

# USS Plymouth Rock (LSD29)

Newsletter May - August, 2007

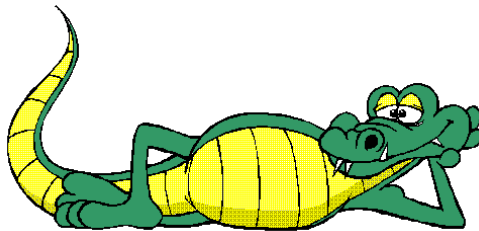
## Welcome to the USS Plymouth Rock Newsletter

Seventeenth 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](mailto: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](mailto:billinp@metrocast.net) Our ships website is found at [www.ussplymouthrock.com](http://www.ussplymouthrock.com)



## Recent Address Changes to the Ships Muster List

Wallace Mason, LTJG. Changed e-mail address: [wallacemason@comcast.net](mailto:wallacemason@comcast.net)

Dave Brusky, EM2. Changed e-mail address: [anoka114@yahoo.com](mailto:anoka114@yahoo.com)

Lee Pridemore, MMCS. Changed mailing address: 555 N.Loop 340, Waco, TX 77605. Changed e-mail address: [lee.pridemore@lavegaisd.org](mailto:lee.pridemore@lavegaisd.org)

Peter Stark, LTJG. New e-mail address: [pasusn@comcast.net](mailto:pasusn@comcast.net)

John Stull, RD3. Change mailing address: 10306 Big Bend Road, Lot# 168, Riverview, FL 33569

James Robinson, BT2. New e-mail address: [chester.7@verizon.net](mailto:chester.7@verizon.net)

Jerry Murtha, MM3. Change e-mail address: [jerrygs@verizon.net](mailto:jerrygs@verizon.net)

Dale Olmstead, MM3/ Change e-mail address: [daleolmstead@att.net](mailto:daleolmstead@att.net)

Don Rhine, FTG2. Change in sip code to 21048, Change e-mail address: [donftg2@peoplepc.com](mailto:donftg2@peoplepc.com)



### Ships Officers

President  
Tom Wagner  
[tfwagner@wagnerinsuranceagency.com](mailto:tfwagner@wagnerinsuranceagency.com)  
513-574-9838

Vice President  
Roger Lamay  
[roghlamay@yahoo.com](mailto:roghlamay@yahoo.com)  
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Treasurer  
Paul Mohawk  
[pshawks@charter.net](mailto:pshawks@charter.net)  
817-656-7739

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Harry T. Andersen  
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847-336-2151

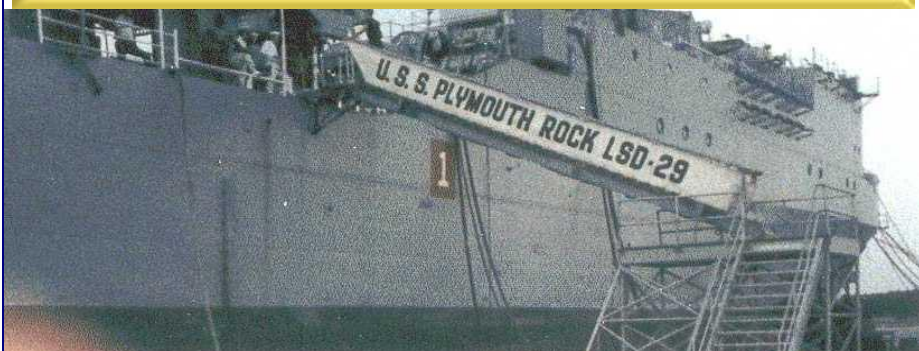
Ships Storekeeper  
Dennis (Shorty) Cyr  
[shortybm3@yahoo.com](mailto:shortybm3@yahoo.com)  
203-753-6220

Reunion Coordinators:  
Rich Mathis, BMSN  
870-566-2619  
[rmathis98@yahoo.com](mailto:rmathis98@yahoo.com)

David Dortch, BT2  
870-236-3725  
[tazrhondave@yahoo.com](mailto:tazrhondave@yahoo.com)



★ ★ ★ Welcome Aboard ★ ★ ★



### Recently Located Shipmates

David Lally, HM1, 1972-76. Mailing address: 608 South Second Street, Keokuk, IA 52632. E-Mail address: [dlally01@msn.com](mailto:dlally01@msn.com)

Ted Norris, E3, USMC, 1981. Mailing address: 391 Eighth Street, Selinsgrove, PA 17870. E-Mail address: [tanorris@verizon.net](mailto:tanorris@verizon.net)

Dale Miller, OS2, 1980-83. Mailing address: 176 Nehemiah Drive, Forest City, NC 28043. E-mail address: [wurkin4nuthin@aol.com](mailto:wurkin4nuthin@aol.com)



## "Lost Shipmates"

Harry Kellar, MM3, PO Box 4085, Clarksburg, WV 26302. "Box Closed, Unable to Forward"

If anyone has information as to the whereabouts of a lost shipmate, please contact us.



Preparing to launch a weather balloon from the flight deck on the Arctic Cruise in 1957  
Photo contributed by Bill Sims, DC3



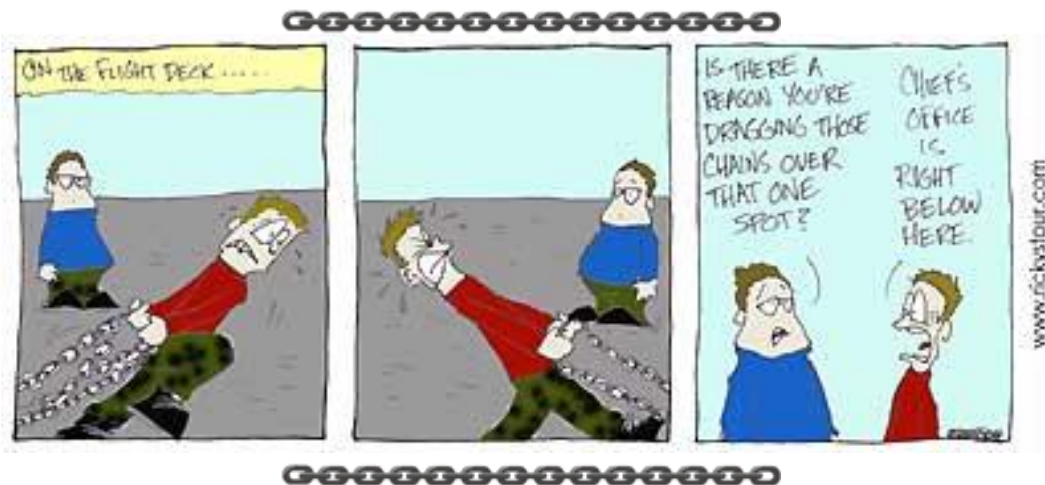
## **Paid Association Members for 2007-2008**

**As of August 22, 2007 we now have 138 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, Doug	Toungette, Mike	Trevino, Jorge G	Tunstall, Van
Viaene, Robert L.	Wagner, Paul	Wagner, Thomas F.	Walker, Gerald M.	Ward, James E.
Warwick, Robert	Watkins, Richard P.	Watts, Richard A.	Ziembra, James	Shober, Robert
Rose, Christopher	Jenson, Norm	Miller, Dale		



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.

Bill Sims, DC3	Ron Swearingen, DC3	Richard Bergeron, BMSN
Harry Andersen, BTC	Tom Wagner, YN3	

U.S.S. PLYMOUTH ROCK (LSD-29)  
c/o Fleet Post Office  
New York, New York

11 February 1960

Movie: Crime and Punishment  
Starring: All Pollywogs

CDO: NEPTUNUS REX  
Duty Section: All Pollywogs

Uniform of the Day for Pollywogs:  
Crow: Skivie shirts, dungarees on  
backwards, old shoes or shower  
slippers.  
Officer and Chief: Skivie shirts,  
Khaki pants backwards, black  
neckties, fore and aft hats worn  
sideways, old shoes or shower  
slippers, contrasting socks.

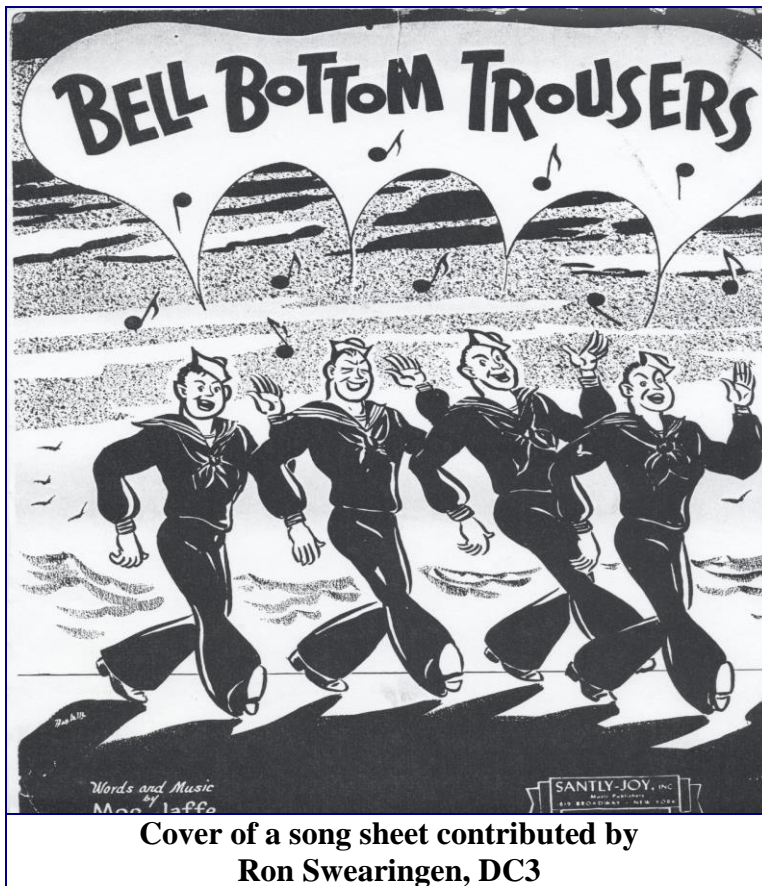
- 0001 Commence festivities. All Pollywogs to divisional quarters. All  
Pollywogs assume humble and reverent attitude.
- 0010 Set special watches as per watch list.
- 0530 Reveille for all lowly, despicable Pollywogs. Breakfast (such as-it-is)  
for Pollywogs.
- 0600 Reveille for Honorable SHELLBACKS
- 0615 Breakfast for SHELLBACKS, served by Pollywogs.
- 0645 (a) Pollywog Officers clean wardroom, make-up SHELLBACKS bunks.  
(b) Pollywog Chief's clean CPO mess, make-up SHELLBACK bunks.  
(c) Pollywog enlisted men clean mess hall, make-up Trusty SHELLBACK bunks.
- 0715 Sweepers - All Officer and Chief Pollywogs sweep down the ship in  
preparation for the arrival of his ROYAL HIGHNESS, NEPTUNUS REX
- 0745 All Pollywogs render service for SHELLBACKS as directed.
- 0930 Dinner:  
Beans and wet bread for Pollywogs. (Beans will be cold)  
Delicious Chile Con Carne for Exalted Trusty SHELLBACKS
- 1000 His ROYAL HIGHNESS and DAVY JONES arrive on board. Commanding Officer  
greet NEPTUNUS REX and turn over key to the ship.
- 1015 Quarters for inspection on flight deck. Pollywogs remain in silence  
for five minutes to prepare yourself for your fate.
- 1020 Inspection of ship's company by NEPTUNUS REX and his ROYAL COURT. All  
Pollywogs bow twice to the Exalted Ruler of the Day. Assume a meek and  
**servile** appearance.
- 1045 Commence trials of unworthy Pollywogs followed by appropriate punish-  
ment for the guilty.
- 1700 Secure from trials (if finished). All hands muster on flight deck for  
acceptance speech and oath administered by his Majesty, NEPTUNUS REX.
- 1800 Big Steak Supper for all SHELLBACKS.
- 2000 Tired, Noble, Old-Time SHELLBACKS retire.
- 2200 Taps for New SHELLBACKS.

- Notes: 1. Pollywogs will carry matches, cigarettes, shoe shine gear for  
Noble SHELLBACKS.
2. Pollywogs will carry out all orders of the worthy SHELLBACKS  
with **haste** and willingness.

DAVY JONES  
Keeper of the locker and  
aide to his Royal Highness  
NEPTUNUS REX \*\*\*\*\*

POD Contributed by Richard N. Bergeron, BMSN





**Cover of a song sheet contributed by  
Ron Swearingen, DC3**



**Oldest U.S. Carrier Makes Last Voyage  
Associated Press | May 23, 2007**

**TOKYO - The USS Kitty Hawk, the U.S. Navy's oldest ship in full active service, embarked on its last major maneuvers Wednesday before being decommissioned next year.**

**The 46-year-old vessel - the only American aircraft carrier permanently deployed abroad - eased out of its berth at the U.S. Navy base in Yokosuka, just south of Tokyo, escorted by a carrier strike group of cruisers and guided missile destroyers, Naval spokesman John Nylander said.**

**The voyage, to last several months in the western and central Pacific Ocean, was expected to be the last major mission for the ship before it is replaced next year by the USS George Washington and sent back to the United States for decommissioning, said Rear Adm. Richard B. Wren, commander of the Kitty Hawk Carrier Strike Group.**

**"This is the last trip for USS Kitty Hawk," Wren told reporters.**

**The Kitty Hawk, with a crew of more than 5,500, was commissioned in 1961 and has served in Vietnam and Iraq.**

The steam-powered ship was deployed to Yokosuka in 1998, and will be replaced with the nuclear-powered George Washington as part of the U.S. military's effort to modernize its forces in East Asia - an area of potential flashpoints with North Korea or China.

But the vessel's replacement sparked a backlash in Japan, where critics oppose the basing of a nuclear-powered warship in domestic waters. Japan's government backed the idea, however, saying the George Washington would boost regional stability.

Nuclear-powered warships have visited Japanese ports hundreds of times since 1964, and the United States has provided firm commitments to Tokyo regarding the safe use of Japanese harbors by the nuclear-powered vessels.



Photo # NH 97359 USS Plymouth Rock (LSD-29)



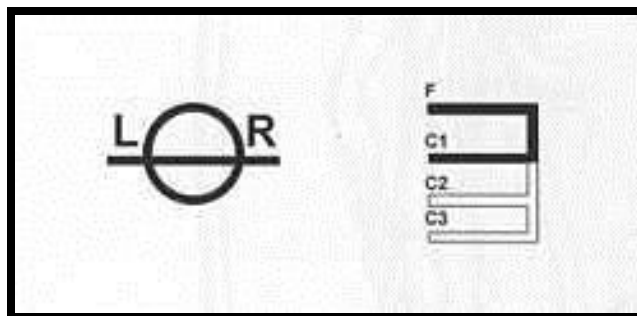
*Plymouth Rock* (LSD-29) as she appeared circa late 1950s or early 1960s. Note "HUS" helicopter on her after deck  
*US Navy photo # NH 97359*, from the collections of the US Naval Historical Center.







Named after the site of the landing of the first permanent settlers in New England in 1620, the USS PLYMOUTH ROCK was the second THOMASTON - class dock landing ship and the first ship in the Navy to bear the name



Do any of your Boatswain Mates or deck types know what this symbol means? Harry Andersen, BTC, informed me what it is and he's a snipe. For the first person correctly guessing what it is, we will give you a USS Plymouth Rock Association bumper sticker. Either e-mail or slo mail Harry or myself Bill Provencal. We will have the answer in the next newsletter





**Navy Allowed to Use New Sonar  
Associated Press | July 13, 2007**

**HONOLULU - The federal government wants to extend by five years its rules allowing the Navy to use a new low-frequency sonar, despite objections from environmentalists that the technology may harm whales and dolphins. The National Oceanic and Atmospheric Administration said Tuesday that the low-frequency active sonar used to detect submarines at great distances would have a "negligible impact" on marine mammals species and stocks. The Navy, in requesting the five-year rule extension, asked for permission to use the sonar in the Pacific, Atlantic and Indian oceans, as well as in the Mediterranean Sea, NOAA said in a document submitted to the Federal Register.**

**Scientists say sonar may mask the echoes some whales and dolphins listen for when they use their own natural sonar to locate food. Navy sonar may also startle some species, in particular beaked whales, prompting them to rush to the surface with dangerous consequences. The current rules require sailors to shut down their sonar when marine mammals are nearby and adopt other measures to protect the animals. Low-frequency active sonar is operationally available on only two ships the Navy uses. Those vessels are in the Western Pacific, and they haven't been allowed to use such sonar near the Hawaiian Islands.**

**The low-frequency active sonar is a newer technology than mid-frequency active sonar, which the Navy has installed on many of its submarines and other vessels. In both cases, sailors pump sound into the water and listen for any objects the sound waves bounce off of. Low-frequency active sonar, however, travels greater distances than the other variety, and environmentalists say it poses a greater danger to marine mammals**



**Sally Ship?????**

**Sally Ship is not a ship but a method of loosening a vessel that ran aground from the mud holding her fast. In the days before sophisticated navigation equipment, ships ran aground much more often than today. A grounded ship could be freed with little or no hull damage if she could be rocked out of her muddy predicament. To free her, the order was given to "sally ship". The crew gathered in a line along one side and then ran from port to starboard and back and forth until the vessel began to roll. Often the rolling broke the mud's suction and she could be pulled free and gotten underway.  
Another tidbit of Naval lore. MMCM(SS) Greg Peterman USN Retired**



**Known Deceased Shipmates**

**For a complete listing of deceased shipmates, visit our [Memorial Page](#) in the ships website**

James Ward, HTC, Fenton, MI, 6/9/07	
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## LSD's Currently Still in Service

### USS Harpers Ferry (LSD49)

USS HARPERS FERRY is the first of four new cargo variants to the WHIDBEY ISLAND class of dock landing ship. On September 1, 2002 HARPERS FERRY relieved USS GERMANTOWN (LSD 42) as a forward deployed naval unit in Sasebo, Japan. She is part of SEVENTHFLT.

USS *Harpers Ferry* (LSD-49) is a *Harpers Ferry Class dock landing ship* of the United States Navy. She was named for Harpers Ferry, Virginia (in present-day West Virginia, a significant location during the Civil War.

#### 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

#### **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



USS Harpers Ferry



# St. Louis History

## Jefferson Barracks Historic Park

**DESCRIPTION:** Jefferson Barracks County Park (often called JB for short in St. Louis) is a county park perched on a scenic bluff overlooking the Mississippi River with a past steeped in American military history. Jefferson Barracks was established in 1826 as the major military installation west of the Mississippi at a time when the frontier was being settled. Many famous American military figures, including several presidents, served at the Barracks. The country's first "Infantry School of Practice" was established at Jefferson Barracks. Later, the Barracks was a major medical facility for the Union Army and a primary ordnance depot for Federal troops during the Civil War. During World Wars I and II, Jefferson Barracks was a major induction center for new Army recruits. It served as a major military installation until 1946. Near the county park, Jefferson Barracks National Cemetery, established in 1866 and once a part of the military installation, is the final resting place for thousands of American veterans.

**WEB SITE:** [www.stlouisco.com/parks/j-b.html](http://www.stlouisco.com/parks/j-b.html)

**GETTING THERE:** From Downtown St. Louis, take Broadway south several miles until ends. Jefferson Barracks is on the left.

**SIGNIFICANCE:** Jefferson Barracks played a significant role in U. S. history for 120 years. Built in 1826, the Barracks served as the primary training and gathering place for the Army of the West. Prior to the Civil War, troops gathered at the post to provide protection to emigrants and merchants heading west, escorting travelers on the western trails and establishing and garrisoning frontier posts. During this time, almost every regiment in the Army was stationed at least in part at Jefferson Barracks. Later, during the Civil War, Jefferson Barracks served as a major medical facility and a primary ordnance depot for the Union Army. Many famous Americans served here including Jefferson Davis, Robert E. Lee, William T. Sherman, Phillip Sheridan, Braxton Bragg, John J. Pershing and former presidents Zachary Taylor, Ulysses S. Grant and Dwight D. Eisenhower.

**HISTORY:** Jefferson Barracks was built in 1826 to replace Fort Belle Fontaine which had been built at the confluence of the Missouri and Mississippi Rivers north of St. Louis in 1805. When Fort Belle Fontaine suffered from the results of repeated flooding, the decision was made to establish another installation downriver which would also serve as the first Infantry School of Practice in the United States. Jefferson Barracks was also to be the primary training and gathering place of the Army of the West.

The 1,702-acre site for the Barracks was given to the federal government by the village of Carondelet (now part of St. Louis city) to use as a military installation. The land had been part of the village's common fields but the residents decided a military post near their village would give them added protection and a ready market for their produce and other goods. During its first months, the Barracks was called "Cantonment Adams" in honor of President John Quincy Adams, "Camp Miller" for the governor of Missouri and "Camp Barbour" for the Secretary of War. In October of 1826, it was decided to name the Barracks in honor of President Thomas Jefferson who had died on the Fourth of July of that year.

In 1829, troops from Jefferson Barracks provided the first armed escort for a merchant caravan on the Santa Fe Trail. Three years later, troops from Jefferson Barracks captured the Indian leader Blackhawk during the Blackhawk War. Lt. Jefferson Davis, later to be the president of the Confederacy, escorted the chief to the Barracks where he was interviewed by writer Washington Irving, and his portrait was painted by artist George Catlin.

The 1st regiment of the U.S. Dragoons, a precursor of the Cavalry, was formed at Jefferson Barracks for frontier service in 1833, and in 1837, the Barracks served as a rendezvous point for U.S. regulars and Missouri volunteers for the Seminole War in Florida. By 1843, the Barracks was the largest military post in the country. During 1846-48, a regiment of Mounted Riflemen was organized to protect travelers on the Oregon Trail but the troops were sent instead to the Mexican War. The Barracks served as staging posts for campaigns in that war.



Jefferson Barracks played a pivotal role for the Union in the Civil War. Troops from the Barracks raided the pro-secessionist Camp Jackson in St. Louis in 1861 saving the St. Louis Arsenal for the Union. The following year, Jefferson Barracks became a major medical center for troops wounded on the battlefield and the largest and most important Union facility west of the Mississippi River. In 1864, it was the assembly point for St. Louis' defense during Confederate General Sterling Price's raid. After the war, the Barracks cemetery was designated as a National Cemetery for deceased servicemen and later servicewomen.



## Reunion Update

Well it's now official, the reunion committee consisting of David Dortch, Roger LaMay and Richard Mathis have done the preliminary work for the St. Louis reunion. These guys are to be thanked for all the effort they have put in up to this point.

Date: Thursday, September 18-Sunday September 21, 2008.

Place: The Doubletree Hotel St Louis at Westport. Link to their website is [www.doubletreewestport.com](http://www.doubletreewestport.com). Rates are \$89.00 per day + local taxes. This includes complimentary full breakfast for two per room, per day. This rate is good for up to 3 days before and 3 days after the reserved reunion dates.

Reservations: Made by each individuals, need to be made by August 18, 2008. Reservations can be made by calling their central reservations office toll free at 1-866-786-8088 or the hotel reservations dept. at 1-314-434-0100. Personalized online group bookings of reservations cannot be made until after Sept 23,2007. Additional information will be made available in newsletter and website as received by webmaster.

Any further changes between Newsletters will be found in the ships website, under Reunions.



The Doubletree Hotel, St Louis at Westport



## Shipmates Who Live in the State of Kentucky

W. E. Brown	Owensboro	Tony Cooper	Owensboro
Bob Cummings	Hopkinsville	R. A. Edwards	Hickman
Tony Epley	Central City	Billy Law	Elkton
Lester Pearsall	Magnolia	Roger Pratt	Harrodsburg
Chris Rose	Peewee Valley		



Picture contributed by our President of the Ships Association Tom Wagner (he's the fourth one from the left), Guantanamo Bay, Cuba EM Club, 15 March, 1959. Shakedown cruise after leaving Philadelphia Naval Ship Yards, l-r: Clinton, McCoy, Reuben, Wagner, Medeiros, Hawley, Grasty, Root.



**FLAT HATS** - First authorized in 1852 the flat hat was eliminated on 1 April 1963 due to non-available materials. The original hats had unit names on the front, however, unit names were taken off in January 1941.

**WHITE HAT** - In 1852 a white cover was added to the soft visorless blue hat. In 1866 a white sennet straw hat was authorized as an additional item. During the 1880's the white "sailors hat" appeared as a low rolled brim high-domed item made of wedge shaped pieces of canvas to replace the straw hat. The canvas was eventually replaced by cotton as a cheaper more comfortable material. Many complaints on the quality and construction led to modifications ending in the currently used white hat.

**RIGHT ARM RATES** - Established in 1841 and disestablished 2 April 1949, originally signified men of the Seaman branch. During WW II these rates included Boatswains Mate, Turret Captain, Signalman, Gunners Mate, Fire Controlman, Quartermaster, Mineman, and Torpedomans Mate. Other ratings wore rates on the left sleeve.

**MEN'S NECKERCHIEF** - The black neckerchief or bandanna first appeared as early as the 16th century and was utilized as a sweat band and collar closure. Black was the predominant color as it was practical and did not readily show dirt. There is no truth to the myth that the black neckerchief was designed as a sign of mourning for Admiral Nelson's death.