

USS Plymouth Rock (LSD29)

Newsletter May - August 2011

Welcome to the USS Plymouth Rock Newsletter

Twenty-ninth 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:

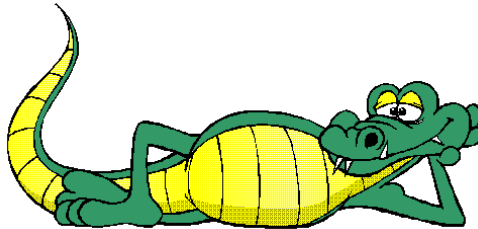
billinp@metrocast.net

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

Thomas W. Hickson, Sr., BT3. Changed Address: 1728 9th Avenue, Apt. 56, Moline, IL 61265

Andy Dussault, DC2. Changed E-Mail Address: boundary@charter.net

Jack Morton, SN. Changed Address: 37 Grizzly Bear Path., Ormond Beach, FL 32174

Bill Lydon, FTG1. Changed E-mail address: billpg101@verizon.net



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

Bill Provencal

billinp@metrocast.net

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:

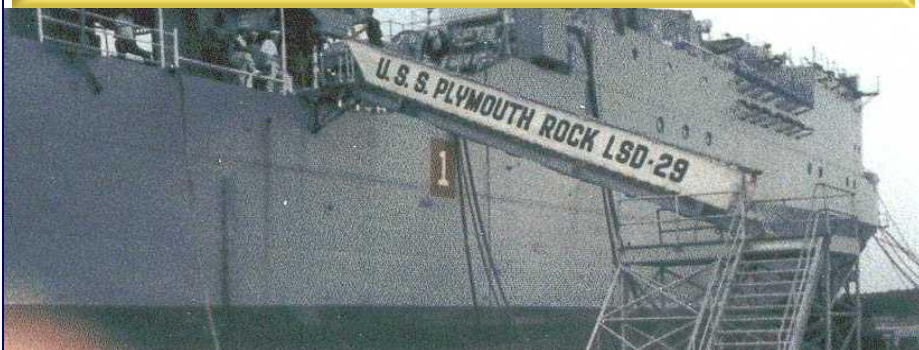
David and Rhonda Dortch

870-236-3725

tazrhondave@yahoo.com



★ ★ ★ **Welcome Aboard** ★ ★ ★



Recently Located Shipmates

Peter Nicoll, EM3, PO Box 50602, Bellevue, WA 98015-0602

On Board: 1977-79. E-Mail Address: [peter-](mailto:peter-niocol@hotmail.com)

niocol@hotmail.com

Richard Pierce, IC3, 8 Pond Lane, Ridge, NY 11961. On Board March 63-March 65. E-Mail Address:

w2ohn@yahoo.com

James Trozzo, MM3, Railroad Sr., Stockdale, PA 15483. On Board: May 61-May65. E-Mail Address:

kevandonna@aol.com

Bob Pruett, Capt., USMC, PO Box 695, Beaufort, NC 28516. On Board Jan 1960. E-Mail Address:

bobpruett@constalnet.com

W. Jack Burch, Ltjg, 13280 Court Street, Moulton, AL 35650. On board: July 1956-Fall 1957. E-Mail Address:

wjackburch@aol.com



Known Deceased Shipmates

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

Rich Mathis, BMSN, deceased May 20,2011



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.

| | | |
|-----------------------------------|--------------------------|--------------------|
| Leo Lavallee, RM1, Ret | Harry Andersen, BTC, Ret | Leo Hernandez, HM3 |
| Tom Riethmaier, RM3 | Bob Nichols, EM1 | Gerald Holden, YN2 |
| USS Hermitage LSD34, Ships Assoc. | Andy Dusault, DC2 | |



Paid Association Members for 2011-2012

As of August 29, we now have 137 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 | Ishmael, Harry | Toungette, Mike | Nicoll, Peter | Pierce, Richard |
| Derry, Thomas | Burch, Willard J. | | | |





Mail Call





■ Received a note from Leo Lavallee, RM1, USN-Ret (On board 1958). "While at sea, a group of us were in the compartment and I saw a Captain entering the compartment from Second divisions berthing. Dummy me, I stood at attention and said nothing, instead of saying "Attention of Deck"! Only 17 years old, a seaman deuce and first time at sea and green, this ked got his ass chewed real good by BM2 Steele. I learned from that experience that any time any officers presence will be noted. Evan as BM2 Steele would make his presence


known, I would yell out Attention of Deck.


Good memories I still have after all these years, with the 1st and 2nd division group while embarked on a Med. cruise." NOTE: Leo was embarked for a Med cruise in 1958 (April-Oct) with the Beach masters and was assigned as a compartment cleaner in 1st Division.  Short note from James Trozzo, MM3, (On Board May 61 - May 65. "Anyone in the navy in these years e-mail me back and lets reminisce." His e-mail address is kevandonna@aol.com

 Received another letter from Leo Lavallee, RM1, USN-Ret (On board 1958). "There was a guy by the name of Swain, a Seaman Duece in 1st Div. I'll always remember him getting his whites dirty on a sea and anchor detail. He told BM2 Steele "somebody oughta wash these dirty mooring lines once in a while. Guess what? SA Swain pulled some extra duty and guess what Steele had him do? Do you remember HMC Johnson. He and a doctor we had on board, specialized in CIRCUMCISIONS. I was one of the victims at 18 and to this day I can tell you in detail of the procedure. The best part of me was tossed over board in the Straits of Gibraltar on our way back to CONUS. I was celibate for six months after we returned home. I recall all the P'Rock memories, after all these years as if it was just yesterday. I made some good friends in those six months (BM2 Steele, BM3 Dancer, BMSN Means, SA Dawson, SA Hicks)". Leo can be reached by slo mail at 721 Turnpike Rd., Greenville, NH 03048.

 Received a note from W. Jack Burch, Ltjg, (On Board July 1956-Fall 1957. "I failed to see in the deployment history, that in the summer of 1957, the PR made two arctic trips and on one of them, in support of the international geophysical year, we had aboard Dr, Van Allen of Iowa State University who was conducting experiments on magnetic fields. The PR was to get him to a specified location in the Arctic Ocean and we would fire a rocket that would gather data. As a result of his work, there is now a recognized "Van Allen Belt" that is well documented. I was Navigator of PR at that time" His e-mail address is wjackburch@aol.com

 Received a note from Bob Pruett, Captain USMC. (On Board Jan 1960) "Note the website does not mention transporting President Eisenhower Support group (Whitetops) to South American in 1960. Is this mission still classified?" His e-mail address is bobpruett@coastalnet.com Tom Wagner, YN3, President of the Ships Association responded to Bob with the following" Bob: I never heard that cruise referred to by that name. All we heard was is it was "Ike's Good Will Tour to South America". We carried all the presidential vehicles, a helicopter, maybe 2, and band instruments for the Navy Orchestra. I know we had Secret Service personnel billeted to the Officer's Quarters. They were assigned to keep an eye on the vehicles and helicopter/s. The Navy orchestra, 19 members, were all killed in a mid air collision when landing in Rio. Turns out, years later, I became acquainted with a brother of one of orchestra members who was killed. I was aboard at that time and worked in the ship's office, but was temporarily assigned to collect oceanographic temperatures at different depths. Every 2 hour, 24/7 all the way to Rio. Wonderful duty! I never did know why that information was needed. Upon returning to the States, I mustered out of the Navy."

 Received an e-mail from Bill Lydon, FTG1, (On Board 1969-72) "Bill, Could you please change my email address on the PR website. I retired from IBM in 2009. My home id is bill.pg101@verizon.net. Since retiring I have been volunteering 2 days a week on the Battleship New Jersey. I am on the maintenance and restoration team and we have a great crew of guys to help keep up the ship. When I left the Plymouth Rock in 1972, I was transferred to the USS Green Bay (PG101) in Little Creek. All the Ashville class gunboats have a reunion every year and these are the reunions I usually attend. If I see a Plymouth Rock reunion in the NJ area I will attend."

 Received this e-mail from Karen Galvin, of Indiana: "I apologize if I'm out of place by emailing you today but I wanted to shoot you this email for a couple reasons. My name is Karen and I'm a fourth grade teacher at Maplewood Elementary in Indiana and currently running our summer program. I've been using part of your site as a resource for my fourth graders as part of my history resources (particularly this page - <http://www.ussplymouthrock.com/page7.html>) so I wanted to send you a thank you :)"

This summer we started a program which teaches our kids how to effectively use the internet for research while avoiding inappropriate content and if/when they do find that content we teach them how to deal with it. Your resource page was one that the kids found and added to our classroom bookmarks!



2012 Ships Reunion

From the desk of Rhonda Dortch, Dave's boss, co-chairs of the Valley Forge Reunion, on the 2012 Ships reunion:

The dates of Sept 20-25 seem to be the most likely with \$109 being the best room rate offers so far. This does include a meeting room & a full breakfast. Several items have been negotiated & are all for a military reunion rate. Final price outcomes for banquet rates, rooms, etc are based on overall room bookings with 25 rooms apparently the thresh hold for the group rates.

The best hotel locations seem to be in the King of Prussia area by Valley Forge. So this area is most likely as well as the Valley Forge National Park tour. Also, in the 25-30 mile area is Philadelphia and the obvious Liberty Bell to Freedom Hall tours. Very near the most likely hotels is the huge King of Prussia mall and lots of restaurants nearby.

Possibilities:

In the general area of an hour or so are all day tours of the Pennsylvania Dutch country, riverboat luncheon tours in Philadelphia, a couple of ship tours & a prison tour just outside Philadelphia. There is a bus/walking tour of historic Philadelphia.

Seriously, is there a simple way to ask for feedback to get an overall idea of how many are planning to attend? Gas, food, tour prices are all up & this could cause some difficulty for attendees . They could respond by e-mail or snail mail (yes or no) on attendance to us.
Dave and Rhonda's can be reached by the following:

e-mail: tazrhondave@yahoo.com

phone: 870-236-3725

mail: Dave and Rhonda Dortch
4009 Hickory Cove
Paragould, AR 72450



The US Navy Landing Ship Dock

The Ships

Excerpts from publication Hell on the Beach
Landing Craft at War

The keel for the first LSD was laid on 22 June 1942, launched 21 December 1942 with Mrs. Jabez Lowell chosen to observe the tradition of smashing the bottle of champagne against the hull of the *USS Ashland*

(LSD-1). It had earlier been decided to name the first group of LSDs after the famous homes of famous Americans. *Ashland*, for instance, for the estate home of the famous statesman Henry Clay at Lexington, Kentucky. She was commissioned 5 June 1943.

As the first ship of a new type, to say that her strange lines brought many curious stares would be an understatement. She looked like something that had gotten away from her builder too soon.

What made the *Ashland* so strange in appearance was her huge docking well, a cavernous opening 44 feet wide and 396 feet long which ran from the stern to clear up under the bridge ending near the bow. Almost one hundred feet longer than a football field, *Ashland's* well deck was only 61 feet short of the ship's 457 foot overall length. In it would fit 27 LCVPs, 18 LCMs with one LCVP in each, three LCU, one LSM - or anything small enough to fit its nose through the stern opening (during the Korean was another LSD would take aboard a destroyer escort for dry dock repairs).

It was realized from the beginning that the *Ashland* and her sisters to follow would be very versatile and handy ships to have around - not just during infrequent major amphibious landings but for general transport and day to day odd jobs that arise particularly including small craft maintenance. In fact, this is exactly what Maintenance became far better known for, their ability to take smaller craft aboard for on the spot dry dock repairs. Each LSD was equipped to change screws, shafts and other parts of smaller craft by virtue of a fully equipped machine shop as well as a complete wood shop for working on the smaller wooden-hulled landing craft and PT-boats.

The LSD was designed for steam power, an engine room being located in the wings amidships on both sides of the docking well. *Ashland* and seven sisters built in Oakland were equipped with Skinner eight-cylinder reciprocating uniflow steam engines of 7,000 horsepower each. Later LSDs starting with those launched by Newport News during 1944 would, however, switch to steam turbine power of the high-pressure impulse reaction, single flow Parsons type. LSDs could make 15-16 knots, easily putting them in the "fast transport" category.

The next Moore-built LSD to enter service was the *USS Belle Grove (LSD-2)* in August followed by *Carter Hall (LSD-3)*, *Epping Forrest (LSD-4)*, *Gunston Hall (LSD-5)*, *Lindenwald (LSD-6)*, *Oak Hill (LSD-7)* and *White Marsh (LSD-8)*.

After Newport News Shipbuilding built four built-for-Britain LSDs, they went on to build what would become the *Casa Grande* Class. Starting with the *Casa Grande (LSD-13)*, the additional ships included, in order of their launching, *Rushmore*, *Shadwell*, *Cabildo*, *Catamount*, *Colonial* and *Comstock* (LSDs 14 through 19).

Cabildo and *Catamount* were able to see the later stages of action in the Pacific only by virtue of the fact the ever efficient Newport News Shipbuilding had delivered the two ships some six months ahead of schedule, a rather amazing feat when one considers that the construction of these ships had been tacked on to an already full building schedule.

Eight more LSD were contracted for during the war years, seven of which were completed and delivered. *Donner (LSD-20)* and *Fort Mandan (LSD-21)* were built by the Naval Shipyard at Boston during early 1945 and were both in commission by October of that year.

Gulf Shipbuilding of Chicasaw, Alabama received the contracts for LSDs 22,23 and 24 but the war was drawing to a close. The *USS Marion (LSD-22)* was launched in May 1945 but was not completed until January of 1946, six months after Japan's surrender. She was nevertheless commissioned and went on to enjoy a long and distinguished career serving into the 1970s.

The *USS San Marcos* (LSD-25) the single example of that type built by Philadelphia Naval Shipyard. Laid down in September 1944 and commissioned in mid April 1945, she had just arrived off Okinawa with her first war cargo when the Japanese surrendered in August. This ship, too, went on to enjoy lengthy career with the U.S. Navy and then was finally transferred to the Spanish Navy in mid 1971 where she served as the *Galicia*

The last two war-built LSDs, numbers 26 and 27, were also built by the Boston Naval Shipyard but were launched too late in the war to participate in combat operations. Both of these ships, the *USS Tortuga* (LSD-26) and the *USS Whetstone* (LSD-27) went on, however, to enjoy long service lives with the Navy.

The Navy thought so much of the capabilities of the LSD that in the early 1950s it was decided to build a new class of eight ships. Along with the lead ship of the class, the *USS Thomaston* (LSD-28) which was launched in September 1954, the seven additional ships included *Plymouth Rock* (LSD-29) *Fort Snelling* (LSD-30), picking up the name from the WWII LSD-23 which had been canceled, *Point Defiance* (LSD-31), also picking up the name of the canceled LSD-24, *Spielgel Grove* (LSD-32), *Alamo* (LSD-33), *Hermitage* (LSD-34) and *Montecello* (LSD-35). These ships sported redesigned superstructures as well as sleeker and more eye pleasing hull lines. This class could be identified from the earlier ships in that its ship had their main lifting cranes and smoke stacks offset from one side to the other.

A decade later, the Navy once again decided to build new LSDs. Authorized in 1956-66, this would be a five ship class named after the lead ship, the *USS Anchorage* (LSD-36) which was launched in 1965 by Ingalls but not commissioned until March of 1969. The remaining four ships of the class were built by General Dynamics at their Quincy, Massachusetts facility, all being launched during 1966-67 and commissioned between 1970-72. Differing somewhat in superstructure and side view appearance from the Thomaston Class, the five Anchorage Class ships *USS Portland* (LSD-37), *USS Pensacola* (LSD-38), *USS Mount Vernon* (LSD-39) and *USS Fort Fisher* (LSD-40) were 553 feet in length, 43 feet longer than the earlier ships and could carry a slightly heavier load with a well deck measuring 430' x 50'. The ships are easily distinguished from earlier LSDs by their enclosed twin 3-inch gun mounts on either side just ahead of the bridge.

The Whidbey Island Class consists of *USS Whidbey Island* (LSD-41), *USS Germantown* (LSD-42) and *Fort McHenry* (LSD-43), all of which were along with the *USS Gunston Hall* (LSD-44), *USS Comstock* (LSD-45), *USS Tortuga* (LSD-46), *USS Rushmore* (LSD-47) and *USS Ashland* (LSD-48).

The most recent class of ship are the Harpers Ferry Class - Cargo Variet consists of *USS Harpers Ferry* (LSD-CV 49), *USS Carter Hall* (LSD-CV 50), *USS Oak Hill* (LSD-CV 51) and the *USS Pearl Harbor* (LSD-CV 52).

The *USS Pearl Harbor*, the first ship to carry the name honors the heroic actions of the members of the armed services as well as the citizens of Oahu during December 7, 1941 attack. Pre-commissioned in July of 1997 and commissioned May 30, 1998, the ship was built by Avondale Industries, Inc. in New Orleans, Louisiana.

Like other dock landing ships in its class the Pearl Harbor has been built and designed to project power ashore by transporting and launching amphibious craft and vehicles and equipment manned by Marines for amphibious assault. The ship can also render limited docking and repair service to small ships and craft and act as the primary control ship in an amphibious operation. The Pearl Harbor is 609 feet long and will carry a crew including 24 officers and 308 enlisted personnel and a landing force that includes more than 500 Marine personnel.



[TRUESTORY]

If body armor doesn't fit your troops, you can buy a different size, find new troops or — if you have a little extra money in the budget — pay for plastic surgery so the troops fit the gear.

The Mirror newspaper in London reports that the British defense ministry paid for three recruits to have their ears pinned closer to their heads so they could comfortably wear helmets, and also paid for four women to have breast reduction surgery so they could fit into body armor.

Military officials defended the expenses, saying the plastic surgery was required for "operational reasons." They did not offer any specifics.

[HERE'S WHY]

Draping an American flag over the casket of a fallen U.S. service member has been a long-standing custom in the military. Where did the tradition come from?

It originated during the Napoleonic wars, when France clashed with a number of European countries between 1796 and 1815, according to the National Guard Bureau. A horse-drawn vehicle called a caisson carried the dead from the battlefield, and each body was draped with a flag.

In the 19th and 20th centuries, the concept of covering a fallen U.S. service member in the American flag gradually became a symbol that the person died while serving in the military.

Today, the U.S. flag is draped over the casket of fallen troops, then folded and presented to the next of kin at the funeral.

Articles contributed by BTC Harry Andersen, Ret.



A Sailor's Blessing

... from Days of Yore

**May there always be water under your boat,
May she always be seaworthy and ever afloat,
May your bilge pump be certain to work all night and all day,
May your compass and charts always show the safe way,
May you find gentle harbor as every day ends,
May you lower your anchor amidst peace and good friends.**



Contributed by Bob Nichols, EM1





Bringing Marine Tanks on board



Target Practice



Helicopter Deck



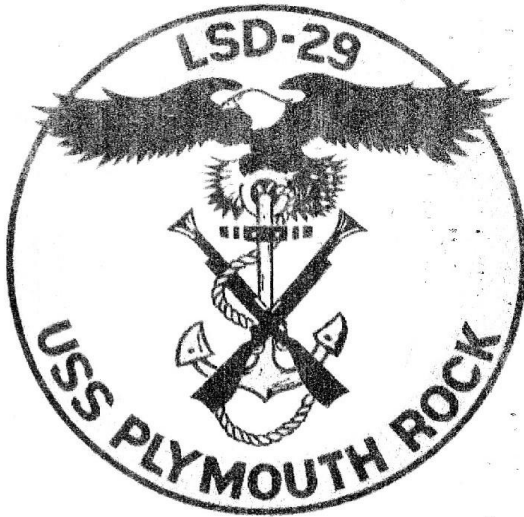
High lining supplies while underway

Pictures contributed by Leo Hernandez, HM3 1968-69. See page 13 in the website for additional pictures



Decommissioning Program for the USS Plymouth Rock

DECOMMISSIONING CEREMONY



**USS PLYMOUTH ROCK
(LSD-29)**

**30 SEPTEMBER
1983
NAB Little Creek**

BAND SELECTIONS

ARRIVAL OF OFFICIAL PARTY

NATIONAL ANTHEM

INVOCATION

CHAPLAIN N.O. WILLIAMS, COMMANDER, USN

REMARKS

**REAR ADMIRAL ROBERT B. ROGERS
COMMANDER, AMPHIBIOUS GROUP TWO**

REMARKS AND PRESENTATIONS

**READING OF DECOMMISSIONING DIRECTIVE
COMMANDER MORTON W. KENYON, USN
COMMANDING OFFICER, USS PLYMOUTH ROCK (LSD-29)**

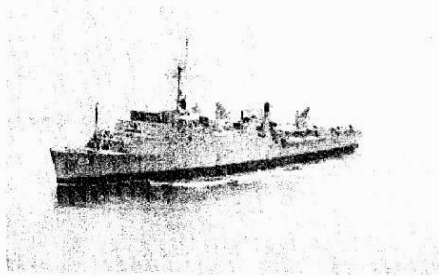
HAUL DOWN COLORS, JACK AND COMMISSION PENNANT

SECURE THE WATCH

**TRANSFER CUSTODY TO COMMANDER AMPHIBIOUS
SQUADRON TEN**

BENEDICTION

**RECEPTION FOR GUESTS AND CREW AT HELM CLUB
NAB LITTLE CREEK**



LAUNCHING

Pascagoula, Miss., May 7, 1954—The USS PLYMOUTH ROCK, second of six Landing Ships Dock being constructed at the Pascagoula, Miss. shipyard of The Ingalls Shipbuilding Corporation, was launched today.

Mrs. F.C. Denebrink, wife of Vice Admiral Francis C. Denebrink, USN, Commander, Military Sea Transportation Service, Washington, D.C., was the sponsor of the vessel and their daughter, Miss Joyce Ann Denebrink was the Maid of Honor.

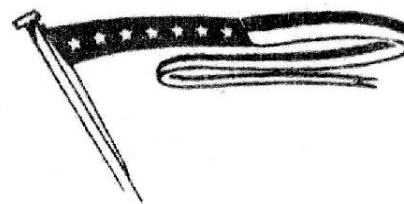
Ceremonies opened with the invocation by the Rev. W.L. Stagg, Jr., pastor of the Moss Point, Miss., First Baptist Church, and music by the Moss Point High School band.

This was followed by introduction of honored guests by Monroe B. Lanier, President of The Ingalls Shipbuilding Corporation, including Captain F.W. Slaven, Supervisor of Shipbuilding, USN, and Naval Inspector of Ordnance at the Pascagoula shipyard.

Rear Admiral H.H. McLean, USN, Commandant, Sixth Naval District, Charleston, S.C., in his remarks complimented the Ingalls organization of the construction of naval vessels; five LST's recently delivered to the Navy and two LSD's, the first of which was launched in February. Navy construction at Ingalls' Gulf Coast shipyard is ahead of schedule, Admiral McLean said.

Vice Admiral Denebrink praised the work of Ingalls employees on Navy construction. A native of Chicago with 41 years service on almost every type of naval vessel, Admiral Denebrink dwelled at length on a description of Ingalls ships which have participated in military operations throughout the world. He closed his remarks with a detailed explanation of the USS PLYMOUTH ROCK and its field of operation.

Mr. Lanier mentioned that today's launching was the 152nd at Ingalls Pascagoula shipyard. It is the first launching in 16 years, he said, that there has not been a commercial vessel under construction during a launching.



COMMISSION PENNANT

During the Middle Ages the mark of knights and other nobles was a "coachwip pennant" called a pennon. The size of these pennons as well as their diverse splendor usually signified the relative rank and importance of the noble it heralded. During the infancy of modern naval seapower these nobles rarely embarked upon sea going vessels, but when they did, they flew their pennons from the most visible place on the ship, usually the foremast or main mast.

Perhaps the first time the commission pennant was used independent of feudal heraldry dates back to the 17th century during a conflict between the Dutch and English. Admiral Tromp of the Dutch fleet hoisted a broom at his masthead to indicate his intention to "sweep the English navy from the sea." The British carried out their boast and ever since a narrow coachwip pennant (to symbolize the original horse whip), has been the distinctive mark of a vessel of war and has been adopted by all nations.

The commission pennant, as it is called today, is blue at the hoist, with a union of seven white stars; it is red and white at the fly, in two horizontal stripes. (The number of stars is arbitrary). The pennant is flown at the main by vessels not carrying flag officers. In lieu of the commission pennant, a vessel with a high ranking officer or official embarked aboard flies his own personnel flag or command pennant.

Today's ceremony and its participants are inacting an age old tradition handed down from century to century. When the commissioning pennant is finally lowered from the main and handed over to the commanding officer, the ship is officially retired.

COMMANDING OFFICER
CDR. M.W. KENYON

EXECUTIVE OFFICER
LCDR C.C. COGHILL

WARDROOM
LT P.C. COCKRILL
LT T. FERGUSON
LTJG R.R. RIDLEY
LTJG R.K. ELSMAN
LTJG H.A. MORGAN
ENS T.W. VAN WAGNER
CWO4 J.M. MEYER
CWO3 S.L. PENTECOST

CHIEF PETTY OFFICER
ICC HAZLETT
SMC TORRES
EMC WALLER
QMC VANBIBBER
SKC GABRIEL
MMC ARRE
BTC CARNRIKE
BMC SMALL

FIRST CLASS PETTY OFFICERS

HT1 BARNES
SH1 BAUCOM
PN1 BLAKLEY
BT1 CATES
BM1 CLAIR
DKI FERNANDO
RM1 DAVIS
MS1 FERRER
BT1 KELLER
NC1 SHABRO

YN1 LEONARD
GMG1 MCNEIL
RMI MCADAMS
BT1 SAMUELS
MS1 SABADO
OS1 TYRELL
MM1 VANDEUSON
SK1 WAITE
HM1 MCGUIRE

HT2 BAGGETT
EM2 BAUER
MM2 BONNACCI
QM2 BULLEN
EM2 BUSH
MM2 GOSSEL
BT2 JOHNSON
YN2 JONES
MM2 KOCHAN
QM2 HENSON
SH2 MEITZLER
IC2 MIDDLETON
MS SABILLE
PC2 STEFENSON
SH2 TRIPLETT
BT2 WEAVER
IC2 WILLIAMS
BT2 WILSON
HT2 WOOD
HM3 ABER
OS3 BAKER
MM3 BAXTER
SM3 CROWELL
MM2 BROWN
EM3 RABIDEAU
SKSN ROBINSON
MR2 SCRINZI
MM3 DORNAUER
MS3 EHRET
HT3 FIELDS
BT3 GARY
BT3 GEORGE
BM3 GIFFORD
MM3 GOMEZ
MM3 HARVEY
BT3 HEATER

**The Crew
Of The
USS PLYMOUTH
ROCK
LSD-29**

MS3 HECKART
EN3 HENDRIX
BT3 SMITH
PN3 HERROD
MS3 SINCLAIR
BM3 JOSEY
BT2 KEELING
BM3 SHAFFER
BM3 MCKAY
YN3 MILLER
MM3 MOCKENHAUPT
MM3 NEW
MM3 OHARE
MS3 PLUMEAU
EM3 POTTER
BT3N GEORGIE
HT3 CASE
QM2 CORREA
MR3 SPIEGEL
MR3 TRAHAN
RM3 RIETHMAIER
MM3 TWITTY
HT3 WELLINGTON
GMGSN SMITH
HT3 WILLIS
BT3 ZELLER
YNSN ASH
BT3N BALDWIN
SKSN BENNET
HTFN BENTINNEN
BT3 RUHLING
SN ROZZELL
BT3N MEWHORTER
BM3 MILLER
RMSN NESS

SN ONDEK
OSSN OOSTERKAMP
HT3 PADEN
MMFN ROGERS
SN REYNOLDS
HTFA RIDGE
SN GARDNER
BM2 BUMBALOUGH
EM3 SALEEM
ET2 CORWIN
MMFN SWEITZER
SN TANNER
HTFN TART
EM3 THOMPSON
FN TUCKER
SN TURBYFILL
EM3 THOMPSON
SKSN WATKINS
HTFN WISSING
RMSN KEEGAN
SN ZACHMEYER
ICFN CADY
BMSN LEWIS
MM3 CHEVALON
SA CHRISTIAN
HTFN CORDON
RMSN DAKE
SN LATHAM
SN KLEMBARA
SN DIXON
SMSN DROOGAN
BMSA JONES
FN HORN
BM3 BUDLONG
BT3 RICKLEMAN
MM3 COAKLEY

Crewmembers with the longest time aboard

MM2 BONNACCI — 1978
SH2 MEITZLER — 1978
BT2 JOHNSON — 1979



Decommissioning Program for the USS PLYMOUTH ROCK donated by Tom Riethmaier, RM3, USS PLYMOUTH ROCK, Sep 1983

(Tom was onboard the ship from 8/81-9/83 and was a member of the decommissioning crew)



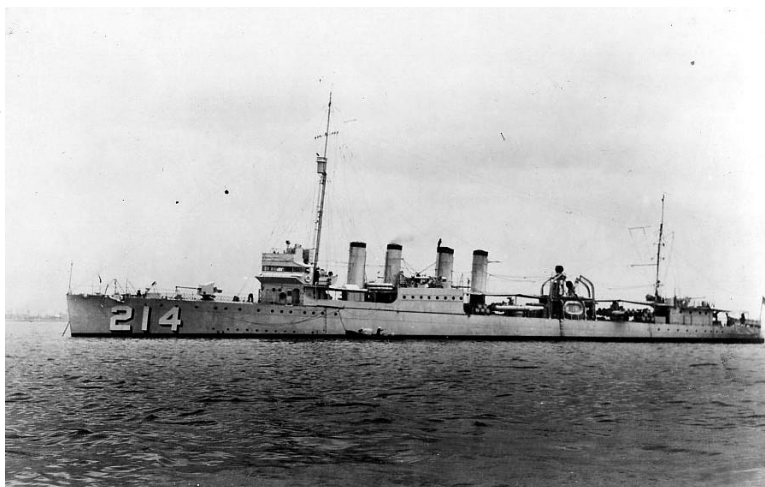
From ships newsletter Vol. XXVI, USS Hermitage (LSD-34)

And the other DD-214

A four stack, flush-deck Destroyer 1919-1946

The DD-214

Upon discharge, Navy veterans receive a Discharge Certificate (DD-214). The Defense Department issues to each veteran a DD-214, identifying the veterans condition of discharge. Application for Veterans benefits require that you provide a copy of Form DD-214 or other valid discharge record. This is an important record and must be safeguarded. If you have a copy of your DD-214 it is recommended that it be recorded at your county courthouse, or at the very least be sure to keep it in a safe place and inform a family member or trusted individual of it's location. The DD-214 can now be requested by a military veteran or next of kin of a deceased former member of the military. If you misplaced yours, for complete instructions on how to apply



for a copy of your DD-214, you may call the following: Navy Reference Branch: (314) 538 - 4200



Photo contributed by Gerald Holden, YN2, on board: 9/69-6/70. The picture was taken in June of 1966 while the ship was in New York . You can see civilians on the ship so they must have at an "open house" or something like that. The Rock sure looks nice and clean in this one.



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.*

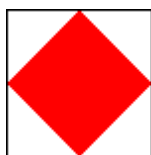
Plymouth Rock Mug. Price is \$15.00 includes shipping and handling.



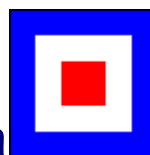
Bumper Stickers. Price is \$2.80 includes shipping and handling.



| | |
|--|--|
| <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 shipping and handling. The following sizes are available: Med./Lge./XL/XXL and XXXL.</p>  | <p>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.</p>  |



Navy Trivia



CUP OF JOE: In 1914, Secretary of the Navy Josephus Daniels banned alcohol on U.S. Navy ships. From that time on, the strongest drink permitted aboard Navy ships was coffee. Hence, a cup of coffee became known as a “cup of Joe.”

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

SCUTTLEBUTT: A water barrel where sailors would gather to drink and exchange gossip gave rise to this term.

POOP DECK: No, this term does not come from sailors hanging off the stern of the ship, relieving themselves. Rather, it is from the Latin *puppis* meaning stern. So the poop deck is the aft deck of a ship.

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.

COXSWAIN: A coxswain or cockswain was at first the swain (boy servant) in charge of the small cock or cockboat that was kept aboard for the ship's captain and which was used to row him to and from the ship. The term has been in use in England dating back to at least 1463. With the passing of time the coxswain became the helmsman of any boat, regardless of size.

FOULED ANCHOR: The fouled (rope- or chain-entwined) anchor so prevalent in our Navy's designs and insignia is a symbol at least 500 years old that has its origins in the British

traditions adopted by our naval service.

The fouled anchor was adopted as the official seal of Lord High Admiral Charles Lord Howard of Effingham during the late 1500s. A variation of the seal had been in use by the Lord High Admiral of Scotland about a century earlier.

The anchor (both with and without the entwined rope) is a traditional heraldic device used in ancient British coats of arms. As a heraldic device, it is a stylized representation used merely for its decorative effect.



4—Northern Wyoming Daily News, Worland, Wyo., Friday, April 2

Opinions

Readers' Views

Objection from a former sailor

To the Editor:

I object and take exception to everyone saying that Obama and Congress are spending money like a drunken sailor. As a former drunken sailor, I quit when I ran out of money.

Bruce L. Hargraves
USN Retired
Worland

Contributed by Andy Dusault, DC2

The last American veteran of World War I has been laid to rest.

Frank Buckles was buried March 15, 2011 at Arlington National Cemetery, just 50 yards from the gravesite of Gen. John

Pershing, under whose command he served. He was 110 years old. Buckles' flag-draped casket was carried to the gravesite on a caisson led by seven horses. After the service, Army Vice Chief of Staff Gen. Peter Chiarelli handed the flag to Buckles' daughter, Susannah Flanagan. Before the burial, President Barack Obama and Vice President Joe Biden paid their respects to Buckles and offered condolences to his daughter.

Buckles lied about his age to enlist at age 16 and outlived the approximately 4.7 million Americans who served in WWI.



ATTENTION

**If you move, we would appreciate you
notifying us so we have a current address
and will incur less expense with
returned newsletters and re-mailing.**



Ships are gone

There are 12 carriers, by law. Today they are all nuclear powered. the last two conventional carriers, Kennedy and the Kitty Hawk, were decommissioned several years ago. My son-in-law decommissioned both ships. After all arrangements were made to decommission "Kitty," he was instructed to call the ceremony something else because its replacement had not passed sea trials and therefore the Navy would violate the law by having only eleven operating carriers. So they had a legend ceremony. Shortly after, only the CO and one or two sailors remained. Four months later the last crew member, the CO, received a message to transfer from the ship.

So for four months the Navy had a commissioned carrier, dead and no crew. Now to the meat. If you were to ask our citizens, "How big is our U.S. Navy?" you would receive all kinds of answers. Most would be large numbers, like 1,000 ships. Actually, it is 278, plus or minus -- the smallest number in some 80 years. There are 340 admirals, plus or minus a few. The Sixth Fleet has one ship, and I don't think it has any guns or missiles. I'm not sure where that destroyer came from.

The No. 1 priority for our Navy, as demanded by the Chairman of the Joint Chiefs of Staff, Adm. Mullen, and the Chief of Naval Operations, Adm. Roughead, is diversity. They are busy doing other things. Our people have been put to sleep since the 1993 base closures, when the Navy lied to us about the size of the fleet. It was then 450, and nobody said anything when it dropped below 300.

Where are the Kings, Halseys, Nimitzes and Burkes? We now have no warriors. Only managers.

JAMES A. KENNEY

Capt., U.S. Navy (Retired)

