

USS Plymouth Rock (LSD29)

Newsletter May - August, 2010

Welcome to the USS Plymouth Rock Newsletter

Twenty-six 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.usssplymouthrock.com



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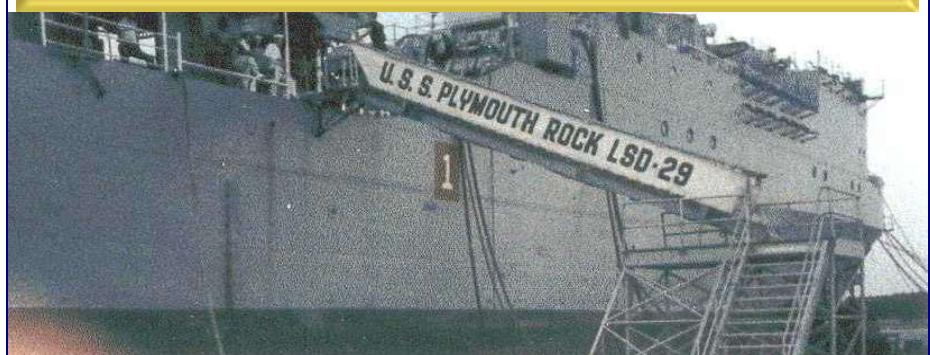
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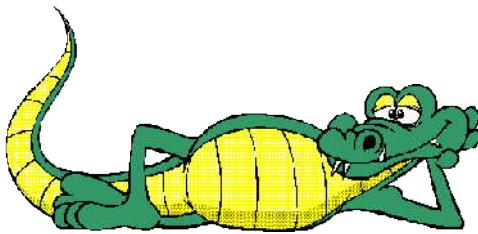


★ ★ ★ Welcome Aboard ★ ★ ★



Recently Located Shipmates

Ships Historians Harry T. Andersen htajma@att.net 847-336-2151	Robert McQueen, MM3, 202 Paul Gust Rd., PMB 246, Chamberlain, SD 57325, 202-253-4892. E-Mail address: capttnmac@gmail.com
George Bierce 203-223-6965 gbierce@netzero.com	Michael Lambert. BMSN, 1 Westerlo Street, PO Box 871, Coeyman's, NY 12045, 518-756-9758. E-Mail address: mikel4242@gmail.com
Ships Storekeeper Dennis (Shorty) Cyr shortybm3@yahoo.com 203-753-6220	Paul Peraino, SN, 3042 N. Nordica, Chicago, IL 60634-4741, 773-637-0154, On Board 2/56-9/56. E-Mail address: bsapaul1@yahoo.com
Reunion Coordinator: David Dortch 870-236-3725 tazrhondave@yahoo.com	Roger Betts, Capt., 505 Orange Avenue, Apt. #502, Sarasota, FL 34236, 941-706-2594, On Board 1/73-9/74. E-Mail address: rbetts10@comcast.net Col. Bruce F. Harting, USMC, 5568 La Moya Ave., Jacksonville, FL, 904-771-7154, On Board Med Cruise, 1960. E-Mail address: U_S_M_C@msn.com William F. Hambrick, MMCS, 13678 Lake Lurleen Rd., Coker, AL 35452, On Board 81-83. E-Mail Address: whambrick8067@charter.net
	Bob Ralston, MR2, 15 Ave. de la Mer-2307, Palm Coast, FL 32137. On Board 12/58-10/62. E-Mail Address: bobralstonhdc@aol.com Gene Suggs, SMCM, 107 Saratoga Place, Lynn Haven, FL 32444. On Board 7/77-1/80. E-Mail Address: gsuggs46@yahoo.com Joe Palmieri, BT3, 182 W. Cream Ridge, NJ 08514. On Board 62-63. E-Mail Address: joepalmnj@hotmail.com



Recent Address Changes to the Ships Muster List

Jack Morton, SN, Ormond Beach, FL. New E-mail address: jambcbphl@aol.com
Andy Kulczinsky, 20 Kenwood Dr., Southbury, CT. New E-mail address: harold88@snet.net
Lyle F. Janes, YN3, 5023 Hidden Pines Ct., Midland, MI 46640, 989-486-3677
Jeremy Lewis, 703 West Ferry St., D-14, Buffalo, NY 14222, 716-465-3184
Thomas W. Hickson Sr., BT3, 1718 9th Avenue #46, Moline, IL 61265
Jerry S. Whitlock, BTC, 304 Apollo Drive, Hampton, VA 23669 New E-mail address:
injwhitmo@peoplepc.com
Joseph DFranco, EM1, Peabody, MA New E-mail address: jandmd60@yahoo.com

Robert Farneski, , BT3, Bridgewater, NJ New phone number: 908-581-0561
Richard L. McCoy, RM3, Hamilton, NJ New E-mail address: realmac2@verizon.net



Known Deceased Shipmates

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

Richard E. Kinner, MMCM, Deceased May 7, 2010	



Female submariners okayed

Navy announces duty begins 2012

by [Russ Bynum / The Associated Press](#)

April 30th, 2010

The first U.S. women allowed to serve aboard submarines will be reporting for duty by 2012, the Navy said yesterday as the military ordered an end to one of its few remaining gender barriers. The cramped quarters and scant privacy aboard submarines, combined with long tours of up to 90 days at sea, kept them off-limits to female sailors for 16 years after the Navy began allowing women to serve on all its surface ships in 1994. There were some protests, particularly from wives of sub sailors, after the military began formulating a plan last fall. But it received no objections from Congress after Defense Secretary Robert Gates notified lawmakers in mid-February that the Navy intended to lift the ban. The deadline for Congress to intervene passed at midnight Wednesday.

Rear Adm. Barry Bruner, who led the Navy's task force on integrating women onto submarines, brushed aside questions from reporters about the potential for sexual misconduct or unexpected pregnancies among a coed crew. "We're going to look back on this four or five years from now, shrug our shoulders and say, 'What was everybody worrying about?'" said Bruner, the top sub commander at Kings Bay Naval Submarine Base in coastal Georgia, where the announcement was made.

The first group of women will consist entirely of officers assigned to guided-missile attack submarines and ballistic-missile submarines, which have the most living space in the Navy's fleet. They'll be assigned to two subs based at Kings Bay on the East Coast, and two others at the West Coast naval hub of Bangor, Wash. Limiting women to officer slots lets the Navy, for a time at least, sidestep the more vexing and cost-prohibitive problem of modifying subs to have separate bunks and bathrooms for enlisted men and women. Enlisted sailors make up about 90 percent of a sub's 160-sailor crew. No timeline was given for integrating enlisted women onto subs.

Bruner said 24 women will be able to begin training for submarine officers, which takes at least 15 months, this summer. They'll be divided up so that three women are assigned to each sub's two rotating crews. That grouping will let all three women aboard a sub share a single stateroom for sleeping. The single bathroom shared by a sub's 15 officers will be equipped with a sign to show if it's occupied by men or women. Otherwise, most changes will likely be behavioral shifts by male sailors who aren't used to

having women aboard, said Lt. Cmdr. Daniel Lombardo, executive officer of the submarine USS Alaska. "The guys are probably used to walking to the restroom in their boxer shorts and stuff," Lombardo said.



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.

Frank Jackson, ABE2, USS Ranger CV61	Harry Andersen, BTC	Ron Swearingen, DC3
James Ziembra, HM2		



Paid Association Members for 2009-2010

As of August 25, 2010 we now have 150 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	Tounette, Mike	Tunstall, Van	Viae, Lois
Wagner, Thomas F.	Walker, Gerald M.	Warwick, Robert	Watkins, Richard P.	Watson, Ernest
Watts, Richard A.	Whittle, David	Ziemba, James	Larkin, Chuck	Pratt, Richard
Flanagan, Mike	Morton, Jack	Perino, Paul	Betts, Roger	Whitlock, Jerry S



Charleston, SC Reunion Information

From the desk of Reunion Coordinator David Dortch

Current information of number attending reunion as of August 20, 2010

Attending (56)
 Buffet (47)
 Banquet (47)
 Yorktown Tour (46)
 Old Charleston Tour (39)
 Ft. Sumter Tour (30)
 Drayton/ Magnolia (7)
 Magnolia Tour (18)

Hunley Tour (50)
Memorial Service (52)

The only thing I can think of now for the newsletter is to ask people to please prepare to pay at registration in cash if possible for the different activities.

Note: If anyone hasn't already signed up they can call or e-mail me to see what is available. Reunion Coordinator: David Dortch, 870-236-3725, tazrhondave@yahoo.com

Note: The people who will be attending, please bring any PR photos or mementos to share with others.

Note: Driving 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.

For general information on the reunion, hotel, tours, dates, etc., you can access this by going to the ships website at www.ussplymouthrock.com

Other things to see and do in Charleston

The Charleston Museum was founded in 1773 and is regarded as America's first museum. Special collections are available, in addition to regular exhibits including an overview of Charleston's rice cultivation and a collection of Charleston silver.

The Heyward-Washington House was built in 1772 by rice planter Daniel Heyward. The City rented it for President George Washington's "Southern Tour" visit in 1791. There is a magnificent collection of Charleston-made furniture along with a traditional outbuilding and gardens.

The Joseph Manigault House, situated near the Museum, was built in 1803 and is one of Charleston's most elegant historic homes — a three-story Adam-style (Federal) architecture. The house is a fine example of a country estate originally located outside the city walls.



Mail Call



 Received a e-mail from Richard McCoy, RM3, Hamilton, NJ "Hey you guys, I changed my email address and failed to inform you. New address is realmac2@verizon.net. Thought it weird that I haven't heard anything from you. I have been in contact with John Chappell and he kinda keeps me informed.... Let me hear from you!" His e-mail address is realmac2@verizon.net

 Received an e-mail from Lisa Scupien: "Hi, my name is Lisa Scupien. I am doing some research for a friend and I'm not really sure where to begin. He is looking for a guy named John MacPherson, Jr., MS, who served on the USS Plymouth Rock LSD-29 from 1979-1983. I only have a last known address and phone # which is no good any more. If you know where I can find information on the people who served on this ship, please send me anything you may have by e-mail. Thanks for your help!" Her e-mail address is lscupein@dellaauto.net

[REDACTED] Back in my younger years I was in the Marine Corps. I went on A trip to the Island of Vieques in 1958/59 on the USS PLYMOUTH ROCK LSD29 that was one great ship with A great crew. I would like to get A picture for my military scrap-book, can you help me with that? A fellow veteran, Walter Martens. His e-mail address is walt4lite2@yahoo.com

[REDACTED] Bill, thank you for your kindness. Also, thank you for the images of the ship. I was able to locate and download some other images of the P-rock for Dad's funeral, but the ones you sent were much nicer. My father's name is Richard E. Kinner and he was a chief (E-8) machinist's mate when he was on board the P-rock. I'm not exactly sure of the dates he served on LSD-29, but from what I can remember as a child and from his orders that I could find (dad was a real pack-rat), he served from approximately November 1960 until September 1965. He was then transferred to the USS Telfair (which was promptly de-commissioned), the USS Marias (AO-57), the USS Salinan (ATF-161) and the USS Canisteo (AO-99). Dad retired as CWO-3 in 1975. His wife of 58 years is still living near us in Apollo Beach, Florida, but she will likely return to Virginia Beach after she sells her property here. Dad's remains will be interred at a temporary columbarium at the Church of the Holy Family in Virginia Beach on Friday, May 7, 2010. I'm sure he is telling his former shipmates who have gone to rest some great sea-stories. Again, thank you for your kindness and thank you and all who have served on LSD-29 for their service to their country. Best regards and may God bless you.

Richard E. Kinner, Jr.

[REDACTED] Received an e-mail from Jeremy Lewis, BM3, Buffalo, NY "I was on the P-Rock from May 4, 1980 until DECOMM in 1983. I still have my cruise book from UNITAS XXII. After the P-Rock I had 8 more years in the USN ending up as a BM1. I then went into the Army reserve, and I believe that I am probably the only P-Rock Navy crewman to fight in the Iraq war, I was in the initial invasion in 2003 and spent a year in Iraq. The last time I saw the Plymouth Rock she was tied up at Portsmouth VA and we were scrounging parts for the USS Canisteo and she was tied up on the other side of the pier we were on." His e-mail address is gunfighter1B@aol.com

[REDACTED] Received an e-mail from Jerry S. Whitlock, BTC, on board June 76-March 79. "CALL OR E MAIL STILL KICKING WOULD LIKE TO HEAR FROM YOU" His e-mail address is jnwhitmo@peoplepc.com

Female submariners okayed

Navy announces duty begins 2012

by [Russ Bynum / The Associated Press](#)

April 30th, 2010

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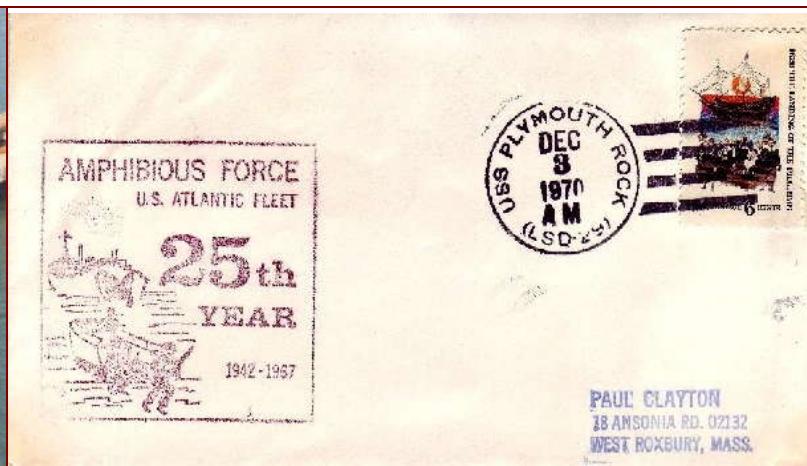
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U.S.S. PLYMOUTH ROCK (LSD-29)

Amphibious Landing Ship Dock with a primary mission of transporting combat loaded boats, vehicles, tanks and helicopters for landing on enemy beachheads. Built by Ingalls Shipbuilding Corp., Pascagoula, Miss., and commissioned on 29 November 1954.



**Post card and envelope donated by Frank Jackson, ABE2,
USS Ranger CV-61, Weymouth, MA**



**USS Plymouth Rock (LSD-29) probably in Hampton Roads, date unknown.
Photo ©Nobe Smith [Atlantic Fleet Sales](#), Norfolk, VA.**

Remembering USS Squalus

THE SINKING AND RECOVERY of USS Squalus (SS-192) is an oft-told story among Navy submariners — a story that holds a special meaning for shipmates of Branch 24 in Annapolis, Md.

On what was to be her last trial dive before the Navy accepted her, Squalus' air induction valve malfunctioned, leaving a 32 inch hole in the boat. As the vessel began to submerge, the submarine's aft compartments immediately flooded and forced Squalus and her crew to the bottom. At 0820 on May 23, 1939, Squalus came to rest in 242 feet of water, some five miles off shore.

Surviving crew members were forced to close the watertight doors between the control room and engine rooms, and were told to lie down and be quiet to conserve oxygen. They shivered in the dark for hours, spreading soda lime on blankets to absorb carbon dioxide and drinking pineapple juice stored in the forward torpedo room.

Submarine rescue vessel USS Falcon (ASR-2) arrived on the scene 23 hours after the sinking, bringing the latest rescue technology and two of the Navy's foremost submarine rescue experts, LCDR "Swede" Momsen and Master Diver MMC Bill Badgers led and participated in the rescue effort, using the McCann Rescue Chamber, a large diving bell specially designed for just such an emergency.

The divers overcame the physical limits of their equipment and monumental mechanical difficulties to rescue all 33 trapped survivors within 37 hours of the sinking. When the ship's captain, the last man aboard, was brought to the surface, Shipmate Badgers and one of his



1939 vintage photograph, which was widely used to represent Squalus at the time of her sinking in May of that year. This is actually a photo of USS Salmon (SS-182), retouched to change Salmon's side number ("S-1") to that of Squalus ("S-1").



Secretary of the Navy Charles Edison congratulates four heroes of the USS Squalus rescue and salvage operations after presenting them with Medals of Honor during ceremonies at the Navy Department on 19 January 1940. The four men, all qualified as Divers, are (from left to right): Chief Machinist's Mate William Badgers, Chief Torpedoman John Mihalowski, Chief Boatswain's Mate Orson L. Crandall, Chief Metalsmith James Harper McDonald. (U.S. Navy photo)



Shipmate Bill Badders was awarded the Medal of Honor for his courageous efforts in rescuing the USS Squalus crew. A long-standing member of FRA Branch 24 (Annapolis, Md.), Badders presented the ship's bell to the branch with the understanding the Squalus crew would always be remembered.

crew made one last dive in the chamber — this time entering the aft torpedo room to conduct an extremely dangerous survey of the flooded compartment to look for survivors. Unfortunately, there were none.

Badders was one of four Navy divers awarded the Congressional Medal of Honor for the Squalus rescue; he also participated in salvage efforts that brought the sub to the surface intact on September 13, 1939.

During the rescue, Badders and other divers tolled the ship's bell in honor of their entombed shipmates. According to Badders, it is the only bell in the world to have been tolled for departed shipmates while both were under 242 feet of water. During the salvage operation, Badders recovered the bell, which was later presented to him by the rescued Squalus crew. He subsequently presented the bell to FRA Branch 24 with the stipulation that a ceremony be conducted every May to honor the brave Sailors and civilians who lost their lives that fateful day in 1939.

Branch 24 proudly continues the tradition by annually draping the bell and using it to conduct a special Two-Bell Ceremony each May in honor of the Squalus crew, the last of whom passed away in December of 2008.

By PRPEC Paul Dix and Lauren Armstrong

USS SQUALUS (SS192)

ON 23 MAY 1939, 23 SHIPMATES AND 2 CIVILIANS SACRIFICED THEIR LIVES WHEN THE USS SQUALUS (SS192) SANK OFF THE COAST OF MAINE. IN HONOR OF DEPARTED SHIPMATES, THIS OFFICIAL SHIP'S BELL WAS TOLLED REGULARLY BY SHIPMATE BILL BADDERS AND OTHER DIVERS WHILE ON THE BOTTOM DURING RESCUE. IT IS THE ONLY BELL IN THE WORLD TO HAVE BEEN TOLLED FOR DEPARTED SHIPMATES WHILE BOTH WERE UNDER 242 FEET OF WATER. FOR HIS ACTIONS IN REBOUING THE SURVIVORS, AND SALVAGING THE SUBMARINE INTACT, SHIPMATE BADDERS WAS AWARDED THE CONGRESSIONAL MEDAL OF HONOR.



The bell from the USS Squalus is used in all Branch 24's Two Bell Ceremonies and is the centerpiece of an annual May ceremony that honors the submarine's lost shipmates.

Branch 24 shipmates are proud to preserve the memory of USS Squalus, her crew and her ship's bell.



The story of the Squalus rescue is one of the most dramatic in Naval history and the only successful submarine rescue in naval history. Built in Portsmouth Naval Shipyard in 1939, Squalus sank mysteriously in 240 feet of cold Atlantic water on a test dive off the Isles of Shoals, on the coast of New Hampshire. The two above pictures were submitted by Harry Andersen, BTC. The picture to the left is the Squalus Memorial at Portsmouth Naval Shipyard.



[HERE'S WHY]

So why is the forward part of a ship called the "fo'c'sle" — usually pronounced "fok-suhl?"

It's a corruption of the term "forecastle," which is left over from the era of early fighting ships. Early sailing warships had a large, protected "castle" structure built over the bow, from which archers could shoot at enemies, according to the Oxford Companion to Ships and the Sea. Placing the castle forward meant they could fire not only at other ships, but also, if necessary, on boarders coming aboard their own vessel amidships.

Although the "castles" disappeared as ships developed, the term stayed in place to refer to the area in the bow where sailors had their sleeping accommodations, and generally to the forward part of a ship.

Article contributed by Harry Andersen, BTC



Envelope contributed by Ron Swearingen, DC3



VLS Underway Replenishment: When will the Navy get serious?

by Craig Hooper
Defense Tech Naval Warfare Analyst



In a high-threat environment, the Navy's AEGIS vessels have a problem. They cannot be re-armed. AEGIS cruisers have 122 vertical launch system (VLS) cells, while the destroyers have 96. Each magazine is "multi-use," composed of specialized land attack and self-defense weapons, so a desired missile may not be available in sufficient numbers. Complicating matters, AEGIS vessels sometimes sail with a partially-filled magazines, and missile reliability rates aren't often anywhere near 100%.

CSBA expert Jan Van Tol, in his recent [AirSea Battle monograph](#) (.pdf), is the latest to highlight this vulnerability, and

pointedly suggests that, given the way high-end warfare is likely to be waged, "the Navy should continue its efforts to develop and field the capability to rearm surface ship VLS cells at sea."

But...what efforts? VLS underway replenishment (UNREP) has been a long-standing—and long-ignored—vulnerability.



Admiral of the Navy - There is only one Admiral of the Navy and it was Admiral George Dewey.

Ahoy This old traditional greeting for hailing other vessels was originally a Viking battle cry.

Bib The portion of a Navy enlisted uniform that hangs from the back of the neck. In the wooden navy it was fashion for sailors to have long hair but it would get blown about by the winds and get stuck in the rigging or machinery. To counteract this sailors at sea would braid their hair and dip it in tar (used to seal the boards on the ship). When ashore on liberty (as opposed to a longer leave where they would wash the tar out of the hair) they would cut a bib out of sack cloth and tie it around their neck to keep from getting tar on their one good shirt. The bib eventually became an official part of the enlisted uniform.

Boatswain As required by 17th Century law, British ships-of-war carried three smaller boats, the boat, the cock-boat, and the skiff. The boat - or gig - was usually used by the Captain to go ashore and was the larger of the three. The cock-boat was a very small rowboat used as the ship's tender. The skiff was a lightweight all-purpose vessel. The suffix "swain" means keeper, thus the keepers of the boat, cock, and skiff were called boatswain and coxswain (or coxswain).

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.

Dress Ship Commissioned ships are "full-dressed" on Washington's Birthday and Independence Day, and "dressed" on other national holidays. When a ship is dressed, the national ensign is flown from the flagstaff and usually from each masthead. When a ship is full-dressed, in addition to the ensigns, a "rainbow" of signal flags is displayed from bow to stern over the mastheads, or as nearly so as the construction of the ships permits. Ships not under way are dressed from 0800 to sunset; ships under way do not dress until they come to anchor during that period.

Tolling of the Bell - The significance of the tolling of the Ships Bell at the Navy Ball is in remembrance of our fellow shipmates who gave the supreme sacrifice, their lives. It is called the Two Bell Ceremony, and when done right, can bring a tear to the hardest of Master Chiefs.

To Be Three Sheets in the Wind In the days of sailing ships, this is a phrase which refers to the lines used to control the sails of sailing vessels. When these sheets are cast to the wind (let go), it would cause the old sailing ships to shudder and stagger. The resulting track would be the same as that of a drunken Sailor, out of control, and hence "three sheets in the wind."

Stripes and Stars on Uniforms On 18 January 1876, Rear Admiral Stephen B. Luce recommended a collar with stars and stripes as a substitute for the plain collar used on the frocks of seamen. Three stripes on the collar was proposed for all grades, with the stripes on the cuffs to indicated grade. One stripe for E-1, etc.



Scenes to Remember





Pictures contributed by James Ziemba, HM2. The above pictures were taken between October 1963 and June 1965



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 + \$.40 shipping and handling.



Ships Patch. Price is \$8.00 + \$.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.



Naval Amphibious Base Little Creek

The Naval Amphibious Base, Little Creek, the largest base of its kind in the world, is the major operating station for the amphibious forces of the United States Atlantic Fleet. The base's location totals 2,120 acres of land and is sited at the extreme northwest corner of Virginia Beach. Little Creek's mission is to provide continuously improving support and services to operating forces and shore commands.

Little Creek is a small inlet on the southern shore of Chesapeake Bay approximately midway between Cape Henry and NAVSTA Norfolk. Ships of the U.S. Navy Amphibious Forces, such as LSDs, LPDs and LSTs routinely use the pier facilities at Naval Amphibious Base, Little Creek. Pier integrity at the Amphibious Base varies from pier to pier. Piers 11 through 19 on the west side of the harbor are thought to be the strongest. They are the only piers at the facility, except for the quay wall and "dogleg" on Little Creek Cove, that can be used by large ships. Some pier work has recently been completed, but consisted mainly of replacing faulty concrete decking.

The entrance channel to the Naval Amphibious Base, Little Creek has a project depth of 22 ft. It passes between two jetties into Little Creek Harbor on a bearing of 177.5°. Ships entering Little Creek Harbor should not exceed 20 ft draft.

Commissioned in 1945, the Naval Amphibious Base, Little Creek grew out of four bases constructed during World War II—the Amphibious Training Base, the Naval Frontier Base, and Camps Bradford and Shelton. It consisted of three annexes named for the former owners of the property—Shelton on the east, Bradford in the center, and Whitehurst to the west. Camp Bradford was named by the U. S. for a Confederate Army officer. During World War II, Camp Bradford was about half of the present Little Creek Naval Amphibious Base. On March 16, 1943 Camp Bradford changed its identity from a SeaBee Training Base to an Amphibious Training Base. Between May 1943 and January 1944, over 100,000 troops were amphibiously polished at Bradford. Day and night, men, tanks and guns poured in and out of the holds of LSTs, LCIs, LCTs, LCVP; Bradford's beaches were alive with activity. Early in January 1944 with the end of Army training in sight, Bradford took a deep breath and plunged into the vital LST program. Hundreds and hundreds of LSTs [Landing Ship, Tank] were manned by the thousands of men trained at Camp Bradford. Bradford's training staff was comprised of Mediterranean assault [veterans](#) giving trainees the benefit of their earlier combat experience. Many training time-savers were ingeniously put to work. One was the Mock-Up. This was the creation of the top deck and bridge of an LST on dry land. It was exactly the same size in every way. Its only difference was that this mock ship, known as the USS NEVERSAIL, was made of wood and concrete rather than steel.

The 61 piers surrounding Little Creek Channel provide docking facilities for approximately 30 Navy ships homeported at Little Creek.

The Little Creek site includes woodland training areas in support of amphibious operation. Sandy beaches and mudflats provide a realistic scenario for other hands-on training. Also included are three miles of beach on the Chesapeake Bay and 3/4 of a mile of beach on the Atlantic Ocean.

Afloat commands As of December 2009)

- USS *Whidbey Island* (LSD-41)
- USS *Fort McHenry* (LSD-43)
- USS *Gunston Hall* (LSD-44)
- USS *Ashland* (LSD-48)
- USS *Carter Hall* (LSD-50)
- USS *Oak Hill* (LSD-51)

- USS *Tempest* (PC-2)
- USS *Hurricane* (PC-3)
- USS *Monsoon* (PC-4)
- USS *Squall* (PC-7)
- USS *Thunderbolt* (PC-12)

