

USS Plymouth Rock (LSD29)

Newsletter January - April 2007

Welcome to the USS Plymouth Rock Newsletter

Sixteenth 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



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★ ★ ★ **Welcome Aboard** ★ ★ ★



Recently Located Shipmates

Walt Hyatt, MM3, 26 Partridge Ln., Lynnfield, MA 01940. E-mail: wdhbmh@verizon.net

Joseph Stone, SH3, 5278 Poorhouse Rd., Victoria, VA 23974. E-mail: stonej1@meckom.net

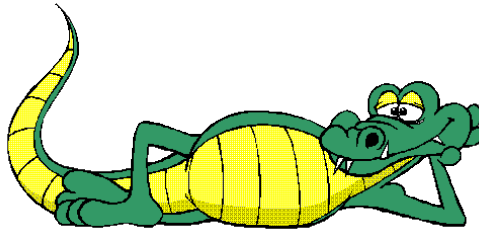
Richard Watts, 646 Knierim Pl., Kirkwood, MO 63122. E-mail: wattsrast1@aol.com

Wayne Durham, 108 Houston St., Mobile, AL 36606. E-mail: bulldawg7059@bellsouth.net

Billy Vaughan YN3, 801 Woodward Rd., Midfield, AL 35228. E-mail: smokeater2@charter.net

Dick Safford, 37 Winter Rd., Croydon Flat, NH 03773 E-mail: rosemary_safford@yahoo.com





Recent Address Changes to the Ships Muster List

Earl Boyer, IC3. Changed mailing address: 320 N. Flynn Ct. Pearce, AZ 85625. Changed e-mail address: retired06inaz@yahoo.com
Eric R. Feinberg, PN3. Changed e-mail address: howard1591@verizon.net
John Reed, SH3. Changed mailing address: 2112 Poplar Street, Boothwyn, PA 19061
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Harry T. Andersen, BTC. Changed e-mail address: harrytjeanne@comcast.net
Donald Rhine, FTG2. Changed e-mail address: donftg2@peoplepc.com
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Nathan A. Bourg, HT3. Changed e-mail address: nbourg@sw.rr.com
Tom Gilpatrick, MM3. Changed e-mail address: giltom@roadrunner.com
Tom Wagner, YN3. Changed mailing address: 552 Lauren Lane, Lawrenceburg, IN 47025



Known Deceased Shipmates

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

Milton Winkler, (rate not known), September 25, 2006	
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In The Navy

On 23 August 1779, the USS Constitution set sail from Boston, loaded with 475 officers and men, 48,600 gallons of water, 74,000 cannon shot, 11,500 pounds of black powder and 79,400 gallons of rum. Her mission: to destroy and harass English shipping.

On 6 October, she made Jamaica, took on 826 pounds of flour and 68,300 gallons of rum. Three weeks later, Constitution reached the Azores, where she provisioned with 550 pounds of beef and 2,300 gallons of Portuguese wine.

On 18 November, she set sail for England where her crew captured and scuttled 12 English merchant vessels and took aboard their rum. By this time, Constitution had run out of shot. Nevertheless, she made her way unarmed up the Firth of Clyde for a night raid. Here, her landing party captured a whiskey distillery, transferred 13,000 gallons on board and headed for home.

On 20 February 1780, the Constitution arrived in Boston with no cannon shot, no food, no powder, no rum, and no whiskey. She did, however, still carry her crew of 475 officers and men and 18,600 gallons of water. The math is quite enlightening: Length of cruise: 181 days Booze consumption: 1.26 gallons per man per day (this does NOT include the unknown quantity of rum captured from the 12 English merchant vessels in November).

Naval historians say that the re-enlistment rate from this cruise was 92%.

Contributed by BTC Harry Andersen



Dining out

The German military of WWII was famous for a number of technological inventions, which, at the time, were the benchmarks of their time. The MG42 (which is still used by the German army today as the re-chambered MG3) machine gun, the 8.8cm FlaK 18 (commonly known simply as THE "88"), the PzKpff Mk. VI (the Tiger I tank) are just a few. One of the devices for which they are, unfortunately, less well known is their excellent mess kit. The German mess kit is a 3-piece design that incorporates a large boiling pot, a small frying pan, and a small bowl. All three pieces nest to form a compact kit with ample space within the kit to store condiments such as salt and pepper shakers, hot sauce, as well as matches, fire starter, and dish soap. While the army has phased out its 3 piece aluminum kits years ago, I still use the German kit simply because of its versatility. The pot and frying pan seal to form a container capable of transporting prepared food, which means that your meal gets delivered to you still hot and dirt free as opposed to cold and full of dust, which is how most meals are delivered in a tactical environment. Furthermore, the pot, now that the steel pot is no longer available, is an excellent source of boiling water for the entire squad (rather than have everyone boil their own canteen cup full.)



Military Language Conversion Chart

NAVY	USMC/ARMY	AIR FORCE
Head	Latrine	Powder Room

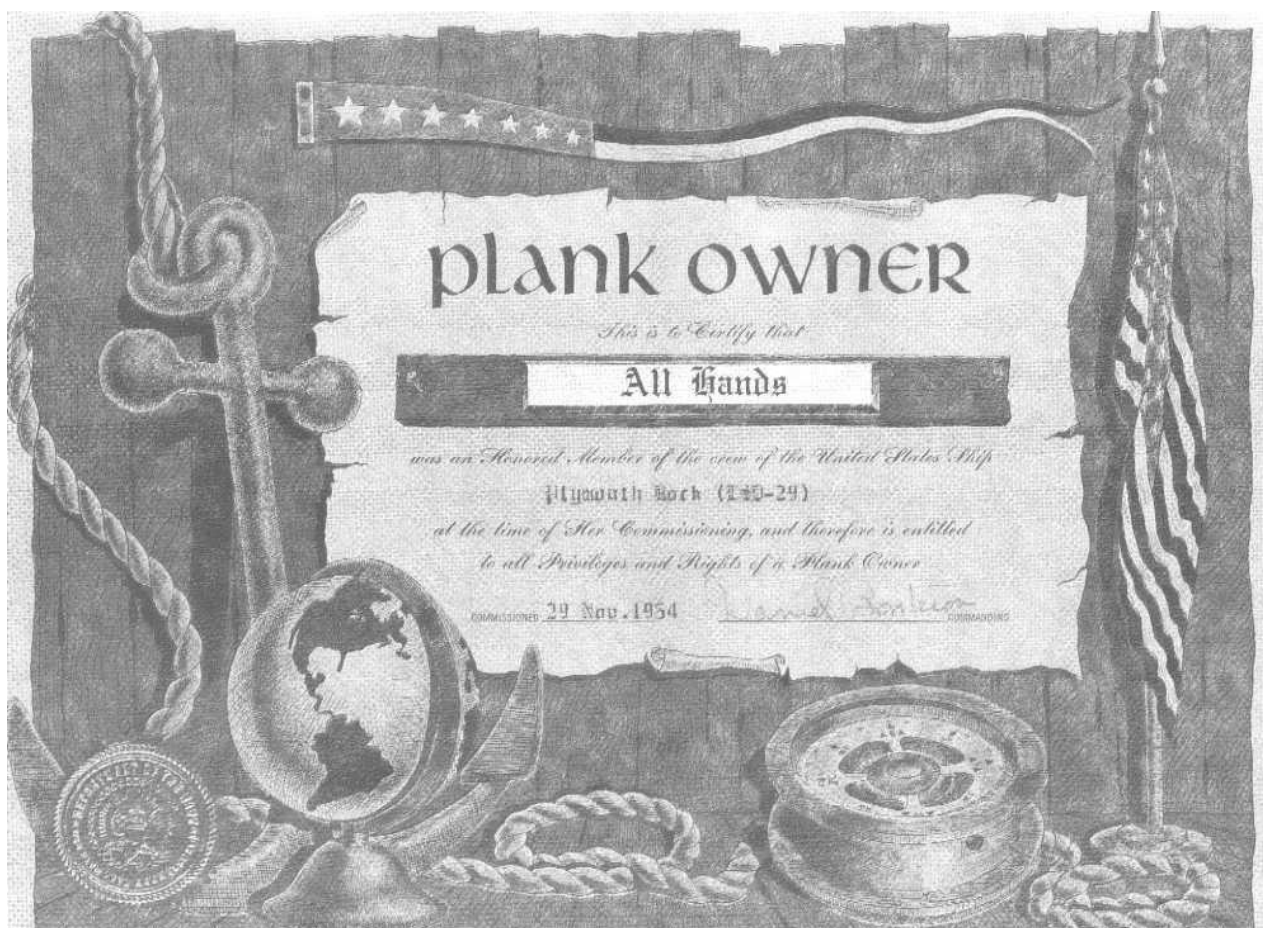
Mess Deck/Chow Hall	Mess Hall/Mess Tent	Dining Facility/The Cafe'
Coffee	Mud/Cup of Joe	Vanilla Skim Latte'
Seaman Jones	Private/Private Bobby	Jimmy
Chief	Gunny	Robert / James
Captain's Mast	Article 15	Time Out
Berthing	Barracks	Apartment
Thrown in the Brig	Put in Confinement	Grounded
Cruise	Afloat/Deploy	Hun?
MRE	MRE	Happy Meal to Go
Ge-Dunk	Snack Bar	Chuck E. Cheese
Midshipman	Cadet	Debutant
Contributed by BTC Harry E. Andersen		



Plank Owners of the USS Plymouth Rock

A "plank owner" is an individual who was a member of the crew of a ship when that ship was placed in commission. Originally, this term applied only to crewmembers present at the ship's first commissioning. Today, however, it is often applied to members of a recommissioning crew as well. The term implies that a crew member was around when the ship was being built and commissioned and therefore has bragging rights to the ownership of one of the deck planks in the main deck.

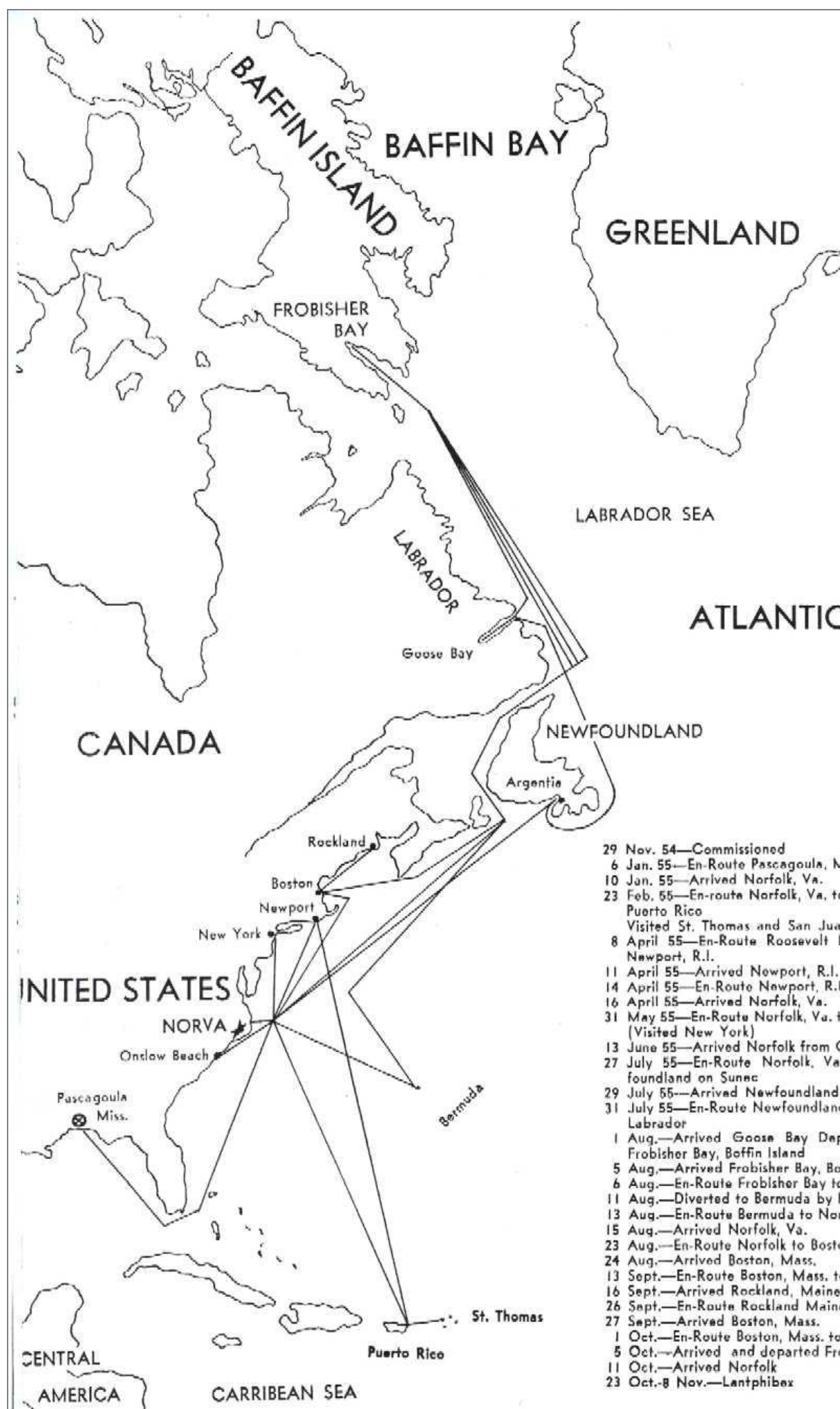
Walter Pihl, ME3 wrote to me a while back and gave me the idea to do something on the Plank Owners of the USS Plymouth Rock. The following pictures and material I obtained from the first birthday yearbook of the ship from 29 November 1954-29 November 1955.



Picture of "Rocky", the ships first mascot.



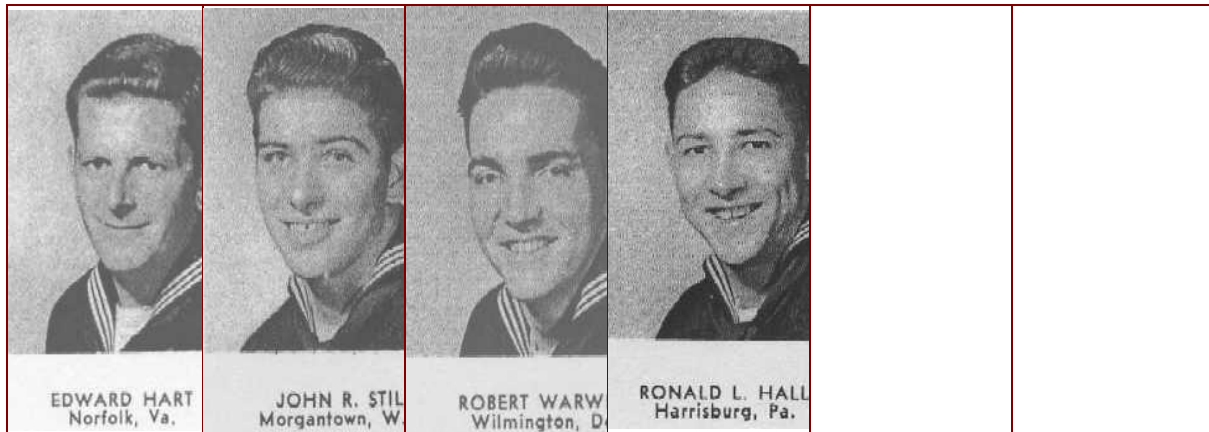
Picture of the ship leaving Pascagoula, MS for Norfolk in January 1955



USS Plymouth Rock, First Year of Operation, 1954-1955

Plank Owners of USS Plymouth Rock that we know of, who are on our Muster List

					
JAMES LUTTRELL East Peoria, Ill.	RONALD KING Danville, Va.	SALVADOR GRECO, JR. New Orleans, La.	MICHAEL SWANN Washington, D.C.	ANDREW BIACHE Valley Stream, N.Y.	EDWARD HILL White Plains, N.Y.
					
EDWARD R. JOHNSON Charleston, W. Va.	JAMES ROBINSON Grafton, W. Va.	PETER BUIAK, JR. Bridgeport, Conn.	PETER STARK Hibbing, Minn.	PAUL WAGNER Bradley Beach, N.J.	RICHARD SAND Wilmington, N.C.
					
RICHARD CARTWRIGHT Pawtucket, R.I.	RALPH NOTO Inwood, N.Y.	FRANKLIN MADSON Norfolk, Va.	WILTON DUCUIR Beaumont, Texas	WALTER PIHL Quincy, Mass.	ALVIN BROWN Boyd, Wisc.



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.

Walt Hyatt, MM3	Harry C. Andersen, BTC	Walter Pihl, ME3
Norm Jepsom, BMSN	Shorty Cyr, BM3	Dick Provencal, SKC



USS Ashland LSD-48

AMPHIBIOUS DOCK LANDING

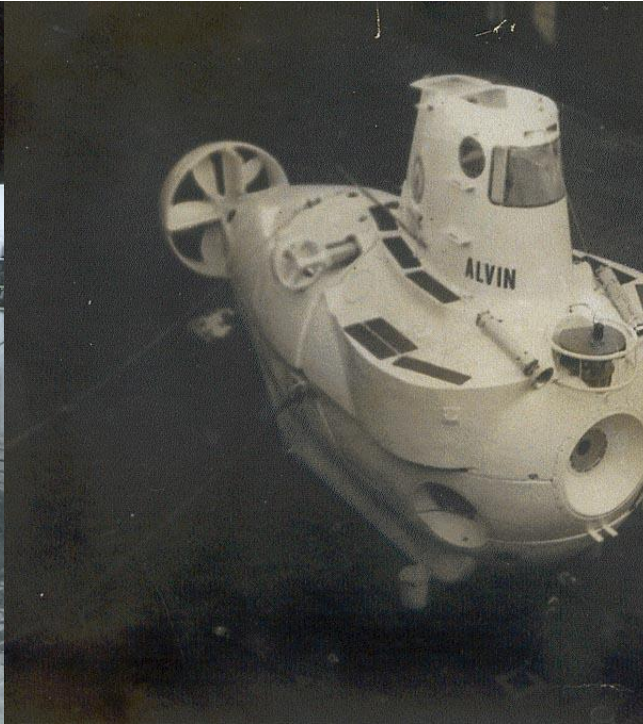
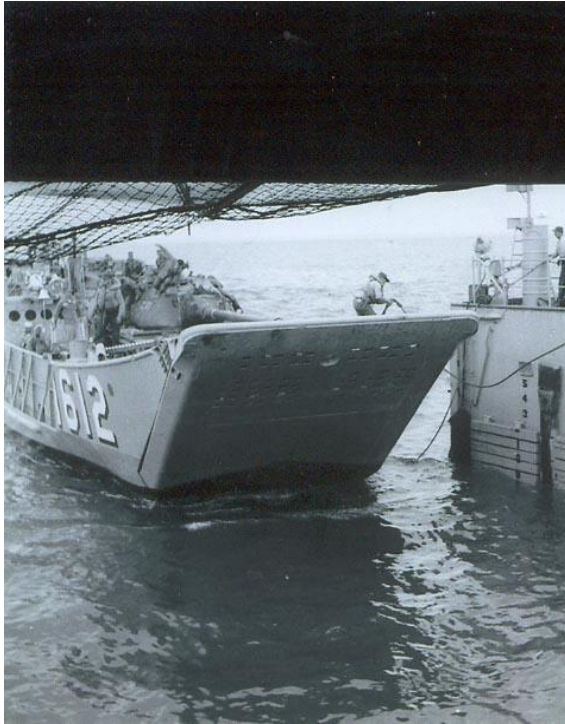
Dock Landing Ships support amphibious operations including landings via Air Cushion Landing Craft (LCAC), conventional landing craft and helicopters, onto hostile shores.

Whidbey Island-class

Power Plant: Four Colt Industries, 16 cylinder diesels, two shafts, 33,000 shaft horsepower. **Length:** 609 feet
Beam: 84 feet **Displacement:** 15,939 tons(full load) **Speed:** 20 plus knots (23.5 plus mph) **Landing Craft:** Four Air

Cushion Landing Craft Crew: 413 (22 officers, 391 enlisted) Marine Detachment: 402 plus 102 surge Armament: Two 25mm MK-38 Machine Guns; Two 20mm *Phalanx* CIWS mounts; Six .50 cal. machine guns.

Ships: USS *Whidbey Island* (LSD 41), USS *Germantown* (LSD 42), USS *Fort McHenry* (LSD 43), USS *Gunston Hall* (LSD 44), USS *Comstock* (LSD 45), USS *Tortuga* (LSD 46), USS *Rushmore* (LSD 47), USS *Ashland* (LSD 48)




**LCM entering the well deck, 1962,
Cuban blockade**

Alvin in the well deck

Photos contributed by Walt Hyatt, MM3





7 May	Left Little Creek
8 May	Arrive Moorhead City
9 May	Depart Moorhead, enroute Rota
22 May-23 May	Arrive Rota, relieve PhibRon 8
24 May-27 May	Operations, Alcudia
29 May- 3 June	In port, Palermo
8 Jun- 10 Jun	In port, Suda
11 Jun- 19 Jun	Operations, Kavalla
22 Jun- 25 Jun	In port, Rhodes
28 Jun- 4 Jul	In port, Athens
8 Jul- 20 Jul	Operations, Pilos
22 Jul- 28 Jul	In port, Naples
2 Aug- 6 Aug	In port, Genoa
10 Aug- 20 Aug	Operations, Porto Scuda
23 Aug- 29 Aug	In port, Cannes
31 Aug- 6 Sep	In port, Barcelona
9 Sep- 16 Sep	Operations, Aranci Bay
20 Sep- 22 Sep	In port, Malta
23 Sep- 28 Sep	Operations, Turkey
4 Oct-	Arrive Rota
5 Oct-	Relief in Rota, enroute CONUS
15 Oct-	Arrive Charleston
16 Oct-	Arrive Moorhead City
17 Oct-	Arrive Little Creek

Med Cru

7 May 19

19 October

Editor: Ens. ...

Writing: Roy R ...

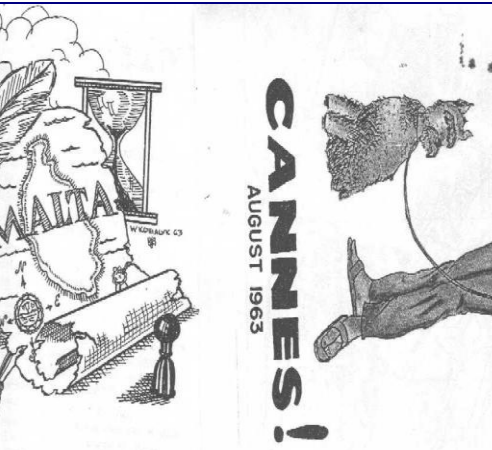
Photography: Ens. ...

Georg ...


Rober ...

Clare ...

Drawing: ...



SEPTEMBER 1963



SEPTEMBER 1963

Contributed by Walt Hyatt, covers are from Tour Books published by PHIBRON 12 for naval personnel





Thomas K. Derry, QMC has made a DVD of the 6th reunion and is asking \$15.00 each. In anyone is interested, his address is Thomas K. Derry, 463 E. Ridge Rd., Shawboro, NC 27973. or e-mail him at tderry27973@earthlink.net



A Bit of Naval History

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, it was a problem to prevent them from rolling about the deck? The best storage method devised was a square-based

pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. The next problem problem..how to prevent the bottom layer from sliding or rolling from under the others? The solution was a metal plate called a "Monkey" with 16 round indentations.

However, if this plate were! made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey.

Thus, it was quite literally,

"Cold enough to freeze the balls off a brass monkey."

Submitted by Rich Mathis



Reunion Update

Reunion Liason Roger Lamay reports that Reunion Coordinators Richard Mathis, Dave Dortch and he will be in ST. Louis from May 17-20 attending a CONFAM to organize and set the reunion in motion. Roger has already spoken with Courtney Brown, a reunion organizer so they will be working with her to see what is offered and let her know what we are looking for. The next

newsletter will have the info. that will inform everyone what is going on and when the date will be for the reunion in St. Louis.



Divers Die Exploring Ship Off Florida Keys

AP

KEY LARGO, Fla. (March 17) - Authorities on Saturday recovered the bodies of two divers from a sunken U.S. military ship off the Florida Keys



The Spiegel Grove became the largest ship ever sunk to create an artificial reef in 2002. It's located about five miles off Key Largo, 60 miles south of Miami

A scuba diver explores the sunken USS Spiegel Grove in July. Three men died Friday during a penetration dive into the dark passages of the ship.

Information provided by Norm Jepsom, BMSN





A typical Navy Day's Sunset on the "Rock"
Contributed by Shorty Cyr, BM3



Paid Association Members for 2007-2008

As of April 24, 2007 we now have 134 paid members

The 2007-2008 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, Priscilla
Bell, Joe	Bena, Joe	Bentheimer, Glenn	Bergeron, Richard	Berry, John
Bierce, George	Bild, Bob	Britt, Ben	Brown, Alvin G.	Brusky, David
Brunton, Thomas	Buchanan, Richard	Buiak, Peter Jr.	Caldwell, Tim	Cartwright, Richard
Chappell, John	Clark, Robert	Comstock, Ed	Conboy, Bill	Conklin, Robert T
Conroy, Mike	Crowl II, Martin C.	Cummings, Bob	Cummings, Steve	Cypher, Hal
Cyr, Dennis	Czarnetski, Bruce	Czarnetski, Jon	Dailey. Ronald J.	Dalfonzo, Sam
Dawson, Kenneth E.	Derry, Thomas K.	Dortch, David	Durham, Wayne	Dussault, Andrew
Edwards, Maurice	Edwards, R. A.	Eldridge, Marguerite	Farneski, Robert	Fisher, Jack
Fisher, Jay	Forton, Mary	Freeman, James	Gee, James	Gibson, David
Goodman, William	Gorse, Peter	Greco, Sal B. Jr.	Guertin, Jerry	Hart, Ed.
Hartson, George	Haws, Joe	Haynie, Bill	Helledy, David	Hicks, Richard
Hill, Edward Jr.	Hofman, Timothy	Hopper, Richard	Howland, John	Hyatt, Walt
Ishmael, Harry	Jacques, Doug	Jennings, Seeley	Johnson, John	Joyce. Ed.
Kane, Thomas	Kaderka, Leonard	Krolak, Ray	Kuhns, Jimmy	Lamay, Roger
Larson, Jerry	Lillig, Bernie F	Lincoln, Walt.	Luttrell, James	Macomber, Brandon
Madill, Donna	Mathis, Richard	McAvoy, Kay	McCully, Wade Sr.	Miskelly, Francis
Mohawk, Paul	Murtha, Jerry	Musella, Rocco	Nichols, Bob	Nota, Ralph
Oldham, Rob	O'Neill, Marty	O'Neill, Thomas	Pihl, Walter C.	Power, Rand
Provencal, Bill	Purvis Anthony	Pyle, Ted	Ramondetta, Vic	Reed, John F.
Rhine, Don	Ringer, Joseph E.	Robertson, Allen	Robinson, Jim	Robinson, Warren E.
Safford, Richard	Schneider, James	Scott, Bill	Shanahan, Robert	Shewchuk, Richard
Sims, Bill	Smith, James	Smith, Larry E.	Stackhouse, Norman	Stark, Jr., Peter A.
Stoval, Jack	Stull, John III	Swart, Mike	Swathwood, David	Swearingen, Ron
Tesh, Sam	Thibodeau,	Toungette, Mike	Trevino, Jorge	Tunstall, Van

	Doug		G	
Viaene, Robert L.	Wagner, Paul	Wagner, Thomas F.	Walker, Gerald M.	Ward, James E.
Warwick, Robert	Watkins, Richard P.	Watts, Richard A.	Ziemba, James	



PHOTOS STORED IN AN OLD BROWNIE CAMERA Thought you might find these photos very interesting; what quality from 1941.
 Pearl Harbor photos found in an old Brownie stored in a foot locker.

THESE PHOTOS ARE FROM A SAILOR WHO WAS ON THE USS QUAPAW ATF-110. I THINK THEY'RE SPECTACULAR!



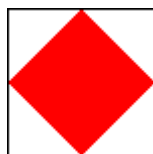


Notice the clock in the above picture

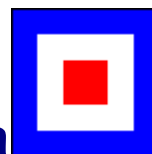
PEARL HARBOR

December 7th, 1941

Contributed by Dick Provencal, SKC, Retired



Navy Trivia



BOATSWAIN'S PIPE - No self-respecting boatswain's mate would dare admit he couldn't blow his pipe in a manner above reproach. This pipe, which is the emblem of the boatswain and his mates, has an ancient and interesting history. On the ancient row-galleys, the boatswain used his pipe to call the stroke. Later because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as knock-off and the boarding of officials. So essential was this signaling device to

the well-being of the ship, that it became a badge of office and honor in the British and American Navy of the sailing ships.

CLOTHES STOPS - A small diameter cord, approximately 12 inches, used to tie laundry to a clothes line -- the early Navy clothes pin. Issued in recruit training until 1973

SCUTTLEBUTT - Navy term for rumor. Comes from a combination of the word "scuttle" to make a hole in the ship's side, causing her to sink, and "butt", a cask used to hold drinking water. Scuttlebutt literally means a cask with a hole in it. Scuttle describes what most rumors accomplish if not to the ship, at least to morale. Butt describes the water cask where men naturally congregated, and that's where most rumors get started.

BITTER END - As any able-bodied seaman can tell you, a turn of a line around a bitt, those wooden or iron posts sticking through a ship's deck, is called a bitter. Thus the last of the line secured to the bitts is known as the bitter end. Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end. The landlubbing phrases "stick to the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.