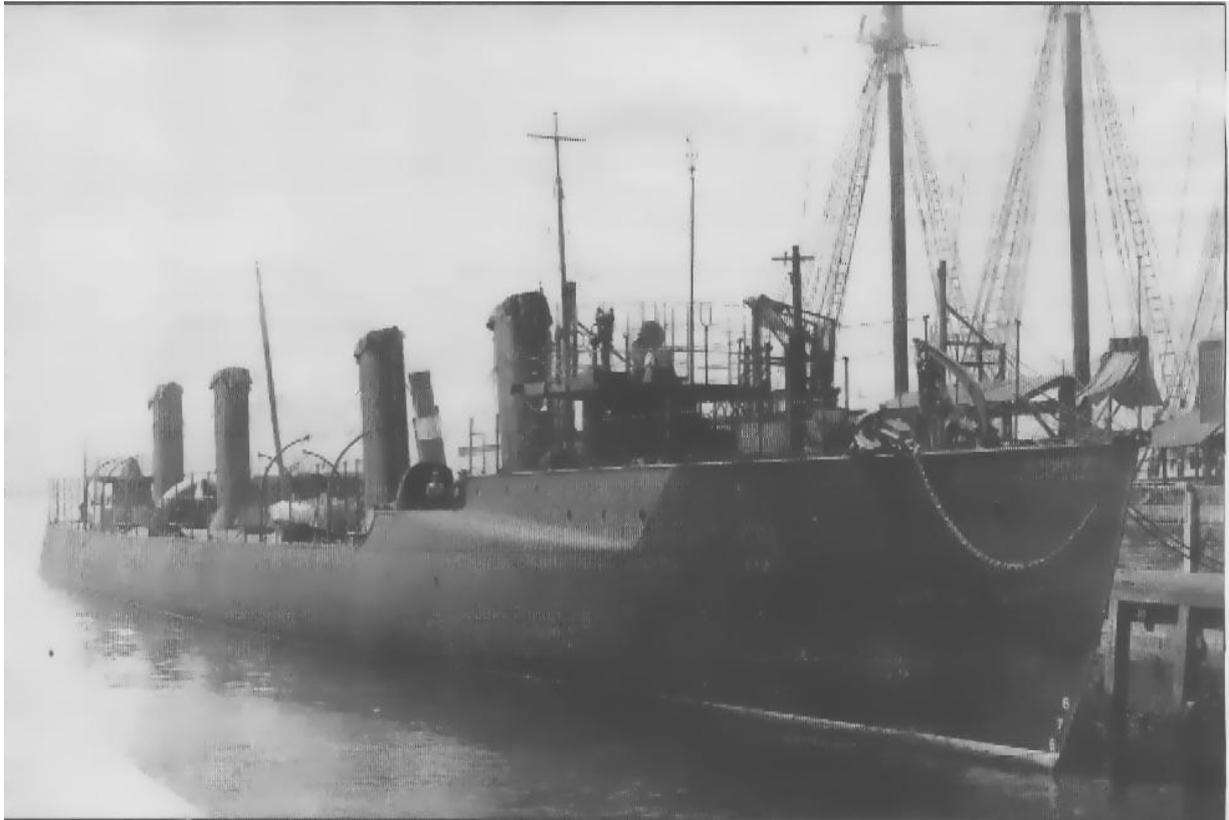
A small Marine reconnaissance detachment of frogmen and signalmen hit the beach first in rubber boats. Poised to follow them by helicopter and small landing craft were a battalion of 1,800 Marines of the 2nd Regiment

The Marines came from the attack transport Monrovia, which was accompanied by attack cargo ships carrying artillery and tanks for speedy delivery ashore.

The amphibious task force was backed up by the cruiser Des Moines, the 6th Fleet's flagship and its sister ship the Salem and a screen of destroyers to give gunfire support.

Farther out to sea lay the carriers Saratoga and Essex to lend air cover with nearly 200 planes—including jets capable of carrying nuclear bombs.

Newspaper article written sometime between June-November 1958, contributed by Robert T. Conklin, Sr., SN



The keel for the USS BARRY (DD-2) was laid down on 2 September 1899, at the Neafie & Levy Ship and Engine Building Company, Philadelphia, Pennsylvania. She was commissioned on 24 November 1902, the same day as her sister, the USS BAINBRIDGE (DD-1). The ship is seen here in an undated photograph. These Torpedo Boat Destroyers displaced 420 tons and carried two 3"/50 guns, five 6-pounder guns, and two 18" torpedo tubes. They had a crew of 75.

Photo contributed by Harry Andersen, BTC



Thank You's

We would like to thank the following shipmates/friends for providing pictures, information and articles to the website, the Ships Association and newsletter.

Robert T. Conklin, SN	USS Whetstone LSD27	Harry T. Andersen, BTC, Ret
Richard Mathis, BMSN	Doug Jacques, YNSN	James Ziemba, HM2
Lt. Van Tunstall	Ron Bonnacci, MM2	Scott Gallaway



**New Navy Ship Built With WTC Steel
Associated Press | April 04, 2006**

NEW YORK - With a year to go before it even touches the water, the Navy's amphibious assault ship USS New York has already made history - twice. It was built with 24 tons of scrap steel from the World Trade Center, and it survived Hurricane Katrina.

USS New York is about 45 percent complete and should be ready for launch in mid-2007. Katrina disrupted construction when it pounded the Gulf Coast last summer, but the 684-foot vessel escaped serious damage, and workers were back at the yard near New Orleans two weeks after the storm.

USS New York is the fifth in a new class of warship - designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

Steel from the World Trade Center was melted down in a foundry in Amite, La., to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Later ships in the class will include USS Arlington, the location of the Pentagon, also struck by a hijacked jetliner on Sept. 11, and USS Somerset, named for the Pennsylvania county where United Flight 93 crashed after its passengers fought off hijackers apparently planning to attack another Washington target.

The New York revives a name borne by at least seven previous ships - most recently the nuclear submarine SSN New York City, retired in 1997 after 18 years service.





Looking forward, view from the open bridge. Photo contributed by Lt. Van Tunstall



Brave sailor in the bosun chair. Photo contributed by James Ziemba, HM2



Paid Association Members for 2004-2006

As of April 8, 2006 we now have 150 paid members

The 2004-2006 dues are now due, please send dues to Paul Mohawk, Treasurer. Make checks payable to USS Plymouth Rock Association. Dues are payable on a bi-annual basis (every two years) at \$20.00 and are due on the year of the reunion (are due on an even year 2004, 2006, 2008, etc). *Should a member or prospective member pay at any other time, dues will be credited from the preceding even year.* All dues paying members receive the Newsletter three times a year by US Mail. The dues help to support the association with planning and having the reunion, newsletter printing and mailing, general postage and the cost of maintaining our website on line. Paul Mohawk's address is: 14845 W. Caribbean Ln., Surprise, AZ 85379-5415

Adam, Ian	Alardyce, John	Andersen, Harry	Baldwin, Brad	Balf, Sue
Bell, Joe	Bello, Raph	Bena, Joe	Bentheimer, Glenn	Berry, John
Bierce, George	Bild, Bob	Britt, Ben	Brusky, David	Buchanan, Richard
Buiak, Peter Jr.	Bullington, Calvin	Caldwell, Tim	Casillas, Greg.	Chappell, John
Clark, Robert	Conboy, Bill	Conklin, Robert Sr	Conroy, Mike	Crowl II, Martin
Cummings, Bob	Cummings, Steve	Cypher, Hal	Cyr, Dennis	Czarnetski, Bruce

Czarnetski, Jon	Dailey, Ronald J.	Dalfonzo, Sam	Decuir, Wilton	Derry, Thomas K.
Dortch, David	Dussault, Andrew	Edwards, Maurice	Edwards, R. A.	Eldridge, Marguerite
Farneski, Robert	Fisher, Jack	Fisher, Jay	Formaro, Frank	Forton, Andrew G
Freeman, James	Gee, James	Gibson, David	Goodman, William	Gorse, Peter
Greco, Sal Jr.	Gregory, Peter	Grier, Frank	Guertin, Jerry	Haines, Janice
Hart, Ed	Hartson, George	Haws, Joe	Helledy, David	Hill, Edward Jr.
Hoffman, Rosalie	Hofman, Timothy	Hopper, Richard	Howland, John	Ishmael, Harry
Jennings, Seeley	Jepson, Norm	Johnson, John	Joyce, Ed	Kane, Thomas
Kaderka, Leonarad	Kellar, Harry	Krolak, Ray	Kuhns, Jimmy	Lamay, Roger
Larson, Jerry	Lillig, Bernie	Luttrell, James	Madill, Shorty	Mathis, Richard
McAvoy, John Sr.	McCoy, Richard L.	McCully, Wade C.	Miskelly, Francis	Mohawk, Paul
Moyer, Larry	Murtha, Jerry	Musella, Rocco	Nichols, Bob	Noto, Ralph
O'Neil, Thomas	Pihl, Walter C.	Power, Rand	Provencal, Bill	Purvis, Anthony
Pyle, Ted	Race, Charles Jr.	Ramondetta, Vitto	Raniszewski, Louis F	Reed, John
Rhine, Donald	Robertson, Allen	Robinson, Jim	Robinson, Warren	Rose, Chris
Sandlin, Richard	Schneider, James	Scott, Bill	Shanahan, Robert	Shewchuk, Richard
Shober, Robert	Sims, Bill	Smith, James	Smith, Larry	Stackhouse, Norman
Stark, Peter Jr.	Stovall, Jack	Stull, John III	Swart, Mike	Swathwood, David
Swearingen, Ronald	Tacinelli, Jerry	Tesh, Sam	Trevino, Jorge	Viaene, Robert
Vranesevic, Robert	Waggoner, Bernice	Wagner, Paul	Wagner, Thomas	Walker, Gerald M
Walling, Roger	Ward, James	Warwick, Robert	Watkins, Richard	Wells, Andy
Welsh, Mike	Ziamba, James	Ringer, Joseph E	Tunstall, Van	Comstock, Edward

Hicks, Richard	Allen, Mark	Oldham, Robert	Macomber, Brandon	Black, Robert
Bergeron, Dick	Toungette, Mike	Peterson, Gary	Jones, Thomas	Jacques, Doug



Shipmates Who Live in the State of Massachusetts

Bill Clough	Wendell	Mike Conroy	Westfield
John M. DiCristina	Agawam	Greg Fynan	Sterling
David Gibson	North Truro	Bill Gilliam	Dedham
Paul Glavin	South Easton	Peter Gorse	Plymouth
Robert Gravel	Westfield	Thomas Kane	Truro
James Keefe	Malden	Generosa Maddaloni	Springfield
Scott Mayne	Jamaica Plain	Walter C. Pihl	Scituate
Joseph E. Ringer	Mashpee	Roger Walling	Chicopee
Pat White	Florence	Mark Winiarz	Salem



2006 (6th) Reunion of the USS Plymouth Rock Association

The 2006 reunion will be held at Foxwoods Resort Casino, Mashantucket, CT, on September 27-October 1, 2006. Reunion Chairman for this event are: (all questions regarding the reunion should be addressed to either George or Shorty). **REMEMBER THE DEADLINE FOR SUBMITTING YOUR REGISTRATION FORM AND DEPOSIT TO PAUL MOHAWK IS MAY 25, 2006. TOTAL BALANCE DUE DATE IS JUNE 26, 2006. SEE THE APPLICATION FORM LINK BELOW.**

 We now have 32 shipmates and wives/girlfriends signed up for the 2006 reunion. Don't be left out, send in your registration form and deposit in by May 25, 2006.

George Bierce	Dennis (Shorty) Cyr
67 Talmadge Hill Road	119 Pinecrest Drive
Prospect, CT 06712	Waterbury, CT 06708
e-mail: gbierce@netzero.com	e-mail: shortybm3@yahoo.com
cell 203-223-6965	203-753-6220
203-758-3125	

Entertainment

A galaxy of the biggest stars.

Today's hottest bands, contemporary singers, and cutting-edge stars share our venues with everything from championship boxing to Broadway shows. Fox Theatre is an intimate, state-of-the-art 1,400-seat venue and has featured the country's top artists such as Alicia Keys, Norah Jones, Josh Grobin, Jon Stewart, Chris Rock, and a host of other international stars

Golfing **Lake of Isles**

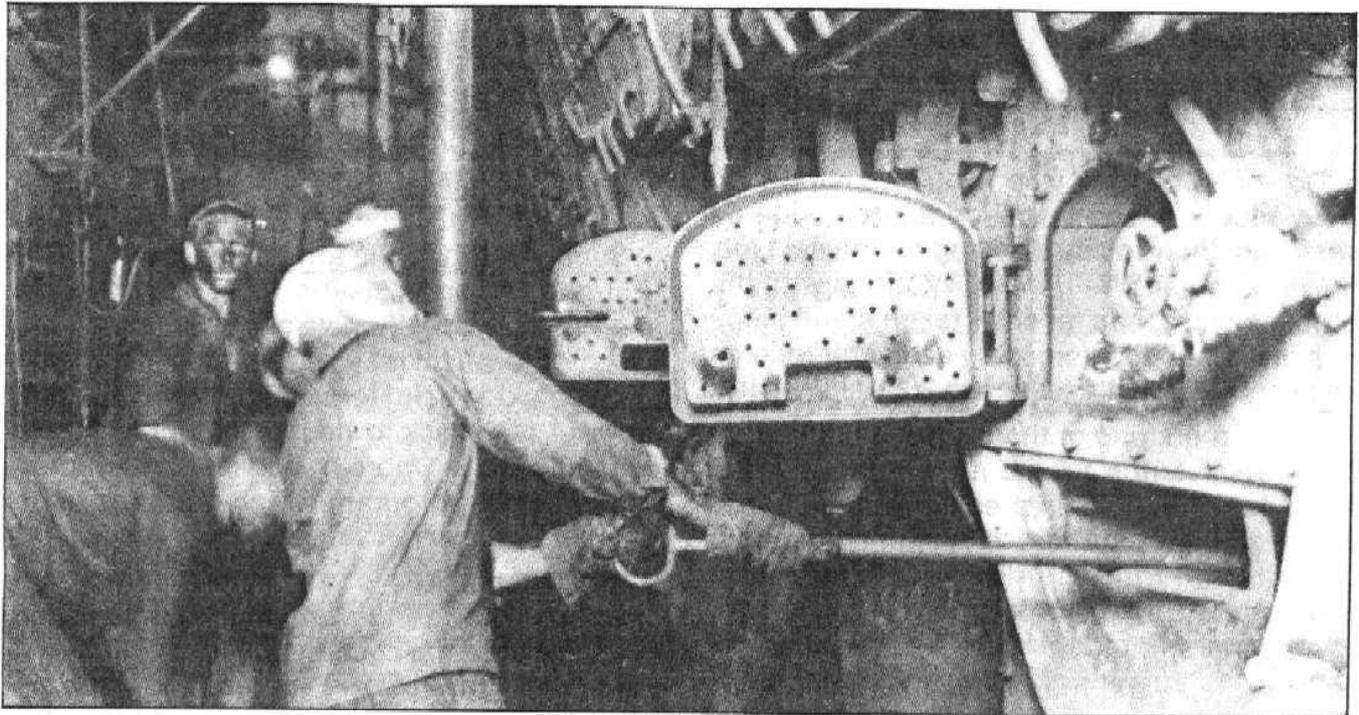
Lake of Isles has been recognized as "One of the Best New Upscale Public Courses" by Golf Digest and GOLF Magazine. Designed by renowned golf course architect Rees Jones, Lake of Isles offers 36 truly distinctive holes set against a backdrop of over 900 acres of beautiful rolling hills and ancient forests. One of the New England's finest golf experiences is only steps away from Foxwoods Resort Casino.

The two classic-style courses feature island greens, island tees, and magnificent views throughout, as well as an elegant clubhouse and a state-of-the-art golf academy.

To visit the Foxwoods website and see what else they have to offer, [click here](http://www.foxwoods.com)
www.foxwoods.com

Printable [Registration Form](#) (file is in .PDF format)





The Days of the "Black Diamonds"

Retired Rear Admiral Shares Story of Coaling Ships

By Rear Admiral Elliott B. Strauss, USN Ret.

Nowadays the largest ships are equipped with gas turbines that require only a small engine room force. Much of the fleet is still steam turbine driven; the oil-fired boilers require only firemen to regulate the atomizing burners and a watertender to maintain a proper water level. All of this seems light years away from the coal-burning Navy. Almost certainly no one on the active list has served in a coal burning ship, yet, not so long ago every naval vessel from the dreadnought to the admiral's barge depended on its supply of coal. The Navy revolved around coal – its availability and its quality.

Coaling ship was an all hands job. The chaplain, the cooks and the bandsmen could manholes. Coaling ship was never easy and never clean. There were several methods used, according to the practices and equipment of each coaling station. In Panama,

native women carried coal bags aboard on their heads, and dumped them into the manholes, receiving a coin for each bag delivered. This procedure was the least onerous (for the ship's company at least), equalled only by the rare station where tubular chutes from elevated coal storage could be led directly into the manholes.

In the system used most frequently, barges heaped high with coal were moored alongside the ship. The coal was shoveled by the ship's crew into canvas bags which were whipped up onto the deck by hoists from the ship's cranes or davits. Ordinarily, all coal was stored in the ship's bunkers. On a long cruise, however, where its availability was in doubt, a deck load of coal might be needed. Storage space was then provided by boards and canvas arranged in spaces on deck. Cleaning up after coaling ship was always an arduous job, but after carrying a deck load, it was murderous.

Heritage -- History -- Tradition

Down in the boiler rooms, where the stuff was burned, there was a class system. The aristocrat was the watertender, who hung on to an extension of an overhead valve, his eye on the water gauge. If a signal came that the ship was slowing down, the water would shoot up in the gauge and he would hurry to close down on his valve.

The middle class in the boiler room were the firemen. They shoveled the coal into the furnaces, trying to keep the fire even over all the grating, and breaking up the clinkers as they formed.

The peons were the coal passers. They shoveled coal from the bunkers into thigh-high iron buckets, then humped them to the front of the boilers where they were dumped for the firemen to consume. Just after coaling, when the bunkers were full, the journey was a short one, but as the bunkers emptied, the coal passer often had to crawl to its distant wall to fill his bucket.

All of the fire room crew took part in cleaning out ashes and either sending them up the chutes in buckets or propelling them over the side by a water ejector installed in the boiler room.

The life of the boiler room crew was special. After each watch came the chore of getting clean. It was customary in the wash room for members of the same watch to "swab backs," that is to wash the coal dust from the inaccessible portion of each others' backs. After having served for a while in the "black gang," individuals would acquire an almost in-eradicable ring of coal dust around their eyelashes. This was known in those days as the "Theda Bara" look, after the sultry movie actress.

During the portion of midshipmen's cruises in which they were assigned to the fire rooms, the third classmen were coal passers, second classmen were firemen and the first class acted as watertenders. Midshipmen were in the same watches as the bluejacket regulars. You could often hear a hard-pressed enlisted fireman call out for a coal passer, "Hey, mid-die, get me a bucket."

Nowadays, with the oil barges alongside, except for the no smoking flag at the yardarm, no one on board except for the "oil king" and one or two of his helpers need be aware that fuel is coming aboard. It is a far cry from, "All hands, coal ship!"

Article Contributed by Harry T. Andersen, BTC, Ret.



**LSD's Currently Still in Service
USS Alamo (LSD33)**



Alamo: Built by Ingalls Shipbuilding, Pascagoula, MS/ Commissioned: August 24, 1956/ Decommissioned: September 28, 1989 after 34 years of service/ Stricken: January 24, 2001/ Transferred to Brazil: November 21, 1990 by lease/ Name in Brazilian service: *Rio de Janeiro*/ Purchased by Brazil: January 24, 2001/ Fate: still active in Brazilian Navy, 2003

USS ALAMO was the sixth THOMASTON - class dock landing ship. Decommissioned after 34 years of service on September 28, 1990, the ALAMO was loaned to Brazil on November 12, 1990. There she was recommissioned as RIO DE JANEIRO. The ALAMO was stricken from the Navy list on January 24, 2001.

USS ALAMO was named after the Alamo which was a Spanish mission built in the mid-18th century in what is now San Antonio, Tex. In 1836, the Alamo became a fort when Texas declared its independence from Mexico. It was garrisoned by a small force of volunteers under the command of Lt. Col. William B. Travis. The siege of the Alamo by a Mexican army of several thousand soldiers began on 23 February 1837, but failed to rout the determined Texans until 6 March. A massive assault by the Mexicans breached the walls and the defenders stood their ground in furious hand-to-hand combat until they were killed to the last man.

Awarded: March 18, 1954

Keel laid: October 11, 1954

Launched: January 20, 1956

Commissioned: August 24, 1956

Decommissioned: September 28, 1990

Builder: Ingalls Shipbuilding, Pascagoula, Miss.

Propulsion system: two 600 psi boilers, twp geared turbines

Propellers: two

Length: 510 feet (155.5 meters)
Beam: 84 feet (25.6 meters)
Draft: 19 feet (5.8 meters)
Displacement: approx. 11,300 tons full load
Speed: 22 knots
Well deck capacity: three [LCU](#) or nine [LCM-8](#) or 50 AAV
Aircraft: helo platform only
Crew: Ship: 18 officers, 330 enlisted
Crew: Marine Detachment: approx. 330 Marines
Armament: two dual 3-inch/50-caliber Mk-33 gun mounts



Any individual desiring Plymouth Rock items such as Cups, Patches, etc. are urged to contact Brad Baldwin at 203-374-8213, e-mail jbpjs11@sbcglobal.net

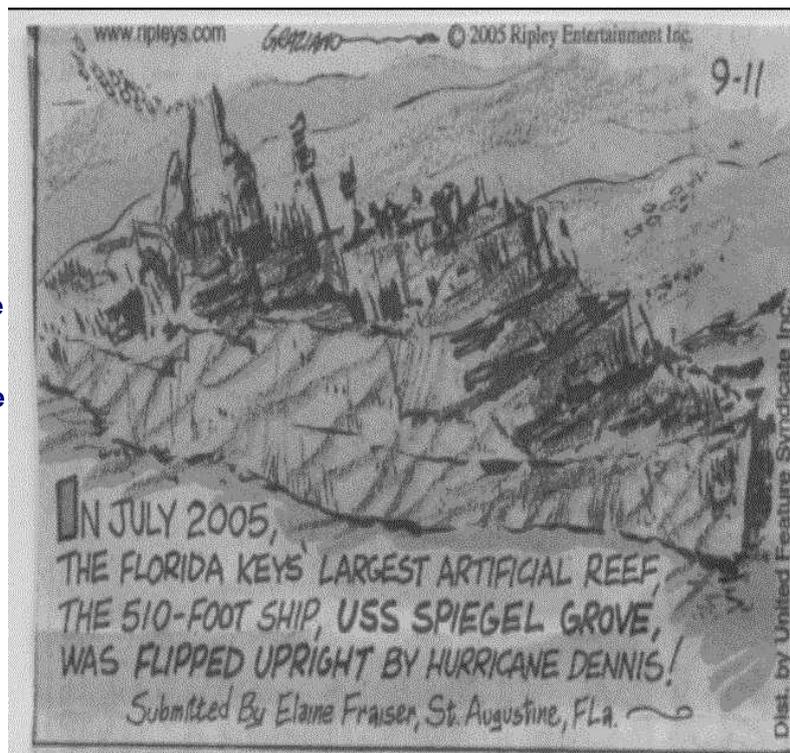


Nature comes to the Rescue

In case you missed the "Ripley's Believe it or Not" section in the September 11, 2005 funny paper, they had this picture.

She's one of ours! The USS Spiegel Grove was LSD-32. According to the Web Site, nature did what the Navy and contractors couldn't.

On May 17, 2002, a dramatic addition to the reefs alongside Key Largo in Florida was planned: The USS Spiegel Grove was due to be intentionally sunk to create an artificial reef and a diver's haven. This was to be the largest ship ever intentionally sunk and, in the warm clear waters of the Florida Keys. The experience of diving such a massive vessel was sure to be an enormous attraction to the entire diving community. However, unlike most ships that are intentionally sunk for these types of artificial reef programs, the Spiegel Grove had one last chapter to write in its storied



history.

Sometime during the previous night, well ahead of the planned public sinking, the Spiegel Grove decided to surrender itself to the sea on its own. Unfortunately, she sank vertical straight up out of the water! upside down! After years of legal wrangling, and months of expensive cleanup efforts and structural modifications to make the ship as safe as possible, she was now lying deeper than intended and in the wrong orientation. A frantic effort was mounted to find a salvage company to assist in righting this enormous vessel. Eventually, on June 11, 2002, the Spiegel Grove was "righted" by turning her to her starboard side. This was to be her final resting place and orientation: lying in 130 feet of water near the Dixie Shoals lying on her starboard side

Article and picture from the USS Whetstone LSD27's Newsletter



Greenwich Time

Although Greenwich was established in 1675 as the international time center for mariners, it was not until the first World War, 1914-1918, that French navigators used any other than Paris time for their reckonings. Note the world is divided into 24 time zones. All navigation and communication is based on Greenwich Mean Time (GMT). GMT is shown as ZULU time in communications.

Contributed by BTC Harry T. Andersen, USN Ret.

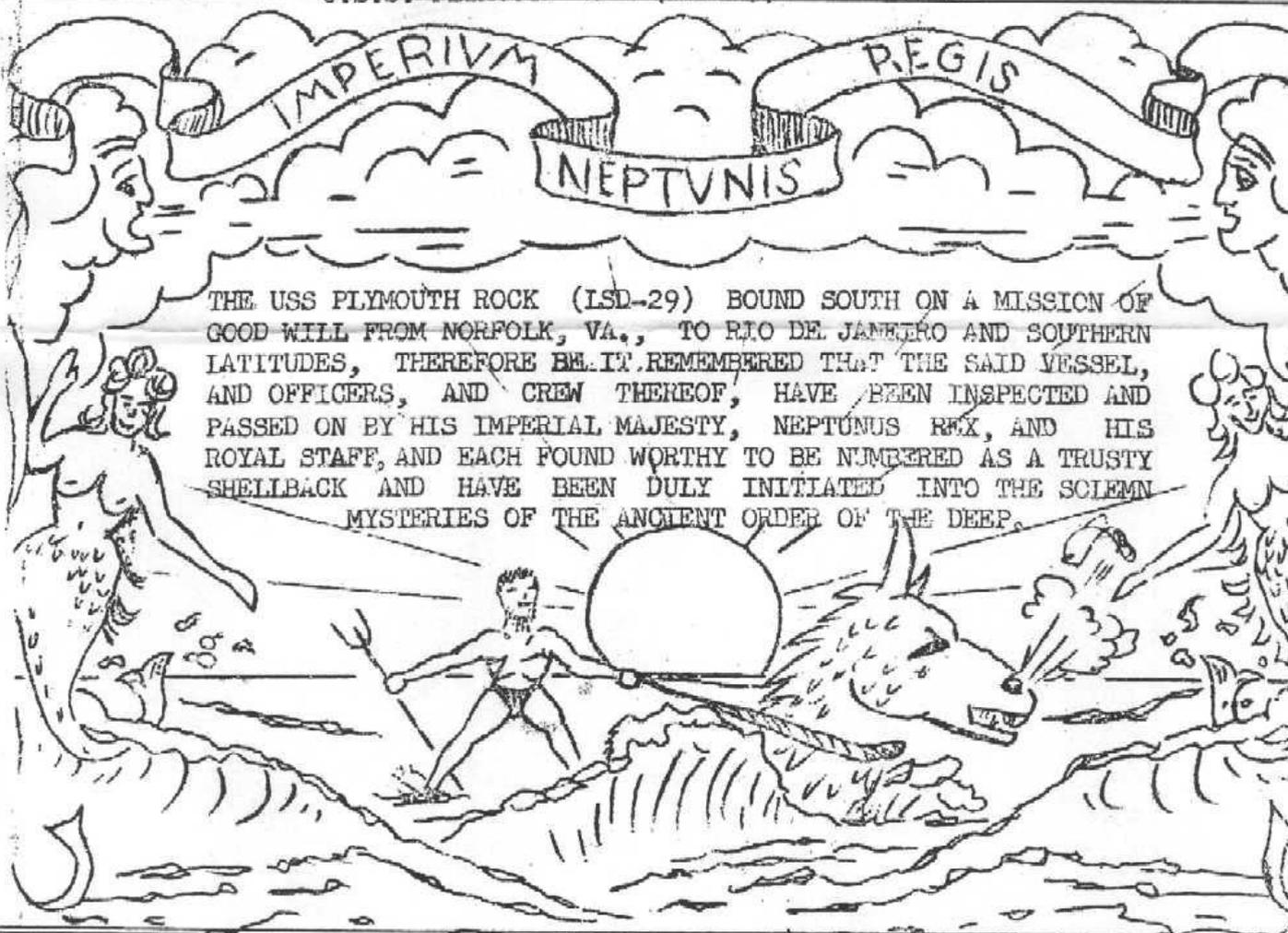


The Navy has announced that the first DD(X) destroyer will be designated DDG 1000 and named in honor of former Chief of Naval Operations (CNO) Admiral Elmo R. "Bud" Zumwalt, Jr. Zumwalt is the lead ship in a class of next-generation, multi-mission surface combatants. The Zumwalt class destroyer will triple both current naval surface fires coverage as well as capability against anti-ship cruise missiles. It has a 50-fold radar cross section reduction compared to current destroyers and improves strike group defense. Anybody remember the Z-Grams of the early 70's???????



SHIP OR STATION

U.S.S. PLYMOUTH ROCK (LSD-29)



THE USS PLYMOUTH ROCK (LSD-29) BOUND SOUTH ON A MISSION OF GOOD WILL FROM NORFOLK, VA., TO RIO DE JANEIRO AND SOUTHERN LATITUDES, THEREFORE BE IT REMEMBERED THAT THE SAID VESSEL, AND OFFICERS, AND CREW THEREOF, HAVE BEEN INSPECTED AND PASSED ON BY HIS IMPERIAL MAJESTY, NEPTUNUS REX, AND HIS ROYAL STAFF, AND EACH FOUND WORTHY TO BE NUMBERED AS A TRUSTY SHELLBACK AND HAVE BEEN DULY INITIATED INTO THE SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP.

RECORD OF TRANSFER

DATE TRANSFERRED	ACTIVITY TO WHICH TRANSFERRED	11 FEBRUARY 1960
PURPOSE OF TRANSFER (DUTY, INSTRUCTION, ETC.)		AUTHORITY
PRIMARY JOB CODE	SECONDARY OR SPECIAL PROGRAM JOB CODE	SIGNATURE AND RANK
FOR USE OF INTERMEDIATE REPORTING STATIONS (if necessary)		

RECORD OF RECEIPT

REPORTED AT (ultimate destination)	DATE REPORTED	THE ABOVE ATTESTED BY:	
		SIGNATURE AND RANK	
NAME (Last, first, middle)	RATE	SERVICE NO.	BRANCH AND CL
MATHIS Richard Dale	SN	523 29 66	USN

Shellback page contributed by Richard Mathis, SN from his participation in Operation AMIGO. Presidents Eisenhower's visit to South America from 2 Feb. 21 Mar. 1960



Under Way

Sometimes seen as "under weigh." The term refers to a ship which is not physically connected to solid ground, i.e. neither moored, anchored, nor aground. Often confused with "MAKING WAY (q.v.)," though legally very different

Three Mile Limit

The original three-mile limit was the recognized distance from a nation's shore over which that nation had jurisdiction. This border of international waters or the "high seas" was established because, at the time this international law was established, three miles was the longest range of any nation's most powerful guns, and therefore, the limit from shore batteries at which they could enforce their laws. (International law and the 1988 Territorial Sea Proclamation established the "high seas" border at the 12-mile limit.)

Thirteen Buttons on Trousers

There is no relationship between the 13 buttons on the trousers and the 13

original colonies. Before 1894, the trousers had only seven buttons and in the early 1800's they had 15 buttons. It wasn't until the broad fall front was enlarged that the 13 buttons were added to the uniform and only then to add symmetry of design.