

USS Plymouth Rock (LSD29)

Newsletter January - April 2011

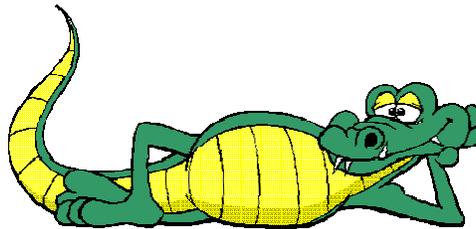
Welcome to the USS Plymouth Rock Newsletter

Twenty-eighth 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

Jay Fisher, QM3, Orrstown, PA. New phone number: 717-532-6318, New e-mail address:
jaydarfish@yahoo.com

Jack Huett, BT3, Sutherland, VA. New e-mail address: jackhuett@aes.com

Richard Hicks, MS3, New mailing address: 4452 NC Hwy 135, Stoneville, NC 27048. New e-mail address: ret7595@yahoo.net

Richard Webb, RD3, Dallas, TX. New e-mail address: richmargwebb@aol.com

Don Rhine, FTG2. New city address: Westminster, MD 21157

Gerald Borden, BT3, Troy, NY. New e-mail address: jborden10@nycap.rr.com

Bob Pratt, EM2. New mailing address: 208 W. McKinley Ave., Sapulpa, OK 74066. E-mail address:
reprat@gmail.com

Andrew Kluczinsky, GMG2. New mailing address: 20 Kenwood Dr., Southbury, CT 06488, phone 203-264-1575

Ships Officers

President

Tom Wagner

tfwagner@wisincoh.com

812-539-9548

Vice President

David Dortch

870-236-3725

tazrhondave@yahoo.com

Treasurer

Paul Mohawk

pshawks@charter.net

817-656-7739

Secretary/Webmaster

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603-435-8603

Ships Historian

Harry T. Andersen

htajma@att.net

847-336-2151

Ships Storekeeper

Dennis (Shorty) Cyr

shortybm3@yahoo.com

203-753-6220

Reunion Coordinators:

David and Rhonda Dortch

870-236-3725

tazrhondave@yahoo.com



★ ★ ★ Welcome Aboard ★ ★ ★



Recently Located Shipmates

Richard McLeod, BMC (Ret), 143 Colewalk, McDonough, GA,
On Board: 4/76-1/79. E-Mail Address:

oogiemcleod@yahoo.com

Bill Walsh, SK2, Retired USNR LCDR., 4660 Miles Dr., Holt,
MI 38842. On board 8/70-9/73. E-Mail Address:

wswalsh@att.net



If you did not receive your printed copy to the newsletter it's because your 2011-2012 dues are past 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 2008, 2010, 2012 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.



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.

Gerald Holden, YN2	Captain Roger Betts	Harry T. Andersen, BTC
Andy Dussault, DC2	Dick Provencal, SKC	Ron Miller, EN3



Paid Association Members for 2011-2012

As of April 26 we now have 131 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 2011-2012 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	Allen, Charles	Andersen, Harry	Alardyce, John	Anstett, William
Balf, Priscilla	Bell, Joe	Bellingham, Paul II	Bena, Joe	Bentheimer, Glenn
Bergeron, Richard	Betts, Roger	Bierce, George	Bild, Bob	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	Conroy, Michael	Crowl II, Martin C.	Cummings, Steve	Cyr, Dennis
Czarnetski, Bruce	Czarnetski, Jon	Dailey, Ronald J.	Dalfonzo, Sam	Dawson, Kenneth E.
DiFranco, Joseph	Dortch, David	Dushane, David	Dussault, Andrew	Edwards, Maurice
Eldridge, Marguerite	Farneski, Robert	Fisher, Jack	Fisher, Jay	Flanagan, Mike
Formaro, Frank	Forton, Mary	Freeman, James	Furman, Herbert III	Gee, James
Greco, Charliene	Guertin, Jerry	Hart, Ed.	Hartson, George	Haynie, Bill

Hernandez, Leo	Hickson, Thomas W., Sr	Hicks, Richard	Hill, Edward Jr.	Hopper, Richard
Howland, John	Hyatt, Walter	Jennings, Seeley	Jepson, Norm	Joyce, Ed.
Ishmael, Harry	Kane, Thomas	Kaderka, Leonard	Kluczinsky, Andrew	Krolak, Ray
Kuhns, Jimmy	Lamay, Roger	Larkin, Chuck	Larson, Jerry	Lavallee, Leo
Lillig, Bernie F	Logan, Ben	Luttrell, James	Macomber, Brandon	McCully, Wade Sr.
Morton, Jack	Miller, Ronald	Mohawk, Paul	Musella, Rocco	Nichols, Bob
O'Neill, Thomas	Pawlak, Ervin	Perino, Paul	Pihl, Walter C.	Pratt, Richard
Provencal, Bill	Pyle, Ted	Ramondetta, Vic	Reed, John F.	Rhine, Don
Richardson, Dale	Ringer, Joseph E.	Robertson, Allen	Robinson, Jim	Rook, James
Rose, Christopher	Safford, Richard	Sandlin, Richard	Scott, Bill	Shanahan, Robert
Schneider, Michael	Shewchuk, Richard	Shober, Robert	Short, Forrest	Sims, Bill
Smith, James	Smith, Larry E.	Stackhouse, Norman	Stark, Jr., Peter A.	Stull, John III
Swathwood, David	Swearingen, Ron	Tesh, Sam	Thibodeau, Doug	Tunstall, Van
Viaene, Lois	Wagner, Thomas F.	Walker, Gerald M.	Walsh, Bill	Warwick, Robert
Watkins, Richard P.	Watson, Ernest	Watts, Richard A.	Whitlock, Jerry S	Whittle, David
Ziamba, James				



Mail Call



Received the following e-mail from Bob Pratt, EM2 of Sapulpa, OK " Hello Bill, I served on the PR 1/65 to 6/65. Just long enough to make one cruise to the Caribbean (EM's were short handed at the time and I was single). On June 12th 1965, I was separated two days early as the PR was headed to sea early (never found out where it went)." His e-mail address is reprat@gmail.com

Received the following e-mail from Robert Reid "I am in possession of a Zippo lighter With the crest of the USS Plymouth Rock LSD 29 Surrounded with a world globe on the back is etched CHH in rough scrape Can you help trace the owner or his family so I can return it to its rightful owners.I picked it up by trade of a british emblem in Barcelona in the 80s whilst working with the 6th Fleet (Mediterranean)" His e-mail address is reidboz@hotmail.com

Today, 12/31/10, had a nice phone conversation with Cathy Musella, wife of Rocco Musella, BT3, on board 62-63. We discussed the picture the picture of the ship taken in 73 or 74 from Captain Betts from Newsletter 27 and the sonar boom. Rocco was confused about the dates and I mentioned to Cathy that I thought this was the second sonar boom that had been installed. She had a few other interesting stories about the ship and said that Rocco really enjoys receiving the newsletter.

Received an e-mail from Ron Swearingen, DC3 of Alta Loma, CA: "Thanks for the news letter, always enjoy them. I read, with interest, the note on the Stolen Valor Act. Leave it to the California's 9th "circus" court

to screw another one up, BADLY!!!! The scum bag to claimed the Medal of Honor was from Pomona, CA. Pomona was the Goddess of Fruits and Nuts. I was born, raised, educated, and worked for the fire department for 32 years in the City of Pomona. NOTHING surprises me about that town. This Alvarez character is a real low life. This just reminded me that in Pomona and all of So. Cal. it is against the law to burn trash but not the U.S. flag. Go figure, keep fighting the good fight and have a remarkable 2011. Thanks for all you do for the PRock crew."

Received an e-mail from LTJG Mike Schneider of Annapolis, MD, who writes: "I saw your e-mail in the latest PLYMOUTH ROCK newsletter saying you were looking for Mr. Maxwell. I was aboard during that period and think you are referring to Howard Stonewall "Stoney" Maxwell who, as I remember, was the Gunnery Officer and 3rd Division Officer. Unfortunately, I haven't seen him since I left the ship in the spring of 1963 to go to Submarine School and can't help you locate him but I thought his full name might help in your search." His e-mail address is mjs88@verison.net

Received an e-mail from Jim Ziemba, HM2 of Auburn, WA, who writes "On page 6 of the December newsletter there is a picture of the Plymouth Rock taken in 1973 or 74. A close inspection of the bow of the ship reveals a strange projection. It was there when I went aboard in October, 1963. I was told that it was an experimental sonar device that the ship was testing in the recent past. When we went to the yards in Charleston in the Spring of 1964 it was removed. I believe your picture is mis-captioned by ten years." His e-mail address is ziembaj26@hotmail.com Does anyone of you guys have an answer to this?

These are the responses I received on the above e-mail from Jim Ziemba: "I was aboard from 59 to 62. One of the Warrant Officers (I don't remember his name) had me design a cover for the winch that lowered and raised the boom. I think this was around 61. I don't remember it falling off. Norm Jepson, BMSN. The installation of this Sonar Device must have happened 2 times for the PROCK. My time period aboard the ship was 1958 – 1960. We lost the device, it broke off, doing a storm while we were testing it. The year had to be 1959. Tom Wagner, YN3. The beam with the sonar unit on the end of it was installed when I was on the ship. About 61 or 62. We went out to test it out in rough water. The beam broke. Paul Mohawk, MM3. I WAS ON FROM 68 TO 72 AND I KNOW FOR A FACT THAT THERE WASN'T ANYTHING ON THE BOW OF THE SHIP. WE USED TO CLIMB OUT THE FRONT WHERE THE LINES CAME THROUGH TO SIT IN THE BOATS CHAIR TO PAINT THE BOW; AND GEORGE BIERCE MIGHT HAVE CLIMBED DOWN THE LINES A FEW TIMES TO GET OFF THE SHIP WHEN HE WANTED TO GO HOME. SO I WOULD SAY THE PICTURE IS FROM 1963 AND IT WAS REMOVED IN 1964. Shorty Cyr, BM3"

Received an e-mail from Jeremy Lewis, BM3, of Buffalo, NY "My name is Jeremy Lewis, and I was on the Plymouth Rock from 4/May/1980 to the date she was decommed in 1983. I was in 1st Div and Hobart Lee was my LPO for awhile. I'm from Buffalo NY and remember MR2 Fitzgerald who was also a Buffalo boy. I served with the entire gang of miscreants in the Deck Dept under the firm hand of Bosu'n Briglin, BMCS Kossey, and BM1 Whitney who later became BMC. I came aboard in the middle of the yard period when we were at Horne Brothers. I sailed with a great bunch of guys but at the time did not realize it, now I miss those days. I stood the very last midwatch with our PC2 on the P-Rock when she was tied to the Quaywall at Little Creek, and a Hurricane had blown in. We were trapped on the dead ship because the wind had blown her so far off the pier that we could not get off the ship. We had spent the day scrounging around for old mooring lines because we had taken everything off the ship. We were riding so high in the water that we had to have the brown onto a set of stairs. They moved the decomm ceremony into the base theater, and wouldn't you know it, the weather was perfect. We had a great blow out at the Helm club that night, where we spent most of the ship's MWR money". From the P-Rock I went to other ships and was forced out in 1992 when they downsized the Navy and decided that there were too many BM1's in the Navy. I wound up joining the Army reserves, and went to Bosnia and Iraq in 2003-2004. So I think that I have 2 status points that no other P-Rocker has. The last midwatch and the only P-Rock crewman to serve in Iraq. Where I wrote "LSD-29" along with the other unit graffiti on one of Saddam's Palaces". His e-mail address is gunfighter3b@yahoo.com

Received a note from Richard McLeod, BMC, of McDonough, GA., on board 4/76-1/79. "It is nice to find that some of my old shipmates are still alive and kicking. At our age, this is truly a blessing". His e-mail address is oogiemcleod@yahoo.com



USS *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. Picture contributed by Gerald Holden, YN2.



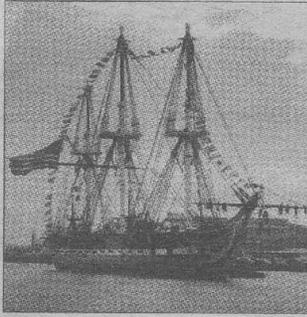
Constitution fixes complete

Workers have completed a three-year, \$12 million renovation of the museum ship Constitution, according to a Navy release.

The repairs to the historical heavy frigate include a complete replacement of the ship's Douglas fir spar deck (the top deck); replacement of about 50 white oak hull planks; and removal of about 40 feet of the ship's bulwark, said Mass Communications Specialist 3rd Class Kathryn MacDonald, a spokeswoman for Constitution.

All areas of the ship that had been closed due to the restoration have been reopened to the public, MacDonald said. Constitution, one of the world's oldest commissioned warships, receives about 500,000 visitors per year.

Workers are reinstalling the rigging, which had been brought down for restoration but will be configured to pro-



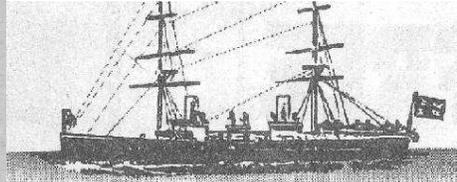
MC3 KATHRYN MACDONALD/NAVY

The Constitution celebrated the 213th anniversary of its launch in October.

tect it from Boston's frigid winter, MacDonald said.

MacDonald said the primary purpose behind the restoration had been to return the ship to its 1812 appearance. In doing so, workers removed about 35 tons of wood, easing the pressure on the ship's keel, she said.

— David Larter



Thick armor

The thickest armor ever used was on a British battleship called HMS Inflexible, built in 1876. The armor was 41 inches thick in places.

Article contributed by Harry T. Andersen, BTC

Information contributed by Captain Roger Betts



The Anchor is Aweigh



Landing Craft in the Welldeck

Pictures contributed by Ron Miller, EN3, Havre, Montana



2012 Ships Reunion

The 2012 Ships Reunion will be held at Valley Forge, PA, with a tentative date of either the 2nd or 3rd week in September, 2012. We will have more information on this in the August 2011 newsletter, as well as on the website. David and Rhonda Dortch are chairing the Reunion Committee.



Information About Valley Forge and nearby attractions

Valley Forge National Historical Park

The picturesque, rolling hillsides of 3,600-acre Valley Forge National Historical Park are a peaceful reminder of freedom won by men's sacrifices long ago. It was here that General George Washington forged his Continental Army into a fighting force, during the winter encampment of 1777-78.

No battles were fought, no bayonet charges or artillery bombardments took place. Nonetheless, some 2,000 soldiers died – more Americans than were killed at the battles of Brandywine and Germantown combined. Valley Forge is the story of an army's epic struggle to survive against terrible odds, hunger and disease.

Philadelphia Naval Shipyard

The Philadelphia Naval Business Center, formerly known as the Philadelphia Naval Shipyard and Philadelphia Navy Yard, was the first naval shipyard of the United States. The U.S. Navy reduced its activities there in the 1990s, and ended most of them on September 30, 1995. Soon after, the west end of the site became a commercial shipyard, currently called the Aker Philadelphia Shipyard.

Presently, Navy activities there include the Naval Surface Warfare Center Ship Systems Engineering Station, Naval Facilities Engineering Command Mid-Atlantic Public Works Department Pennsylvania (NAVFAC MIDLANT PWD PA) and the Naval Inactive Ship Maintenance Facility (NISMF), which stores decommissioned and mothballed warships and auxiliary naval vessels.

The memorial to the Four Chaplains currently resides on the grounds of the shipyard.

From west of Philadelphia or the Pennsylvania Turnpike (Exit 24 - Valley Forge):

- Schuylkill Expressway East (I-76)
- Take I-76 East to Broad Street Exit



Bill Cosby Made an Honorary Chief Petty Officer at the Navy Memorial



Nearly 50 years after Bill Cosby separated from the Navy, the legendary entertainer was ceremonially promoted to chief petty officer by the Master Chief Petty Officer of the Navy Rick West. Donning his new chief's jacket and cover and flanked by MCPON and Secretary of the Navy Ray Mabus, Cosby took center stage and performed an impromptu comedy routine to the packed crowd of CPOs attending the event in the Naval Heritage Center on February 17, 2011.



History of the rum ration

The association of rum with the Royal Navy began in 1655 when the British fleet captured the island of Jamaica. With the availability of domestically produced rum, the British changed the daily ration of liquor given to seamen



from French brandy to rum. While the ration was originally given neat, or mixed with lime juice, the practice of watering down the rum began around 1740. To help minimize the effect of the alcohol on his sailors, Admiral Edward Vernon had the rum ration watered down, a mixture that became known as grog. While many believe the term grog was coined in honor of the program material sea cloak Admiral Vernon wore in rough weather, the term predates his famous order. It probably originates in the West Indies, perhaps of African origin.

The Royal Navy continued to give its sailors a daily rum ration, known as a "tot," until the practice was abolished after July 31, 1970. Today the rum ration (tot) is still issued on special occasions by H.M. Queen Elizabeth II when she orders "Splice the mainbrace"! Recently, such occasions have been Royal marriages/birthdays, or special anniversaries. "Splice the main brace", in the days of the daily ration, meant double rations that day. The rum ration was also a long tradition in the United States Navy but the powers that be did not consider it to be consistent with the good order and discipline required of a Navy moving from sail to steam. On 1 September 1862 Congress ruled "the spirit ration in the Navy of the United States shall forever cease." While this law abolished "grog" for the enlisted men it did not however, end the wardroom and captain's wine messes. These were closed on 1 July 1914 when Josephus Daniels, then Secretary of the Navy, issued his famous "bone-dry" General Order #99, to abolish these messes. In that country and all over the world the Secretary's order was ridiculed and criticized, but the Secretary was unperturbed. This was noted later when he wrote that "Naval officers always obey orders, whether they like them or not.

Article contributed by Andy Dusault



GOOD SAILOR BARS...A MUST READ FOR ALL FORMER SAILORS

Our favorite liberty bars were unlike no other watering holes or dens of iniquity inhabited by seagoing men. They had to meet strict standards to be in compliance with the acceptable requirement for a sailor beer-swilling dump. The first and foremost requirement was a crusty old gal serving suds. She had to be able to wrestle King Kong to parade rest. Be able to balance a tray with one hand, knock sailors out of the way with the other hand and skillfully navigate through a roomful of milling around drunks. On slow nights, she had to be the kind of gal who would give you a back scratch or put her foot on the table so you could admire her new ankle bracelet.

A good barmaid had to be able to whisper sweet nothings in your young sailor ear like, "I love you no shit, you buy me Honda??"



The barmaids had to be able to admire great tattoos, look at pictures of ugly bucktooth kids and smile. Be able to help haul drunks to cabs and comfort 19 year-olds who had lost someone he thought loved him in a dark corner booth. They could look at your ship's identification shoulder tab and tell you the names of the Skippers back to the time you were a Cub Scout. If you came in after a late night maintenance problem and fell asleep with a half eaten Slim-Jim in your hand, they tucked your peacoat around you, put out the cigarette you left burning in the ashtray and replaced the warm draft you left sitting on the table with a cold one when you woke up. And, from the crusty old gal behind the bar "Hey animals, I know we have a crowd tonight, but if any of you guys find the head facilities fully occupied and start pissing down the floor drain, you're gonna find yourself scrubbing the deck with your white hats!"

The establishment itself. The place had to have walls covered with ship and squadron plaques. The walls were adorned with enlarged unit patches and the dates of previous deployments. A dozen or more old, yellowed photographs of fellows named "Buster", "Chicago",

"P-Boat Barney", "Flaming Hooker Harry", "Malone", "Honshu Harry", "Jackson", "Douche Bag Doug", and "Capt Slade Cutter" decorated any unused space. It had to have the obligatory Michelob, Pabst Blue Ribbon and "Beer Nuts sold here" neon signs. An eight-ball mystery beer tap handle and signs reading: "Your mother does not work here, so clean away your frickin trash."; "Keep your hands off the barmaid." ; "Don't throw butts in urinal." .

You had to have a juke box built along the lines of a Sherman tank loaded with Hank Williams, Mother Maybelle Carter, Johnny Horton, Johnny Cash and twenty other crooning goobers nobody ever heard of. The damn thing has to have "La Bamba", Herb Alpert's "Lonely Bull" and Johnny Cash's "Don't take your guns to town". The furniture in a real good liberty bar had to be made from coal mine shoring lumber and was not fully acceptable until it had 600 cigarette burns and your ship's numbers or "F**k the Navy" carved into it. The bar had to have a brass foot rail and at least six Slim-Jim containers, an

oversized glass cookie jar full of Beer-Nuts, a jar of pickled hard boiled eggs that could produce rectal gas emissions that could shut down a sorority party, and big glass containers full of something called Pickled Pigs Feet and Polish Sausage. Only drunk Chiefs and starving Ethiopians ate pickled pig's feet and unless the last three feet of your colon had been manufactured by Midas, you didn't want to get anywhere near the Polish Napalm Dogs. No liberty bar was complete without a couple of hundred faded ship or airplane pictures and a "Shut the hell up!" sign taped on the mirror behind the bar along with several rather tasteless naked lady pictures.

Liberty bars were home and it didn't matter what country, state, or city you were in. When you walked into a good liberty bar, you felt at home. These were also establishments where 19 year-old kids received an education available nowhere else on earth. You learned how to "tell" and "listen" to sea stories. You learned about sex at \$10.00 a pop -- from professional ladies who taught you things your high school biology teacher didn't know were anatomically possible. You learned how to make a two cushion bank shot and how to toss down a beer and shot of Sun Torry known as a "depth charge."

We were young, and a helluva long way from home. We were pulling down crappy wages for twenty-four hours a day, seven days a-week availability and loving the life we lived. We didn't know it at the time, but our association with the men we served with forged us into the men we became. And a lot of that association took place in bars where we shared the stories accumulated in our, up to then, short lives. We learned about women and that life could be tough on a gal.

But when we came ashore on liberty, we could rub shoulders with some of the finest men we would ever know, in bars our mothers would never have approved of, in saloons and cabarets that would live in our memories forever. Long live those liberties in the Caribbean and in the Med - They were the greatest!

Any man who may be asked in this century what he did to make his life worthwhile I think can respond with a good deal of pride and satisfaction, **I SERVED IN THE UNITED STATES NAVY."**

Article contributed by Dick Provencal, SKC, USNR Ret.



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.*

<p>Plymouth Rock Mug. Price is \$15.00 includes shipping and handling.</p> 	<p>Bumper Stickers. Price is \$2.80 includes shipping and handling.</p> 
<p>Ships Patch. Price is \$8.75 includes shipping and handling.</p> 	<p>Plymouth Rock Cap. Price is \$15.00 this price includes shipping and handling.</p> 
<p>Short sleeve tee shirt. Price is \$22.00 which includes</p>	<p>Personalized Commemorative Plaques. Price is</p>

are available: Med./Lge./XL/XXL and XXXL.



shipping, 8 x 10 is \$20.00 + \$5.00 shipping. To order contact Shorty Cyr, BM3, he will send you an order form.



US: China's Carrier Watched by Region

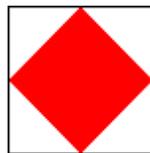
April 13, 2011
Associated Press

WASHINGTON -- China's first aircraft carrier could begin sea trials as early as this summer and its deployment would significantly change the perception of the balance of power in the region, the chief of U.S. forces in the Pacific said Tuesday.

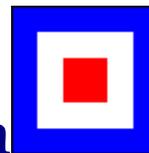


China bought the vessel from Ukraine more than a decade ago, and it is viewed as emblematic of the communist state's ambition to be a military power that can challenge America's decades-long supremacy in the west Pacific. China's state news agency this month carried photos of the carrier in what it said was the final stages of reconstruction.

"Based on the feedback from our partners and allies in the Pacific, I think the change in perception by the region will be significant," Adm. Robert Willard told the Senate Armed Services Committee. Willard also noted the "remarkable growth" of China's military. But he viewed that impact as largely symbolic, as there would be a long period of training, development and exercises before the carrier becomes operational.



Navy Trivia



Z-Grams - Z-grams were initiated by ADM Elmo Zumwalt, former Chief of Naval Operations (1970 - 1974). Z-55 dealt with Human Resource Management in the Navy.

Wardroom - The Wardroom originally was known as the Wardrobe Room, a place where officers kept their spare wearing apparel. It was also the space where any loot secured from enemy ships, was stored. In an effort to have some privacy on a crowded ship, officers would sometimes take their meals in the Wardrobe Room. Today, the wardroom aboard ship is where officers take their meals, relax, and socialize.

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.

Thirteen Buttons on Trousers - There is no relationship between the 13 buttons on the trousers and the 13 original colonies. Before 1894, the trousers had only seven buttons and in the early 1800's they had 15 buttons. It wasn't until the broad fall front was enlarged that the 13 buttons were added to the uniform and only then to add symmetry of design.

Starboard - The Vikings called the side of their ship its board, and they placed the steering oar, the "star" on the right side of the ship, thus that side became known as the "star board." It's been that way ever since. And, because the oar was in the right side, the ship was tied to the dock at the left side. This was known as the loading side or "larboard". Later, it was decided that "larboard" and "starboard" were too similar, especially when trying to be heard over the roar of a heavy sea, so the phrase became the "side at which you tied up to in port" or the "port" side.



USS Plymouth Rock (LSD-29)

Commanding Officers		
01	CDR. Bontecou, Daniel	29 November 1954 - 23 November 1955
02	CDR. Harvey, Morton	23 November 1955 - 26 June 1957
03	CDR. Lautaret, John Daniel	28 June 1957 - 10 October 1958
04	CDR. Josephson, Alan Richard	10 October 1958 - 21 July 1959
05	CDR. Redon, Alexander L.	21 July 1959 - 2 August 1960
06	CDR. Simmons, Geoge Stuart	2 August 1960 - 21 July 1961
07	CDR. Barry Jr., Richard Francis	21 July 1961 - 18 August 1962
08	CDR. Prince, Mortimer J.	18 August 1962 - 27 July 1963
09	CDR. Tenanty, Joseph Raymond	27 July 1963 - 25 July 1964
10	CDR. Dankworth, Theodore Piper	25 July 1964 - 6 August 1965
11	CDR. Woodall, Reuben Farrior	6 August 1965 - 27 September 1966
12	CDR. Bagby, Robert Gray	27 September 1966 - 10 November 1967
13	CDR. Smith Jr., Paul,	10 November 1967 - 16 January 1969
14	CDR. Pressler Jr., William J.	16 January 1969 - 29 January 1970
15	CDR. Kiehl, Elmer Hill (Ted)	29 January 1970 - 29 June 1971

16	CDR. Cross, Charles Himrod	29 June 1971 - 26 January 1973
17	CDR. Betts, Roger Sherman	26 January 1973 - 5 September 1974
18	CDR. Larson, Jerold J.	5 September 1974 - 11 January 1977
19	CDR. Herman, William Alex	11 January 1977 - 27 November 1978
20	CDR. Barr Jr., Robert Kenney	27 November 1978 - 13 December 1980
21	CDR. Larison, David E.	13 December 1980 - 13 January 1981
22	CDR. Conklin, Andrew Janke	13 January 1981 - 5 August 1981
23	CDR. Moser, Alan B.	5 August 1981 - 27 April 1983
24	CDR. Kenyon, Morton W.	27 April 1983 - 30 September 1983
Courtesy Wolfgang Hechler and Ron Reeves		



Tactical Sea Trials, USS Plymouth Rock, August 1956

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Title : Tactical Trials of USS Plymouth Rock (LSD 29)

Descriptive Note : Research and development rept.

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Abstract : The USS PLYMOUTH ROCK (LSD 29) is a high speed, steam turbine, twin-screw, twin rudder dock ship built by the Ingalls Shipbuilding Corporation, Pascagoula, Mississippi. The tactical trials were authorized by the Bureau of Ships, and were conducted on 23, 24, and 25 September 1955, off Rockland, Maine. Standard 540 degree turns were made using various approach speeds and rudder angles. Special turns were made while backing the inboard shaft. All turns were made with right rudder except for two check left turns. Acceleration runs were made to determine the relationship between time, speed and reach. Other runs were made to determine the relationship of the above quantities in decelerating from several speeds with varying throttle settings. During the acceleration and deceleration runs the throttles were manipulated to change the RPM as rapidly as permissible, either ahead or astern, without reducing the main steam line pressure at the throttles below the minimum established operating pressure. Special deceleration runs were made with five second and ten second delays between closing the ahead throttle and opening the astern throttle.

[HERE'S WHY]

Where did the modern term "boat-swain" — or "bosun" — come from?

The word is derived from the Anglo-Saxon word "batsuen," meaning a

boat's "swain," or husband.

As required by 17th century law,

British warships carried three

boats: the boat, the cock boat and

the skiff. The boat, or

gig, was the largest and

usually used by the captain to go ashore. The cock boat was a very small rowboat used as a 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, cockswain and skiffswain, respectively.

The boatswain's mate rating was used in 1775 and formally established in 1797. Until 1949, a boatswain's mate third class was called a cockswain, also spelled coxswain.



[HERE'S WHY]

When ships move into a region, it's often said that they "chopped." What does that mean?

"Chop" was an abbreviation for "change of operational control," according to a World War II Navy publication, "History of Convoy and Routing."

To define American and British areas of responsibility for the control of transoceanic convoy and ship movements, the North and South Atlantic oceans were divided roughly in half. The dividing line was known as the "chop" line.

Today, when a ship crosses from 5th Fleet into 6th Fleet, for example, we say it has "chopped" into the region to recognize control by the new fleet.

"Here's Why" has been contributed by BTC Harry Andersen



USS *Plymouth Rock* (LSD-29) during amphibious exercises off Rhodes, Greece, date unknown.

LSD-29 GENERAL SPECIFICATIONS

Class: Thomaston-class dock landing ship

Complement: 304 Officers and Enlisted

Displacement: 8899 tons

Length: 510 feet

Beam: 84 feet

Draft: 19 feet

Final Disposition: Sold for scrap 25 August 1995