

USS Plymouth Rock (LSD29)

Newsletter September-December, 2006

Welcome to the USS Plymouth Rock Newsletter

Fifteenth 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

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Tom Wagner

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518-529-7450

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★ ★ ★ Welcome Aboard ★ ★

Recently Located Shipmates

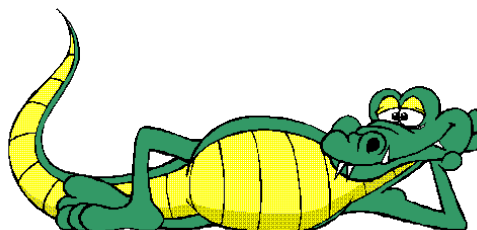
Paul Chapman, RD3, 342 Hainsview Drive, Newark,

OH 43055, e-mail address: chappy1@alltel.net

William (Bill) Haynie, EN3, 1010 Traynun Rd.,

Belton, SC 29627, 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 Dennis (Shorty) Cyr shortybm3@yahoo.com 203-753-6220</p>	<p>address: whhaynie@charter.net Sandy Reuben, Vriasa del Mar, J8 Calle 2, Luquillo, Puerto Rico 00773 Richard Carlson, SN, 53 Sunset Boulevard, Angola, NY 14006, e-mail address: dchatrushats@gmail.com Kenneth E. Dawson, SN, 927 Green Street, Henry, IL 61537, e-mail address: Dawsonqugold@yahoo.com</p>
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Recent Address Changes to the Ships Muster List

Peter J. Gregory, ETR3. Change e-mail address: pigreg1@earthlink.net
Bob Cummings, BT1. Change mailing address: 106 Brandywine Ct., Hopkinsville,
KY 42240-5200
Paul Mohawk, MM3. Change e-mail address: pshawks@charter.net
Tom Brunton, EMFN. Change e-mail address: mulemkr@juno.com
Alvin Brown, MM2. Change mailing address: 9604 166th Street, Chippewa Falls,
WI 54729. Change e-mail address: bums@localnet.com
John Berry, RM3. Change mailing address: 1525 311th Avenue, N.E., Cambridge,
MN 55008
Peter Gregory, ETR3. Change mailing address: 1041 Winter Springs Blvd., Winter
Springs, FL 32708
Donald Parrish, MM3. Change e-mail address: dfparrish@yahoo.com
Mike Scott, ENFN. Change e-mail address: mljscott2004@yahoo.com
John Stull, RD3. Change mailing address: 4511 Bodo Lane, Dover, FL 33527

Norm Stackhouse, BT2. Change e-mail address: housecat1@comcast.net



Austin Decommissioned After 41 Years of Naval Service

Navy News | SN Marissa Kaylor | September 28, 2006

Norfolk, VA. - The amphibious assault ship USS Austin (LPD 4) was decommissioned Sept. 27, during a ceremony at Naval Station Norfolk, ending more than 41 years of naval service.

“We are one of the oldest, best ships in the fleet and its time to turn over the watch,” said Cmdr. Kevin Flanagan, Austin’s commanding officer.



Commissioned Feb. 6, 1965, Austin was the first LPD class ship built, and the lead ship in its class. The ship was involved in the nation’s space program as the recovery ship for Apollo 12, and part of the recovery for Apollo 14 and 15. Austin was also the test platform for a wide range of expeditionary warfare systems entering the fleet, including: MH-53 helicopter, precursors of the present day landing craft air cushion (LCAC) and the U.S. Marine Corps AV-8 Harrier jets.

“To be a part of the Austin’s legacy is amazing,” said Seaman (SW) Roberto Santiago, a member of Austin’s deck department. “To know that I was an Austin Sailor, and decommissioned a ship is a really good experience. I’m going to be sad to see the crew split apart, as we were a really tight group.”

Austin returned to Norfolk May 4, after completing a successful six-month deployment as an element of the USS Nassau (LHA 4) Expeditionary Strike Group, where the ship deployed to the Persian Gulf in support of maritime security operations (MSO).

“We are here to celebrate the Sailors and Marines that served on board,” said Austin’s commanding officer, “all of their accomplishments and dedication to their country.”

The new amphibious transport dock USS San Antonio (LPD 17) will be taking over for Austin.

“I can’t think of a better ship to turn the watch over to than the USS San Antonio,” said Flanagan. “They have a fine commanding officer and a fine crew. It’s a day to celebrate not a day to cry.”



Known Deceased Shipmates

For a complete listing of deceased shipmates, visit our Memorial Page in the ships website

Franklin (Shorty) Madill, BT1, October 17, 2006	Andrew G. Forton, SH3, October 18, 2006
Roland Everham Jr., SH3, December 8, 1976	Ensign Thomas Alfred O'Keeffe, Jr., November 9, 2006
Harry Kellar, MM3, November 21, 2006	

DECEASED LIST

If anyone knows of a former shipmate that should be included on this list, or on the Memorial Page in the website, please contact Bill Provencal, 37 South Main Street, Pittsfield, NH 03263 or via e-mail to: billinp@metrocast.net



ONCE I WAS A NAVY MAN

Author Unknown

I like the Navy. I like standing on deck on a long voyage with the sea in my face and ocean winds whipping in from everywhere - the feel of the giant steel ship beneath me, it's engine driving against the sea.

I like the Navy. I like the clang of steel, the ringing of the bell, the foghorns and strong laughter of Navy men at work. I like the ships of the Navy - nervous darting destroyers, sleek cruisers, majestic battleships and steady solid carriers.

I like the names of Navy ships: Midway, Hornet, Enterprise, Sea Wolf, Iwo Jima, Wasp, Shangri-La, and Constitution. - majestic ships of the line.

I like the bounce of Navy music and the tempo of a Navy Band, "Liberty Whites", and the spice of a foreign port. I like shipmates I've sailed with...the kid from an Iowa cornfield, a pal from New York's Eastside, an Irishman from Boston, the boogie boarders of California, and of course a drawling friendly Texan. From all parts of the land they come - farms of the Midwest, small

towns of New England - from the cities, the mountains and the prairies. All *Americans*, all are comrades in arms. All are men of the sea.

I like the adventure in my heart when the ship puts out to sea, and I like the electric thrill of sailing home again, with the waving hands of welcome from family and friends waiting on shore. The work is hard, the going rough at times, but there's the companionship of robust Navy laughter, the devil-may-care philosophy of the sea.

And after a day of hard duty, there is a serenity of the sea at dusk, as white caps dance on the ocean waves. The sea at night is mysterious. I like the lights of the Navy in darkness - the masthead lights, and red and green sidelights, and stern light. They cut through the night and look like a mirror of stars in darkness. There are quiet nights and the quiet of the mid-watch when the ghosts of all sailors of the world stand with you. And there is the aroma of fresh coffee from the galley.

I like the legends of the Navy and the men who made them. I like the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, and John Paul Jones. A man can find much in the Navy - comrades in arms, pride in a country. A man can find himself.

In years to come, when the sailor is home from the sea, he will still remember with fondness the ocean spray on his face when the sea is angry. There will still come a faint aroma of fresh paint in his nostrils, the echo of hearty laughter of the seafaring men who once were close companions.

Locked on land, he will grow wistful of his Navy days. when the seas belonged to him and a new port of call was always over the horizon. Remembering this, he will stand taller and say, "*ONCE I WAS A NAVY MAN.*"

Contributed by Bob Dollins,QM2, USS Barnstable County LST-1197



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.

Bob Dollins, QM2	Harry C. Andersen, BTC	Pete Gregory, ET3
Tom Wagner, YN3	Marguerite G. Elderidge	Gregory J. Casillas, BMSN
James Freeman, EN3		



Paid Association Members for 2004-2006

As of December 16, 2006 we now have 156 paid members

The 2006-2008 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: 5558 Canyon Lands Drive, Ft. Worth, TX 76137

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,	Kellar, Harry	Krolak, Ray	Kuhns, Jimmy	Lamay, Roger

Leonarad				
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	Lincoln, Walter	Brunton, Tom	Brown, Alvin	Haynie, Bill
Thibodeau, Doug	Boyer, Earl	Hyatt, Walt		



2007-2008 Dues

Paul Mohawk reports that the 2007-2008 dues are now due and a letter has been sent out reminding current shipmates. The response to the dues letter has been great and we have received dues from many of you out there. Thank you for helping your Ships

Association continue to provide you with this Newsletter, a Website, and general costs in running the Association.



WW2 Survivors Meet for Final Reunion USA Today | December 06, 2006

For decades after the Japanese attack on Pearl Harbor, survivors returned to retell their stories and recite their mantra: "Remember Pearl Harbor."

Now the people who survived the surprise attack that killed more than 2,400 people and led to America's entry into World War II are in their 80s or older. Dying or too frail to travel, they say this week's reunion will be their last official gathering at the sacred site.



Great Sea Story

The Navy used to require officers to foot their total moving expenses out of pocket and file for reimbursement at their new duty station and they might be reimbursed several months later. In August of 1870, LCDR J. P. Fyffe had orders to be CO of a frigate out of San Francisco. His current duty station was in New London, Connecticut. He did not think it right that his moving expenses should be out of pocket.

The following is what happened. LCDR Fyffe sent a message to the Secretary of the Navy requesting that the Navy either lay out the money or supply him with railroad tickets or transportation via naval vessel.

The reply came from the Chief of Bureau of Navigation:

**To: Lieutenant Commander J. P. Fyffe
In reply to your letter of the 18th: Your request is contrary to Navy regulations. Carry out your orders.**

The orders also stated: While carrying out these orders, you will keep the Bureau informed of your whereabouts. There was nothing which stated when he was supposed to arrive in San Francisco or by what means.

LCDR Fyffe donned his best uniform and strapped his sword to his small travel kit. At sunrise on the 25th, he walked out of New London and headed westward for San Francisco. By sundown he reached East Haddam where he sent the following telegram to the Chief:

25 August - Compliance orders number 1998. LCDR Fyffe en route New London to San Francisco on foot. This telegram to keep Bureau informed my whereabouts. Made good 22 miles this date. Spending evening in hayloft in Mount Parnassus. Very respectfully, Fyffe.

Every evening for the next few days he sent a telegram.

26 August - En route on foot. Made good 31 miles this date. By gracious consent, Mayor of Bristol, am spending night Mayor's stables. Have noticed he has hybrid mules specially bred for tropics. Suggest Navy investigate.

27 August - En route on foot. Made good only 1 1/2 miles this date. Rained all day. Staying overnight at Litchfield with my father's friend, General Holmes. I find standard boot worn by naval officer inadequate for prolonged walking. Suggest Surgeon General investigate.

28 August - Spending night Lakeville. Lovely country. Expect to buy home here as soon as I get reimbursed travel voucher submitted by me to Navy three years ago. Tomorrow I enter New York State.

29 August - En route on foot. Made 28 miles this date despite badly worn boots. People not familiar Navy uniforms this area. Great crowd walked part way with me. I sang them sea chanties. Populace thinks it a great sign of democracy for commanding officer of his ship to walk 3000 miles to new station. Police Chief, Hudson, New York has given me best cell in jail for overnight.

30 August - Enroute on foot. Arrived Albany. Request Recruiting Officer be authorized issue me new shoes. Boots fell apart noon today. Entered Albany barefooted. Will remain Seward Hotel two days awaiting answer. Earning my keep as bartender. Local rum far superior than that served in Navy. Am sending sample. Very respectfully, Fyffe.

31 August - Fyffe received the following message:

I strike my colors. Secretary of the Navy authorized Recruiting Officer, Albany issue you boots and provide quickest transportation from Albany to San Francisco. Even Chief of Bureau Navigation can laugh when outsmarted!

Contributed by Pete Gregory, ET3



The First Reunion!

Do you remember the first USS Plymouth Rock reunion? It was held in Great Lakes, Illinois on September 25, 26 and 27, 1996. This reunion was organized by Harry Andersen, BTC . Activities on the 26th included a guided bus tour to Chicago, a visit to the Sears Tower, a mini cruise of 1 ½ hours on Lake Michigan and a visit to remodeled "Old Navy Pier" on Lake Michigan. On the 27th a trip was arranged to the Great Lakes Recruit Training Command to a Recruit Graduation Ceremony. A final Banquet was held at the "Port-O-Call" Here the Plans were made to start the tradition of reunions every two years.



First Reunion Group Picture, September 27, 1996

Since that time we have had five additional reunions and are now beginning plans for our 2008 reunion to be held in St. Louis, MO. Now is the time to begin making your plans for attending this reunion.





BTC Harry Andersen making a point to BM3 Shorty Cyr



USS Plymouth Rock Ships Association Reunion 2006

Well our 6th reunion has come and gone and with it are the great memories of seeing old shipmates. We had 26 shipmates along with many wives attending this reunion at Mystic, CT. Although this was one of the lower attended reunions, I believe all who attended had a good time participating in the events planned for us by Coordinator, Shorty Cyr.

At our Business Meeting, it was voted to retain all present officers for the years 2007-2008.

It was also voted to have the reunion in St. Louis, MO during the fall of 2008. We will have more information on St. Louis as time passes. The reunion coordinators for this reunion are Rich Mathis, who did a great job for us at the Branson, MO reunion and David Dortch. Rich can be reached at rmathis98@yahoo.com and Dave can be reached at tazrhondave@yahoo.com. Rich wanted me to ask if there is something that you would like to see or do in St. Louis, to be sure and let him or Dave know. No firm date has been set for the reunion, will keep you informed when more information becomes available.

It was also voted at the Business Meeting to increase dues, the increase not to take effect until 2008.

Ships Historian, Harry Andersen has requested that if anyone would like to donate pictures from the reunion for the scrapbook, he would like to receive them.

During our four days at Mystic, we toured Torrington Vineyards, visited Olde Mystic Seaport, Mystic Aquarium, visited the US Coast Guard Academy and the submarine museum at New London Submarine Base.



The vines at Torrington Vineyards



Wine tasting at Torrington Vineyards



A three master at Olde Mystic Seaport



Japanese Mini Sub, New London Sub Base



James Freeman, Shorty Cyr and Roger Lamay

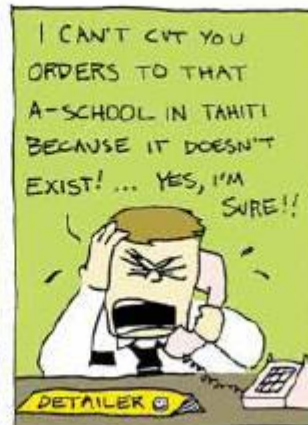


Guest Speaker at Reunion



Ricky's Tour

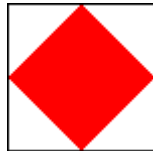
By JO1 Mike Jones



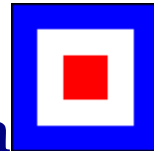
An Amphibious Assault Vessel prepares to enter the well deck of the Amphibious Assault Ship USS Iwo Jima (LHD7) during

training in the Atlantic Ocean

Photo by AN Andrew Winkler
All Hands, October 2006



Navy Trivia



Midrats

Food served at midnight for ongoing watchstanders, although the oncoming watch section commonly does not get up early enough to partake. Offgoing section gets the remnants, if any. Usually a combination of leftovers, plus something new to round out the service

Monkey Fist

1) The complex knot surrounding (sometimes taking the place of) the weight on the end of a heaving line.

2) A rounded knob at the end of a light throwing line which the Boatswain's Mates (or other linehandlers) would use to heave the first line across to another ship or pier. The Monkey's Fist had a lead weight in the center to give it extra momentum when the bosun's mate aimed it at some unwary seaman in the target area.

Pea Coat

1) Sailors who have to endure pea-soup weather often don their pea coats, but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth — a heavy, course, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket — later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

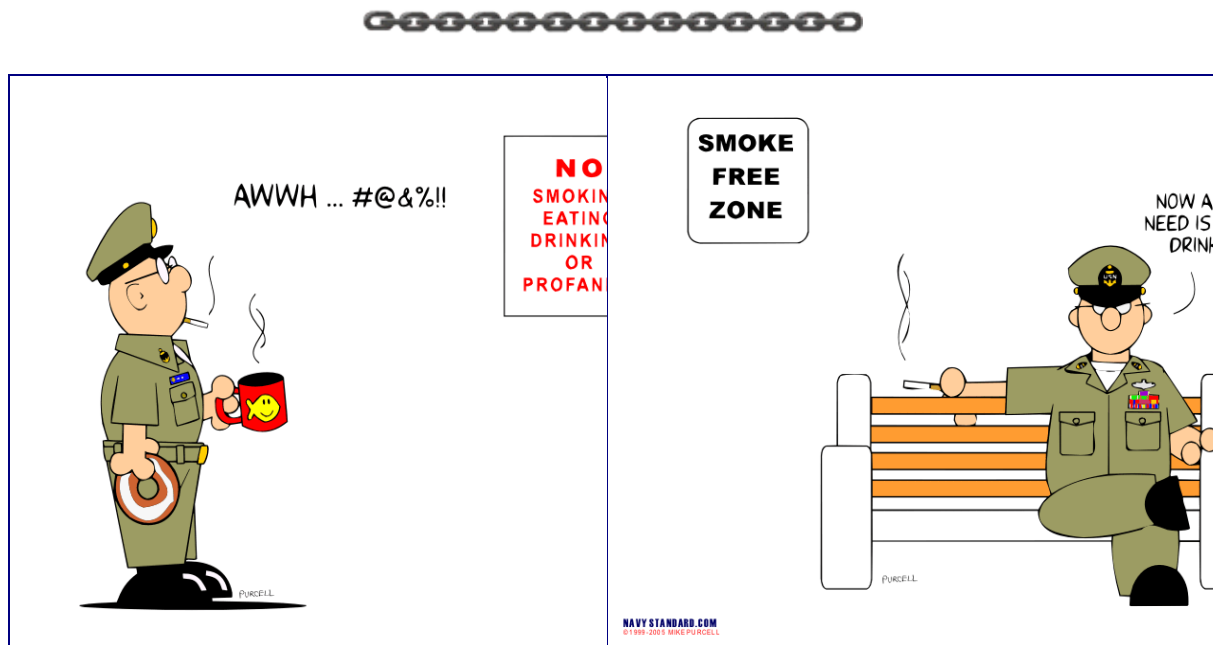
2) The word peacoat (the usual form, though pea coat is also common) refers to a short double-breasted coat made of heavy, coarse wool, that was originally worn by sailors. The word is a classic example of a folk etymology.

The original form was pea jacket, referring to the same garment. In both cases, the word pea does not represent our pea 'round green edible legume'. Rather it is ultimately from a Dutch or Frisian word that referred to a type of coarse cloth. A

pea jacket was just a jacket made of pea.

In English, pea, found in various spellings, is recorded as far back as the fifteenth century and in compounds in the fourteenth. Its ultimate history is obscure. It is unclear whether pea jacket is an English coinage based on pea and jacket, or if it is a borrowing of a Dutch or Frisian word such as pijekkat in the same sense. But the modern spelling with pea, and the general belief that it has something to do with the legume, is what gives it its folk etymological flavor.

Pea jacket is first recorded in the early eighteenth century; peacoat in the late eighteenth.



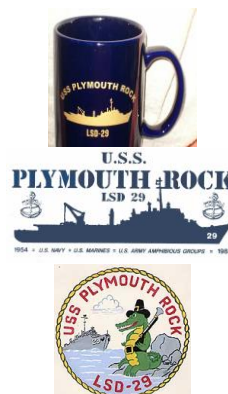
Ships Store Items

The following items are offered for sale through the Ships Store. All orders are handled through Shorty Cyr, 119 Pinecrest Drive, Waterbury, CT 06708, Phone #203-753-6220, e-mail at: shortybm3@yahoo.com All orders must be accompanied by a check. Checks must be made out to the USS Plymouth Rock Association.

Plymouth Rock Mug. Price is \$8.00 + \$4.80 shipping and handling.

Bumper Stickers. Price is \$2.00 + \$.40 shipping and handling.

Ships Patch. Price is \$8.00 + \$.75 shipping and handling.



Plymouth Rock Cap. Price is \$8.00 + \$.75 shipping and handling.



Personalized Commemorative Plaques. Price is dependent on size, 7x9 is \$15.00 + \$5.00 shipping, 8 x 10 is \$20.00 + \$5.00 shipping.





The Navy's new littoral combat ship PCU *Freedom* (LCS1) makes a spectacular side launch during her christening. Displacing 3,300 tons and with a capability of speeds of more than 40 knots, *Freedom* is designed with operational flexibility to execute focused missions such as mine warfare, anti-submarine warfare, surface warfare and humanitarian relief. Source: All Hands, December 2006

