

USS Plymouth Rock (LSD29)

Newsletter May - August, 2006

Welcome to the USS Plymouth Rock Newsletter

Fourteenth 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@sbcglobal.net
817-656-7739



★ ★ ★ Welcome Aboard ★ ★

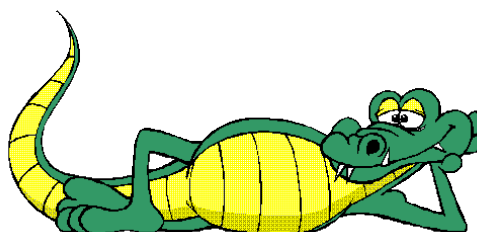
Recently Located Shipmates

Bob Perry, MM2. Address: 1339 Georgia Ave.,
Verga, NJ 08093. e-mail

address: rjperry55@comcast.net

Wayne Durham, RD2. Address: 108 Houston Street,

<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>Mobile, AL 36606, e-mail address: bulldawg7059@bellsouth.net Randell Nye, MM3. Address: 15550 Running Fox Circle, Lusby, MD 20657, e-mail address: roslynnye@comcast.net</p>
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Recent Address Changes to the Ships Muster List

Tony Epley, BT3 of Central City, KY. New e-mail address: tepley@bellsouth.net

Mark Orlando, OS3 of Mount Pleasant, MI New e-mail
address: the23chair@yahoo.com

John Stan, BT3, Address change: 566 Russell Road, Rockford, TN 37853. New e-mail
address: steelersstan@wmconnect.com

Ronald J. Dailey, BT2, Address change: 957 S. Main Street, Fairmount, IN 46928-
2017

Bill Gilliam, BMSN of Deadham, MA New e-mail address: g905@verizon.net

Paul Mohawk, MM3. Address change: 5558 Canyon Lands Dr., Ft. Worth, TX New e-
mail address: pshawks@sbcglobal.net

Bill Gillian, BMSN. Address change: 30 Belknap Street, Dedham, MA 02026



<p>NOTICE OF BI-ANNUAL BUSINESS MEETING The Bi-Annual Business Meeting of the USS Plymouth Rock Association will be held on Saturday, September 30, 2006 in a designated room in the Amerisuites Hotel, Mystic, CT.</p>



2006 Reunion, Mystic, CT

All the changes, plans are now in place and the 2006 reunion will be held at the Amerisuites Hotel in Mystic, CT on September 27-30, 2006. As of this date, we now have 41 shipmates and spouses, who will be in attendance. We will be holding our Business Meeting, where we will be voting on new officers, the 2008 location for the reunion. If you would like to submit input on any of this, please e-mail or call any of the officers of the Association



USS PLYMOUTH ROCK ASSOCIATION PLAN OF THE DAY/AMERISUITES HOTEL, MYSTIC, CT

WEDNESDAY, SEPTEMBER 27, 2006

4:00pm	Hospitality Room Opens
4:50 pm/6:00 pm	Shuttles to casino's. \$15.00 round trip. Sign up required.
11:00 pm	Hospitality Room secured

THURSDAY, SEPTEMBER 28, 2006

8:00 am	Registrations open in Hospitality Room
10:15 am	Depart for Stonington Vineyards Tour.
1:00 pm	Depart for Mystic Seaport, Mystic Aquarium, Mystic Village
4:50 pm/6:00 pm	Shuttles to casino's. \$15.00 round trip. Sign up required.
11:00pm	Hospitality Room secured

FRIDAY, SEPTEMBER 29, 2006

8:00 am	Registrations open in Hospitality Room Time to tour on your own.
4:50 pm/6:00 pm	Shuttles to casino's. \$15.00 round trip. Sign up required.
11:00pm	Hospitality Room secured

SATURDAY, SEPTEMBER 30, 2006

8:00 am	Registrations open in Hospitality Room
10:00 am	Tours of US Coast Guard Academy, USS Nautilus Memorial, US Navy Submarine Force Museum
1:00 pm	Shopping at Crystal Mall, transportation provided.
2:00 pm	Association business meeting
4:30 pm	Group Picture
5:00 pm	Hospitality Room secured
6:00/8:00 pm	Open Bar at Banquet
7:00 pm	Ships Banquet. Guest speaker is Domenic H. Guiliano, ABH3, (CANREC) Recruiter



Known Deceased Shipmates
For a complete listing visit our Memorial Page in the ships website

John McAvoy Sr., BMSN, June 10,	
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THE HAT THAT I WEAR

I wear a Navy white hat and I wear it with pride
 I say a lot of boys and men wear it and so many have died
 I sometimes wonder if I should try to explain
 How this little hat could have seen so much pain.
 Think what you may, but please don't knock my hat,
 I might lose my cool and make some lip fat.
 I will be a proud sailor until the day I die.
 My love for my country you cannot buy.
 I did not serve on the Jersey or the big Mo.
 But my little DE put on one hell of a show.
 I just can't stop without this closing line.
 Thanks for my return DE 739.

Edward C. Capraun, Toms River, NJ

Contributed by Harry C. 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.

Ron Swearingen, DC3

Harry C. Andersen, BTC

Gerald Holden, YN2

Paid Association Members for 2004-2006

As of July 12, 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,	Cummings,	Cypher, Hal	Cyr, Dennis	Czarnetski,

Bob	Steve			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	Ziemba, 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
Cartwright, Richard				



Shipmates Who Live in the State of Alabama

Robert Black	Fayette, Alabama	Ray Bryant	Anniston, Alabama
Wayne Durham	Mobile, Alabama	Gerald R. Elliott	Rainsville, Alabama
Bib Loucks	Enterprise, Alabama	Donald Rutledge	Huntsville, Alabama
Bill Scott	Fairhope, Alabama	Mike Toungette	Ashville, Alabama



One of the last pictures of the USS Plymouth Rock taken in James River, VA on 28 January 1996. The Plymouth Rock is the first LSD in line from the top, next to her is the USS Donner (LSD20) and the Fort Snelling (LSD30)



WHY THE UNUSUAL COLLAR ON A SAILOR'S UNIFORM?

Long, long ago sailors with a pretty ragged looking bunch. (Would I lie to you?) Told to clean up their hair, they took tar from the rigging, molded their hair into a que and became known as "tars".

Uniforms were unknown. Pants were of discarded sail canvas and tops were whatever. An enterprising Captain, striking for Admiral, bought his crew look alike shirts. However, the tar from the que got all over the shirts. That's when collars were invented! Would I lie to you?

Contributed by Harry C. Andersen, BTC



Oriskany Sinks in 37 Minutes off Florida Coast Navy News | May 17, 2006



Pensacola, FL. - The ex-Oriskany, a decommissioned aircraft carrier, became the largest ship intentionally sunk as an artificial reef May 17 when it was sunk approximately 24 miles off the coast of Pensacola, Fla.

After 25 years of service to the [Navy](#) in operations in Korea, [Vietnam](#) and the Mediterranean, ex-Oriskany will now benefit [Marine](#) life, sport fishing and recreation diving off the coast of the Florida panhandle.

The 888-foot ship took about 37 minutes to sink below the surface after strategically placed explosives were detonated at 10:25 a.m. CDT. The Navy developed an engineered sink plan to place the 32,000 ton ship upright on the ocean floor in a north-south orientation at an existing artificial reef site at a depth of approximately 212 feet, as requested by the state of Florida.

"The Navy and Florida team performed flawlessly to execute today's sinking. The Navy is thrilled that ex-Oriskany will continue to serve the United States as a tourist and diving attraction off the coast of Florida," said Glen Clark, deputy program manager of the Navy's Inactive Ships Program Office. "This is a fitting new beginning for this illustrious ship, and we are proud of the information she has provided us for the reefing of future Navy ships as artificial reefs."

The Navy has been working with the U.S. Environmental Protection Agency (EPA), Florida's Fish and Wildlife Conservation Commission, the Escambia County Marine Resources Division and the local Pensacola area community since 2003 and has conducted several scientific studies that demonstrated that ex-Oriskany would create an environmentally safe artificial reef.

The ex-Oriskany was the first ship to be environmentally prepared using the EPA's "Best Management Practices for Preparing Vessels for Use as Artificial Reefs," and is also the first ship to receive a risk-based Polychlorinated Biphenyl (PCB) disposal approval from the EPA based on the agency's findings that the reefing would not pose an unreasonable risk of injury to health or the environment.

A few days before the scuttling event, a Navy Explosive Ordnance Disposal team placed explosives and detonation equipment on 22 sea chest pipes and valves inside the ship, which were armed the morning of the sinking.

Ownership of the vessel transferred to the state of Florida as the ship landed on the ocean floor. A 2004 Florida State University study estimated Escambia County would see \$92 million a year in economic benefits from an artificial reef.



Plymouth Rock (LSD-29), Chesapeake Bay, July 1964, Navy Archives



Artists Rendering of the USS 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. It was built with 24 tons of scrap steel from the World Trade Center.

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.

It 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.

"It would be fitting if the first mission this ship would go on is to make sure that bin Laden is taken out, his terrorist organization is taken out," said Glenn Clement, a paint foreman. "He came in through the back door and knocked our towers down and (the New York) is coming right through the front door, and we want them to know that."

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."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the "hair on my neck stood up." "It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? - 'Never Forget'

Contributed by Ron Swearingen



History

The Phalanx Close-In Weapons System (CIWS) underwent operational tests and evaluation onboard USS Bigelow in 1977, and exceeded maintenance and reliability specifications. Phalanx production started in 1978 with orders for 23 USN and 14 Foreign Military Sales (FMS) systems.

Description

Phalanx provides ships of the U.S. Navy with a "last-chance" defense against anti-ship missiles and littoral warfare threats that have penetrated other fleet defenses. Phalanx automatically detects, tracks and engages anti-air warfare threats such as anti-ship missiles and aircraft, while the Block 1B's man-in-the-loop system counters the emerging littoral warfare threat. This new threat includes small, high-speed surface craft, small terrorist aircraft, helicopters and surface mines. Phalanx accomplishes these engagements via an advanced search and track radar system integrated with a stabilized, forward looking infra-red (FLIR) detector. This integrated FLIR provides



Phalanx with an unique multi-spectral detect and track capability for littoral warfare threats and dramatically improves the existing anti-air warfare capability. Block 1B also incorporates new Optimized Gun Barrels which provide improved barrel life, improved round dispersion and increased engagement ranges.

Phalanx is the only deployed close-in weapon system capable of autonomously performing its own search, detect, evaluation, track, engage and kill assessment functions. Phalanx also can be integrated into existing Combat Systems to provide additional sensor and fire-control capability.



Valiant Shield 2006 - Three Carrier Strike Groups For the first time in over 20 some odd years, three carrier strike groups got together in formation for a great photo op.



PACIFIC OCEAN, (June 18, 2006) USS Ronald Reagan (CVN 76) (foreground), USS Kitty Hawk (CV 63) (middle), USS Abraham Lincoln (CVN 72) and their associated carrier strike groups steam in formation. and Coast Guard are also participating in the exercise. Official U.S. Navy photo. Held in the Guam operating area June 19-23, the exercise includes 28 Naval vessels including three carrier strike groups. Nearly 300 aircraft and approximately 22,000 service members from the Navy, Air Force, Marine Corps, and Coast Guard are also participating in the exercise. Official U.S. Navy photo. Thanks to Ron Swearingen for e-mailing me the photos.



LSD's Currently Still in Service

**USS HARPERS FERRY
(LSD 49)**

USS HARPERS FERRY is an LSD (Dock Landing Ship) of SEVENTH FLEET. She has been forward deployed to Sasebo, Japan since 2001 when she did a hull swap with the USS GERMANTOWN

Harpers Ferry Class Dock Landing Ship:



- Laid down, 15 April 1991, at Avondale Industries, New Orleans, LA.
- Launched, 16 January 1993
- Commissioned **USS Harpers Ferry (LSD-49)**, 7 January 1995
- **Harpers Ferry** is forward deployed at Sasebo, Japan

Specifications:

Displacement 11,604 t.(lt), 16,601 t.(fl)

Length 609' 7"

Beam 84'

Draft 20' 4" (max)

Speed 20+ kts.

Complement 22 Officers, 327 Enlisted

Troop Accommodations 27 Officers, 473 Enlisted

Aircraft helicopters, (Flight Deck, 2 spots)

Boats (Well Deck Capacity) two LCAC's

Armament two (mk15 mod1) Phalanx (CIWS) 20 mm Vulcan cannon gun mounts, two (mk16) 25 mm Bushmaster chain gun mounts, six .50 cal machine guns, two Rolling Airframe Missile (RAM) launchers, six Super Rapid Blooming Outboard Chaff launchers

Propulsion four Colt-Pielstick 16 cylinder diesels, 2 shafts, combined SHP 33,000



SHORT TITLES & NOTICE

ISSUED IN SOLEMN WARNING THIS _____ DAY OF _____, 1982 TO THE FRIENDS,
RELATIVES, AND NEIGHBORS OF:

VERY SOON HE WILL BE IN YOUR MIDST, DEHYDRATED AND DEMORALIZED TO TAKE HIS PLACE ONCE AGAIN AS A HUMAN BEING, ENDOWED WITH FREEDOM AND JUSTICE, ENGAGE WITH EXTREME CARE. SHOW NO ALARM IF HE PREFERS TO STAND STIFFLY INSTEAD OF SITTING IN A COMFORTABLE CHAIR OR IF HE HAS A TENDENCY TO SALUTE OLDER MEN. KEEP COOL IF HE PREFERS TO POUR GRAVY OVER HIS DESSERT, MIXES PEACHES WITH HIS WHISKEY. BE TOLERANT WITH HIS MANNER OF SPEECH, IF HIS VOCABULARY HAS CHANGED WITH OR WITHOUT ACCENT, UNDERSTAND THAT NAVY GRAMMAR IS SLIGHTLY DIFFERENT FROM THAT WHICH IS USED BY NORMAL PEOPLE. WITH KINDNESS AND UNDERSTANDING, HE CAN, IN A RELATIVELY SHORT PERIOD OF TIME, BE TAUGHT TO SPEAK PROPERLY ONCE MORE.

FOR THE FIRST FEW MONTHS THAT HE IS HOME, AND UNTIL HE IS COMPLETELY HOUSE-BROKEN, BE ESPECIALLY WATCHFUL WHEN HE IS IN THE COMPANY OF WOMEN, PARTICULAR THOSE WHO ARE YOUNG AND BEAUTIFUL. HIS INTENTIONS ARE SINCERE ALTHOUGH THEY MAY SEEM A BIT DISHONORABLE.

KEEP IN MIND THAT BENEATH HIS TAN AND RUGGED EXTERIOR, THERE BEATS A HEART OF PURE GOLD, THE ONLY THING OF REAL VALUE HE HAS LEFT, TREAT HIM WITH KINDNESS, AN OCCASIONAL CASE OF BEER, AND FIFTH OF SEAGRAM'S SEVEN, STEREO, SHAVING LOTION, OR WHATEVER AND YOU WILL BE ABLE TO REHABILITATE HIM FROM A HOLLOW SHELL INTO THE PROUD CIVILIAN YOU ONCE KNEW.

DON'T FEEL BAD IF HE SITS DOWN TO DINNER AND FEEDS HIMSELF AS IF SOMEONE WERE GOING TO STEAL HIS FOOD FROM HIM, THAT'S ONLY A CONDITIONED REFLEX FROM YEARS OF EATING ABOARD NAVY VESSELS. IF HE SHUNS POTATOES, BEANS, SCRAMBLED EGG, PANCAKES, HAMBURGERS, MEAT LOAF, OR CHIPPED BEEF ON TOAST, DON'T BE INSULTED, THEY ARE MERELY A REMINDER OF HIS RECENT UNFORTUNATE PAST. BREAK HIM IN SLOWLY AND HE WILL SOON REGAIN NORMAL EATING HABITS.

SHOW NO ALARM IF HE PREFERS TO STIR HIS COFFEE WITH A BALL POINT PEN, DON'T BE BEWILDERED IF HE CALLS FOOD "CHOW", A BED A "RACK", A WASTE CAN A "SHIT CAN", A WHISTK BROOM A "FOXTAIL", A BATHROOM A "HEAD", OR A MOVIE A "FLICK".

PLEASE REFRAIN FROM BLOWING WHISTLES OR RINGING BELLS WHILE IN HIS PRESENCE, ESPECIALLY WHILE HE IS IN THE BATH FOR IT MAY PROVE EMBARRASSING TO THE NEIGHBORS, AS THIS REMINDS HIM OF "GENERAL QUARTERS AND BATTLE STATIONS". TELL THE NEIGHBORS TO LOCK THEIR DAUGHTERS IN THE CLOSETS, KEEP THE CHILDREN OFF THE STREETS, GET SOME BEER IN THE REFRIGERATOR, AND YOU BETTER GET HIS CIVILIAN CLOTHS OUT OF THE CLOSET AND TAKE ANY OTHER NECESSARY MEASURES FOR THE TRANSITION PERIOD.

HE WILL BE HOME FOR GOOD IN _____ DAYS, WATCH FOR HIM AND FOR GOD'S SAKE, GRAB HIM BEFORE THE POLICE DO.

IF HE EVER, IN SOME DRUNKEN STUPOR OR OTHERWISE MENTIONS "RE-ENLIST", BEAT HIM SEVERELY ABOUT THE HEAD AND SHOULDERS. IF THIS DOESN'T WORK TAKE HIM TO A GOOD PSYCHIATRIST.

***** HE'S ALL YOURS NOW *****

ADMIRAL SQUAREKNOT @. HALFHITCH
UNITED STATES NAVY



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



NOW HEAR THIS

Be sure to check the USS Plymouth Rock's Website at
www.ussplymouthrock.com



Carry On

In the days of sail, the Officer of the Deck kept a weather eye constantly on the slightest change in wind, so sails could be reefed or added as necessary to ensure the fastest headway. Whenever a good breeze came along, the order to "carry on" would be given. It meant to hoist every bit of canvas the yards could carry. Pity the poor Sailor whose weather eye failed him and the ship was caught partially reefed when a good breeze arrived.

Through the centuries the term's connotation has changed somewhat. Today, the Bluejackets Manual defines "carry on" as an order to resume work - work not so grueling as two centuries ago

Chit

One tradition carried on in the Navy is the use of the word "chit." It is a carry over from the days when Hindu traders used slips of paper called "citthi" for money, so they wouldn't have to carry heavy bags of gold and silver. British sailors shortened the word to chit and applied it to their mess vouchers.

Its most outstanding use in the Navy today is for drawing pay and a form used for requesting leave and liberty, and special requests. But the term is currently applied to almost any piece of paper from a pass to an official letter requesting some privilege

Cumshaw

- 1) Procurement of needed material outside the supply chain, usually by

swapping, barter, or mutual backscratching. Often involves coffee or other food items. Officially frowned upon, but a widespread practice.

2) Something procured outside official channels and without official payment. Word derived from beggars of Amoy, China, who said "kam sia" meaning "grateful -thanks." The Navy term usually relates to unauthorized work done for a ship or station usually obtained by bartering. "The shipyard welders added the brackets in exchange for five pounds of coffee." A "cumshaw artist" is one who is adapt at getting projects done for free or by bartering.

Eight Bells

Aboard Navy ships, bells are struck to designate the hours of being on watch. Each watch is four hours in length. One bell is struck after the first half-hour has passed, two bells after one hour has passed, three bells after an hour and a half, four bells after two hours, and so forth up to eight bells are struck at the completion of the four hours. Completing a watch with no incidents to report was "Eight bells and all is well."

The practice of using bells stems from the days of the sailing ships. Sailors couldn't afford to have their own time pieces and relied on the ship's bells to tell time. The ship's boy kept time by using a half-hour glass. Each time the sand ran out, he would turn the glass over and ring the appropriate number of bells