

USS Plymouth Rock (LSD29)

Newsletter January - April, 2010

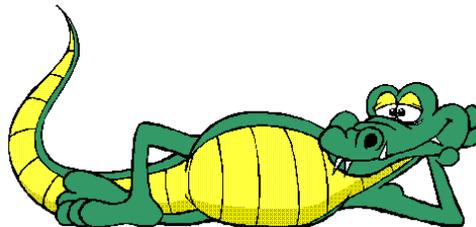
Welcome to the USS Plymouth Rock Newsletter

Twenty-fifth 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, my home address is listed above. We have been getting a lot of returns on our newsletter mailing to you guys who are paid dues members. Our ships website is found at www.ussplymouthrock.com



Recent Address Changes to the Ships Muster List

Harry Andersen, BTC, Waukeegan, IL New e-mail address: htajma@att.net

James David Hosea, RM3, Huntsville, TX New phone number: 936-594-1441. New e-mail address: captainjd@windstream.net

Andy Kulczinsky, , 20 Kenwood Dr., Southbury, CT 06488-2870, 203-264-1575, e-mail address: harolda8@smet.net



Notice from Harry Andersen, BTC: "Will you please insert a request in the next News Letter asking shipmates to send me the addresses of their local newspaper, so I can send the newspaper a reunion notice." Harry's address is as follows: Harry Andersen, 2544 Chestnut Street, Waukegan, IL 60087, e-mail address is: htajma@att.net



Ships Officers

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tfwagner@wagnerinsuranceagency.com

812-539-9548

Vice President

David Dortch

870-236-3725

tazrhondave@yahoo.com

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pshawks@charter.net

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gbierce@netzero.com

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203-753-6220

Reunion Coordinator:

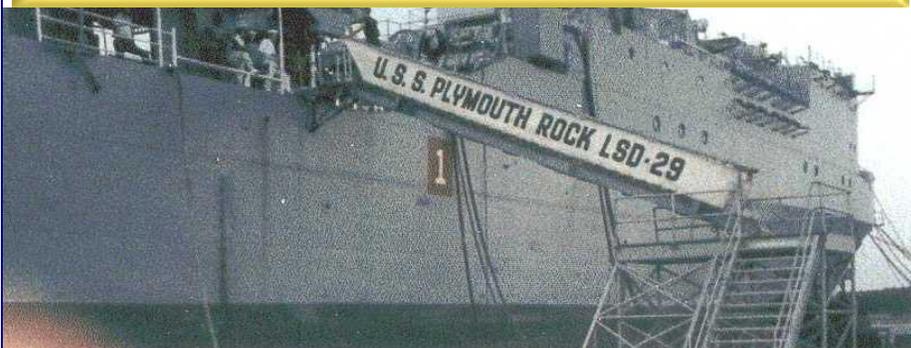
David Dortch

870-236-3725

tazrhondave@yahoo.com



★ ★ ★ Welcome Aboard ★ ★ ★



Recently Located Shipmates

Jim Lockwood, SN, 506 Linden St., Marysville, OH 43040. On board 5/69-6/70. E-mail address: usps.ret2000@yahoo.com

Jim Wyatt, BTFN, 1390 Dogwood Dr., Erin, TN 37061. On board 2/65-7/69. E-mail address: jimwyatt09@yahoo.com

Monroe Corbin, ET2, 123 N. Oak Street, Lowell, AR 72745. On board 6/82 - Decom. E-mail address: chief_raven4@yahoo.com

Joe Lecco, SK2, Charlotte, NC 28208. On board 1/81-4/81. E-mail address: rockandrollernc@yahoo.com

Mike Flanagan, 42 Green Street, Thomaston, ME On board 2/77-11/80. E-mail address: flanme3@msn.com

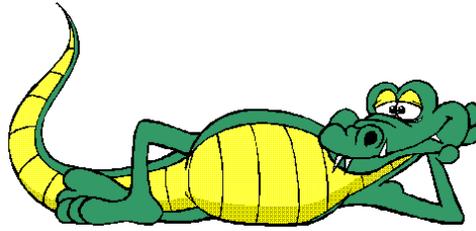
George Emery, 366 Crescent Ave., Buffalo, NY On board 1/72 - 12/73. E-mail address: emery366@yahoo.com

Jerry Brooks, 829 Belmont Avenue, Apt. 3, Charlottesville, VA 22902. E-mail address: gkb7i@virginia.edu

Renolds Mckensie, 7215 Southgate Rd., Fayetteville, NC 28314, E-Mail address: ota1rooster@hotmail.com

Chuck Larkin, 219 Brockport, PA 15823 On board 7/70 - 8/74, E-Mail address: straydog@brockwaytv.com

Jack Morton, 37 Grizzly Bear Path, Ormond Beach, FL 32174 (On board 1957-1960), E-Mail address: iambrbphl@aol.com



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Andy Kulczinsky, , 20 Kenwood Dr., Southbury, CT 06488-2870, 203-264-1575, e-mail address: harolda8@smet.net



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Known Deceased Shipmates

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

Cdr. Donald Eddie Larison, deceased August 27, 1981	Richard Doyle, DCCS, deceased January 25, 2010
BMSN Francis Miskelly, deceased February 22, 2010	John Johnson, EMC, deceased 2009



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.

Tom Wagner, YN3	Andrea Larison Masch	Ron Swearingen, DC3
Harry A. Andersen, BTC	Richard Mathis, BMSN	





Dedicated on October 13, 1987, the United States Navy Memorial offers Sea Service men and women ways to reconnect with each other, celebrate their shared experiences and preserve the memories and stories of their service. We also provide a forum to educate the public about the rich maritime heritage of this nation and the importance of keeping the seas of the world free.



Paid Association Members for 2009-2010

As of April 23, 2010 we now have 147 paid members

Become a Member of the Ships Association

As you can imagine any group or association such as ours requires funds. The funds are used primarily for paying the costs of the Website (server fees, registration of our .com address), mailing out the newsletter to all paying dues members (printing, postage), general mailings up-front cost of upcoming reunion and postage. Our primary source of revenue are the bi-annual dues of \$25.00. To become a member of the USS Plymouth Rock Association complete the Application for Membership which can be found in the Ships Website on the Links Page or call/write/e-mail either my self or Paul Mohawk and we will send you an application.

The 2009-2010 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 \$25.00 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. Paul Mohawk's address is: 5558 Canyon Lands Drive, Ft. Worth, TX 76137

If your name does not appear on this list and you have paid your dues, please let Paul Mohawk know as soon as possible. His e-mail address is pshawks@charter.net

Adam, Ian	Andersen, Harry	Alardyce, John	Anstett, William	Baldwin, Brad
Balf, Priscilla	Bell, Joe	Bellingham, Paul II	Bena, Joe	Bentheimer, Glenn
Bergeron, Richard	Bierce, George	Bild, Bob	Black, Robert C.	Britt, Ben
Brown, Alvin G.	Brusky, David	Brunton, Thomas	Buchanan, Richard	Buiak, Peter Jr.
Caldwell, Tim	Cartwright, Richard	Casillas, Greg	Clark, Nick	Clark, Robert
Comstock, Ed	Conboy, Bill	Conklin, Robert T	Conroy, Michael	Crowl II, Martin C.
Cuffey, Arvell	Cummings, Bob	Cummings, Steve	Cypher, Hal	Cyr, Dennis
Czarnetski, Bruce	Czarnetski, Jon	Dailey, Ronald J.	Dalfonzo, Sam	Dawson, Kenneth E.
Derry, Thomas K.	DiFranco, Joseph	Dortch, David	Dushane, David	Dussault, Andrew
Edwards, Maurice	Eldridge, Marguerite	Farneski, Robert	Fisher, Jack	Fisher, Jay
Formaro, Frank	Forton, Mary	Freeman, James	Furman, Herbert III	Gallagher, Edward
Gee, James	Goodman, William	Greco, Charliene	Guertin, Jerry	Hart, Ed.
Hartson, George	Haws, Joe	Haynie, Bill	Helledy, David	Hickson, Thomas W., Sr
Hicks, Richard	Hill, Edward Jr.	Hopper, Richard	Howland, John	Hyatt, Walter
Ishmael, Harry	Jacques, Doug	Jennings, Seeley	Jepson, Norm	Joyce, Ed.
Kane, Thomas	Kaderka, Leonard	King, Ronald	Kluczinsky, Andy	Krolak, Ray
Kuhns, Jimmy	Lamay, Roger	Larson, Jerry	Lavallee, Leo	Lee, Thomas P.
Lillig, Bernie F	Logan, Ben	Luttrell, James	Macomber, Brandon	Mathis, Richard
McCully, Wade Sr.	Means, Carlon	Miller, Dale	Miller, Ronald	Miskelly, Francis
Mohawk, Paul	Musella, Rocco	Nichols, Bob	O'Neill, Thomas	Pihl, Walter C.
Power, Rand	Provencal, Bill	Purvis, Anthony	Pyle, Ted	Ramondetta, Vic
Reed, John F.	Rhine, Don	Richardson, Dale	Ringer, Joseph E.	Robertson, Allen
Robinson, Jim	Roe, Lawrence "Ed"	Rose, Christopher	Safford, Richard	Savage, David
Scott, Bill	Shanahan, Robert	Shewchuk, Richard	Shober, Robert	Sims, Bill
Smith, James	Smith, Larry E.	Snider, Lester	Stackhouse, Norman	Stark, Jr., Peter A.
Stull, John III	Swart, Mike	Swathwood, David	Swearingen, Ron	Tacinelli, Jerry
Tesh, Sam	Thibodeau, Doug	Toungette, Mike	Tunstall, Van	Viaene, Lois
Wagner, Thomas F.	Walker, Gerald M.	Warwick, Robert	Watkins, Richard P.	Watson, Ernest
Watts, Richard A.	Whittle, David	Ziamba, James	Larkin, Chuck	Pratt, Richard
Flanagan, Mike	Morton, Jack			



Freeze the Balls off a Brass Monkey

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as 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. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.

Few landlubbers realize that 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 cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?

Contributed by Tom Wagner, YN3



Distinguished Sailors Series of Stamps Unveiled

On Thursday, February 4th, 2010, the US Postal Service and the US Navy Memorial introduced the latest set of stamps to honor those who served our nation. The *Distinguished Sailors* stamps highlights four men (William S. Sims, Arleigh A. Burke, John McCloy and Doris "Dorie" Miller) who, throughout their service, performed many feats of excellence. The event attracted both those ready to get their hands on the new stamps and others who were glad to see the accomplishments of these men given recognition by the Postal Service.

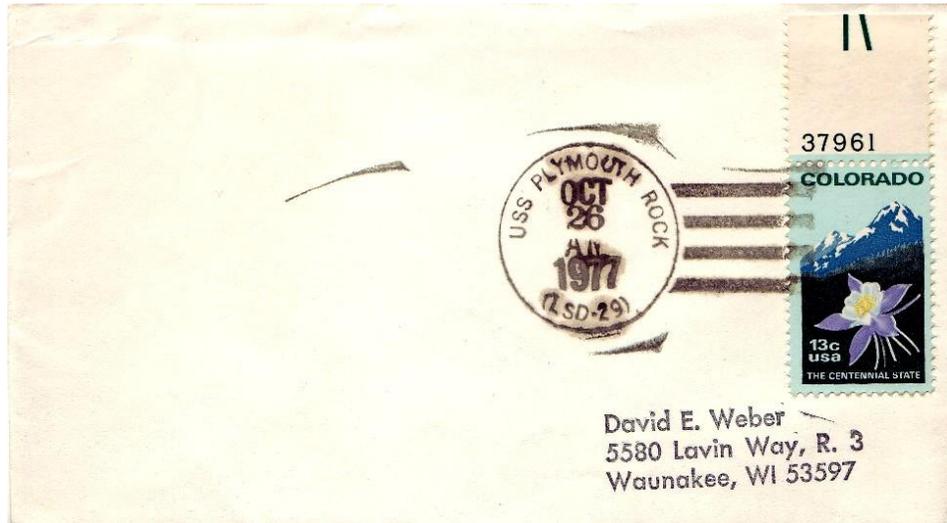
Commander of U.S. naval forces in European waters during World War I, William S. Sims (1858-1936) was an outspoken reformer and innovator who helped shape the Navy into a modern fighting force. After serving as one of the top destroyer squadron commanders of World War II, Raleigh A. Burke (1901-1996) had an equally distinguished postwar career in which he played a major role in modernizing the Navy and guiding its response to the Cold War. Described by a shipmate as "like a bull" who couldn't be stopped, John McCloy (1876-1945) holds the distinction of being one of the few men in the nation's history to earn two Medals of Honor for separate acts of heroism. The first Black American hero of World War II, Doris Miller (1919-1943) became an inspiration to generations of Americans for his actions at Pearl Harbor on Dec. 7, 1941. He was later awarded the Navy Cross. (Actor Cuba Gooding, Jr., portrayed Miller in the 2001 movie Pearl Harbor.)



"No man who refuses to bear arms in defense of his nation can give a sound reason why he should be allowed to live in a free country"

~ T. Roosevelt





Envelope posted from the ships Post Office, October 26, 1977. Donated by Ron Swearingen, DC3



Charleston, SC Reunion Information

Welcome to Charleston, South Carolina!



The Battery in Charleston, South Carolina is one of the most beautiful spots in America

Welcome to Charleston! You are about to discover one of the most charming and romantic cities in the United States.

Charleston's rich history dates back to 1670 when settlers established Charles Town Landing and more than 300 years later the city features a rich history and culture that hardly could have been imagined 3 centuries ago.

Step back in time and discover a gem on the American coastline.... Charleston, South Carolina

Menu's (Welcoming Buffet and Ships Banquet)

THE POINT GRILL

WELCOMING BUFFET

September 20, 7 PM~ MENU 1

MIXED GREEN SALAD

(CHOICE OF DRESSING)

HAMBURGERS

(MAYO, MUSTARD, ONION, LETTUCE, TOMATO)

HOT DOGS

(MUSTARD, KETCHUP, RELISH, CHILI)

PULLED PORK BARBEQUE

(BBQ SAUCE, ROLLS)

BAKED BEANS

SLAW

POTATO SALAD

POTATO CHIPS

STRAWBERRY SHORT CAKE

SWEET TEA, UNSWEETEND TEA & WATER STATION

COST PER PERSON: \$17.78 + Gratuity

SEPTEMBER 23, 2010 Ships Banquet

PLATED DINNER MENU

MIXED GREEN SALAD WITH MUSHROOMS AND BACON

(CHOICE OF DRESSING)

RIBEYE STEAK

SAUTEED CHICKEN BREAST MARSALA

BAKED SALMON FILET

(CHOICE OF ONE)

TWICE BAKED POTATOES

FRESH VEGETABLE MEDLEY

ROLLS AND BUTTER

TRIPLE CHOCOLATE BROWNIE ALA MODE

OR

CARROT CAKE

SWEET TEA, UNSWEETEND TEA & WATER STATION

COST PER PERSON: \$19.06 + Gratuity

Activity Schedule

Sept. 20th: Monday: check-in

Sept. 20th: Monday nite-welcome buffet at the Point Grill

Sept. 21st: Tuesday Morning 0900- USS YORKTOWN tour, \$12.00 ea. lunch in chief's mess at 1100, \$8.50 each

Sept. 21st: Tuesday 12:30 hotel pick up. Afternoon Narrated Old Charleston city tour 1300-1430 1-1/2 hr. mini bus/buses only. Costs is \$21.00 each

Sept. 22nd: Wednesday: 1045-1300 Fort Sumter Tour. Costs each is \$14.50 for seniors or \$16.00 adults.

Sept. 22nd: Wednesday: 1300 Lunch on your own
or one of these two plantation tours

Sept. 22nd: Wednesday: 0930-1600 Plantation tour (Drayton Hall & Magnolia) \$95.00 each OR

Sept. 22nd: Wednesday: 0900-1330 Plantation tour (Magnolia only) \$52.00 each

Sept. 23rd: Thursday: 0900-1030 Hunley (private) Tour Costs is \$15.00 each

Sept. 23rd: Thursday: 1100 Memorial Service at the Lone Sailor memorial

Sept. 23rd: Thursday: 1145 Lunch on return trip from memorial

Sept. 23rd: Thursday: 1400 Officers call

Sept. 23rd: Thursday: 1500 Business Meeting

Sept. 23rd: Thursday: 1900 Banquet

Sept. 24th: Friday: Departure Day.

Summaries of the offered tours:

USS Yorktown: Priceless war planes used during wars and conflicts spanning from WWII to Desert Storm are featured aboard the Yorktown's 40,000 square foot hanger bay and atop the 888 foot flight deck. Patriots Point is also the home of the Congressional Medal of Honor Society and their official Medal of Honor Museum with tons of interactive exhibits.

Talk of the Town Guided tour: This is a 90 minute narrated mini bus tour with a driver well-versed in Charleston history. You will enjoy the sights of the many areas of old town Charleston including period homes, market places, public buildings and beautiful churches.

This is a tour with little or NO walking. There is a stop at Battery Park with your choice to walk through the shady park area, look out towards Charleston Harbor or just rest for 10 min.

Ft Sumter: Charleston is full of history at every turn, and one of its most famous claims to fame is Fort Sumpter National Monument, the site where the Civil War began. Tours include a 30-minute narrated cruise through Charleston Harbor and back, as well as an hour to tour the fort and its on-site museum.

Drayton Hall: This is the oldest preserved plantation house in America open to the public and it is dedicated & operated as a National Trust Historic Site circa 1738. It stands alone as the only authentic survivor of Ashley River's colonial past--intact & in near-original condition.

Renowned for its Palladian-inspired architecture and undisturbed, historic landscape, Drayton Hall is a living time line representing centuries of change and continuity in the American South. House tours are conducted by professional guides who share the history.

Magnolia Plantation and Gardens: This is billed as the South's complete plantation experience. It's listed on the National register of Historic Places and it is one of the top 25 most visited historic houses in America.

Our private tour consists of a 20-30 minute guided garden walk followed by a tram tour of former rice fields that have been converted to the exotic Audubon Swamp. We will then have a guided tour of the Magnolia Plantation House. Charles Kuralt, former CBS travel journalist considered this plantation to be "My Greatest Charleston Pleasure" . There will then be time for lunch on your own at the outdoor snack bar & a rest stop or gift shop visit.

Hunley Submarine Museum: This is the world's first successful combat submarine and was used by the Confederacy in the Civil War. It sank and was lost for over a century and was finally raised in 2000. It is now shown in a museum in N Charleston. The Hunley submarine is housed in its 90,000 gallon conservation tank. Artifacts found during excavation of the submarine are also displayed. Ordinarily, this museum is only open on weekends. We feel fortunate to have been able to schedule a special tour for our group on Thursday. This museum is 10 minutes away from the site of our Memorial Service.

Lone Sailor Memorial: A replica of "The Lone Sailor" and "The Homecoming" statues are displayed at The Naval Base Memorial where we will conduct our traditional memorial service.

USS Plymouth Rock Ships Association Charleston Reunion Questionnaire/Application

See attached form in the center of this newsletter

Our Hotel - The Quality Inn & Suites at Patriots Point

196 Patriots Point Rd, Mount Pleasant, SC, US, 29464

Phone (843)856-8817

Fax: (843)856-8818

Our block of rooms start on Monday September 20th, 2010 through Thursday September 23rd, 2010. The cut-off date, to guarantee a room in the USS Plymouth Rock block and at our special rate is August 20th, 2010. The price per suite per day is \$104.99 plus tax. All reservations will be made on an individual basis by calling the hotel at 843-856-8817 and telling them you're with the USS Plymouth Rock group. Anyone who might be interested, the same room rate is available up to 3 days before and 3 days after the dates reserved for the reunion.

The Quality Inn & Suites™ Patriots Point is conveniently located at the entrance to Patriots Point Naval & Maritime Museum, which is home to the USS Yorktown, a 19,800 ton aircraft carrier. This Mount Pleasant hotel is minutes from the Charleston Harbor Marina, the College of Charleston and the Medical University of South Carolina. For more information their website address is: www.qualityinn.com/hotel-mount_pleasant-south_carolina-SC064

It would be wise to make your reservations right away so a count can be established soon to help with numbers for tours and meals. All reservations can be canceled, if necessary, up to 24 hours of arrival with no penalty.

Directions to Our Hotel:

I-26 to Exit 220 to Highway. 17 North over Cooper River Bridge bear right on Coleman Blvd. Right at 1st light. Hotel on right.

Mail Call



■ I received an e-mail from Andrea Larison Masch, daughter of Cdr. Donald Eddie Larison who informed me that her father had passed away in August 27, 1981. "He was only 43 when he passed away. Actually, he was supposed to be commissioned as a Captain after the cruise on the Plymouth Rock, but was told if he took the cruise he would come back in a casket because of a brain tumor that was found just prior to the cruise leaving. As it turned out, the cruise left in June/July 1981 and he passed away in Aug 1981."

■ Mike Flanagan, QM2, Thomaston, ME (on board 2/77-11/80) writes: Ken Johnson, my Navigator, spent a lot of time helping me put my 06 Reserve package together. His E-mail address: flanme3@msn.com

■ Hollis Stedman, OS2, Altamont, NY (on board 76-79) writes: I AM STILL LOOKING FOR CLIFF CLAUSEN, SMC SUGGS, OSC BILL, AND ET2 NICKEL. IVE CHANGED MY EMAIL AGAIN. MAYBE THIS ONE ILL KEEP FOR A WHILE. GIVE ME A SHOUT. JJ. MEJIA AND DAN PARTINGTON ARE ALIVE AN WELL. JUST FOUND OUT THAT BOATSWAINS MATE PHILLIPS PASSED AWAY LAST YEAR. HE WAS THE EPITOME OF A BOATWAIN, AND AN ALL AROUND GOOD GUY. His E-mail address is: cposted@yahoo.com

■ My Dad, FE Miskelly, served on the USS Plymouth Rock from 1957 to 1961. He passed away on 2/22/10 at 2000 hours. I was able to talk to a couple of his ship mates recently, and for that I am thankful. Dad enjoyed his time in the US Navy and remembered his buddies on the Plymouth Rock. He was aboard during the recovery of the Mercury Capsule in 1961 and helped ferry President Eisenhower's vehicle and helicopter to Brazil. He was also stationed off the coast of Cuba during the 1961 missile crisis. He would often tell me stories of his experiences in the Navy and some of the most memorable places he went. He was excited to make the reunion a couple of years ago at Branson, Missouri. I really wish he could have gone to Charleston, SC this year. He would have loved it. I wanted to let you know so you could add his name to the memorial and to let his shipmates know. We will miss him greatly.

Sincerely,
Francis Todd Miskelly
214 Armstrong Drive
Belmont, NC 28012 (704) 600-5215

■ Jerry Brooks, QM2, Charlottesville, VA (on board 3/80-1/83) writes: "Plymouth Rock went to South America in 1981 on Uitas Cruise. Cruise of a lifetime, of course, and enjoyed looking at the cruise book. Unfortunately, the cruise book was lost during a move and I have been wondering how I could get a copy. Was also wondering how the QM and Deck gangs are doing after all these years!" His e-mail address is: gkb7j@virginia.edu

■ Renolds Mckenzie, SN, Fayetteville, NC (on board 2/79-3/80) writes: "Man the memory's. I was on board during the Bermuda trip, Gitmo landings, Jamaica relief and the short trips out of the harbor for assault craft training before Christmas of 79. Left Her in dry dock march of 80. Really sad to think i could be shaving with her. There were alot of great times and I wish I have never left for that A school billet. 😊" His e-mail address is: ota1rooster@hotmail.com

■ Clay Corriveau, E5, US Army, Burnham, ME writes: My uncle who served in WWII, my brother in law Tim Caldwell, who served on the Plymouth Rock in the 70s and a brother all served in the navy; my brother was a navy seal. They all spoke or speak highly of their service in the navy. I served in the army special forces in Vietnam in 62-63 and am very proud of all branches of our military. I have become a WWII buff but am always

reading about other wars and all our branches of service. The American Legion had some great articles on WWII submarines lost at sea and the four that have been located. I am very impressed with your web site and wish we had a similar web site to share things and get in touch with people we served with. Great job!!!!!!!!!!!! 😊

👉 Jack Morton, SN, Ormond Beach, FL (on board 1957-60) writes: "Looking for D. W. Chapman, SN, 1st Div." His e-mail address is: iambrbphl@aol.com

👉 James David Hosea, RM3, Huntsville, TX (on board 3/74-6/78) "I need to find someone how was on the ship after we came out of the yards in 1977. I fell through a hatch and the VA cannot find my medical record. However, The VA person said if I can find someone or two that will write a letter to document the event, then they will reopen the claim." His e-mail address is: captainjd@windstream.net



Academy Women to Become 1st Submariners

Female Sailors will begin serving on submarines by the end of next year, with Naval Academy graduates leading the way, Navy leaders told a Senate committee. Navy Secretary Ray Mabus told the Senate Armed Services Committee that the Navy is in a good position to move forward with integrating women onto submarines.

"We think we learned a lot about integrating women in the services years ago, and those lessons are relevant today," Mabus said. Those lessons, he said, include having a "critical mass" of female candidates, having senior women to serve as mentors, and having submarines that don't require modifications: the SSBN ballistic missile and SSGN guided-missile subs. Finally, Mabus said, "We have the lesson learned to make sure any questions are answered, ... and we're very open and transparent on how we'll do this. We think this is a great idea that will enhance our warfighting capabilities."

Defense Secretary Robert M. Gates notified Congress on Feb. 19 of the intended change to Navy policy. Mabus had pushed for the change since taking office in May. Adm. Gary Roughead, chief of naval operations, endorsed the change, saying in a statement released in September that his experience commanding a mixed-gender surface-combatant ship makes him "very comfortable" integrating women into the submarine force. The Navy changed its policy to allow women to serve on combatant ships in 1993.

Besides the incoming officers from the academy, the first women submariners will include female supply corps officers at the department head level, Roughead said. The change will be phased in over time to include enlisted female Sailors on the SSBN and SSGNs, he said. Women will be added to the Navy's SSN fast-attack submarines after necessary modifications can be determined, he said.





A SPECIAL HOMECOMING

Cmdr. H.B. Le, left, commanding officer of USS *Larsen*, sailed his destroyer into Da Nang, Vietnam, for a historic and moving port visit late last year. Some 35 years earlier, Le – at the time only 5 years old – and his family fled what was then a country ravaged by war.

“My crew and I are proud to be able to represent our country to the people of Vietnam,” he said.

Le escaped Vietnam on a fishing trawler that his father, then a South Vietnamese naval officer, commandeered and sailed to safety. The trawler was crammed with 200 refugees, including Le’s family. The vessel drifted for about three days before USS *Barbour County* rescued the refugees May 2, 1975, as U.S. Pacific Command reports.

Le’s family ultimately resettled in Virginia. Le became a U.S. citizen in 1985 and graduated from the U.S. Naval Academy in 1992. But during his dramatic return to Vietnam, he was quick to shine the spotlight on his parents and the people who sponsored his family’s “new beginning” in Virginia. “Service to my country by pursuing a naval career – that’s my way of trying to give back to them and my parents,” Le told Pacific Command.

Article contributed by Ron Swearingen, DC3

The Boat Show

By Robert Scanlon
USS CONWAY (DD-507)

Not long ago my son and I went to the Boston Boat show. I dressed as if I had money to spend, that is, I wore all the L.L. Bean clothes I owned. You get a lot more attention this way. There in front of us was the most beautiful cruiser we had ever laid eyes on and aboard we went. First stop was below deck to inspect the living quarters. Back on deck the salesman with the smile to match said, "Well, what do you think of this cruiser?" We answered, "It's OK. We just came aboard to use the Head." Down the gangplank we went. As we looked back, we saw him making a mad dash below deck.



It's for you sir...it's the USS Daly.
They couldn't read the message I sent.

Images contributed by Harry A. Andersen, BTC



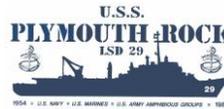
Work going on in the Welldeck - Photos contributed by Harry Andersen, BTC

Ships Store Items

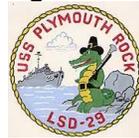
The following items are offered for sale through the Ships Store. All orders are handled through Shorty Cyr, BM3, 119 Pinecrest Drive, Waterbury, CT 06708, Phone #203-753-6220, e-mail at: shortybm3@yahoo.com All orders must be accompanied by a check. Checks must be made out to the USS Plymouth Rock Association. You can click on any image to obtain a larger view of the item.



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



Bumper Stickers. Price is \$2.00 + \$0.40 shipping and handling.

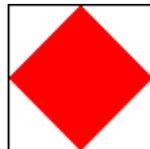


Ships Patch. Price is \$8.00 + \$0.75 shipping and handling.

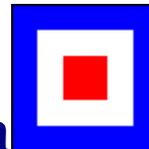


Plymouth Rock Cap. Price is \$12.00 this price includes shipping and handling.

Personalized Commemorative Plaques. Price is dependent on size, 7x9 is \$15.00 + \$5.00 shipping, 8 x 10 is \$20.00 + \$5.00 shipping. To order contact Shorty Cyr, BM3, he will send you an order form.



Navy Trivia



Boot camp

During the Spanish-American War, Sailors wore leggings called boots, which came to mean a Navy (or Marine) recruit. These recruits trained in "boot" camps.

Mayday

The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French "m'aidez," (help me).

Radar

An acronym standing for "radio detecting and ranging."

Port and starboard

Port and starboard are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In Old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side on the back of the vessel. Larboard referred to the left side, the side on which the ship was loaded. So how did larboard become port? Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike. The word port means the opening in the "left" side of the ship from which cargo was

unloaded. Sailors eventually started using the term to refer to that side of the ship. Use of the term "port" was officially adopted by the U.S. Navy by General Order, 18 February 1846.

KNOCK OFF WORK: The galleys of sailing ships were once filled with men rowing to the rhythm of a mallet striking a wooden block. It was only time to quit rowing when the knocking stopped.

Side Boys

Tending the side with side boys, as we know it in modern practice, originated long time ago. It was customary in the days of sail to hold conferences on the flagships both when at sea and in open roadstead; also, officers were invited to dinner on other ships while at sea, weather permitting. Sometimes the sea was such that visitors were hoisted aboard in boatswain's chairs. Members of the crew did the hoisting, and it is from the aid they rendered in tending the side that the custom originated of having a certain number of men always in attendance. Some have reported the higher the rank, the heavier the individual; therefore, more side boys.



Scenes to Remember

