

USS Plymouth Rock (LSD29)

Newsletter May - August 2012

Welcome to the USS Plymouth Rock Newsletter

Thirty-second 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/Newsletter Editor at:

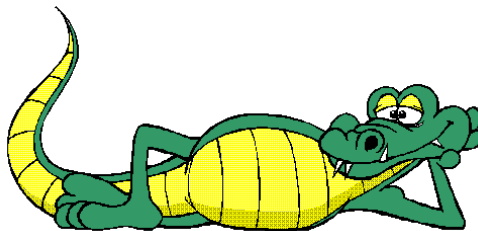
billinp@metrocast.net

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

Edwin Pawlak, MM3. Changed Address: 15208 N. Lakeforest Dr., Sun City, AZ 85351

Greg Casillas, BMSN: Changed Address: 205 Double Eagle Drive #26, Surfside Beach, SC 29575



Known Deceased Shipmates

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

Robert L. E. (Shorty) Burrows, Machinist Mate	

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

For complete information on any shipmate, go to the Crews Muster List, found in the Ships Website

William Patton, RM1, 1220 Oklahoma St., Oviedo, FL 32765. On board: 1979-75. E-Mail Address: wpatton138683@aol.com

Paul Terranova, E1, 27 Cherry Hill Rd., Magnolia, DE On board: 6/66-6/68. E-Mail Address: sfc-terra@yahoo.com

Charles Bali, BM3, 3261 W. 76th Place, Merrillville, IN 46410-4415

Donald Ciesielski, SM3, Chesapeake, VA 23322. On board 10/74-6/75. E-Mail Address: donald.ciesielski@navy.mil

Cortlandt Coghill, LCDR. 190 New London Place, Lynchburg, VA 24502. On board 6-82-Decom+. E-Mail Address: cccoghill@babcock.com

Kenneth Malcolm, RM3, PO Box 737, Bristol, IN 46507. On board 6/60-10/63. E-mail address: malcomk1@yahoo.com



The Story Behind "TAPS"

It all began in 1862 during the Civil War, when Union Army Robert Ellicombe was with his men near Harrison's Landing in Virginia. The Confederate Army was on the other side of the narrow strip of land. During the night, Captain Ellicombe heard the moan of a soldier who lay mortally wounded on the field. Not knowing if it was a Union or Confederate soldier, the captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach the gunfire, the captain reached the

stricken soldier and began pulling him toward his encampment. When the captain finally reached his own lines, he discovered it was actually a Confederate soldier, but the soldier was dead. The captain lit a lantern, suddenly he caught his breath and went white with shock. In the dim light, he saw the face of the soldier, it was his own son.

The boy had been studying music in the South when the war broke out. Without telling his father, he enlisted in the Confederate Army. The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial despite his enemy status. His request was partially granted. The captain had asked if he could have a group of Army band members play a funeral dirge for the son at the funeral. That request was turned down since the soldier was a Confederate. Out of respect for the father, they did say they could give him only one musician. The father chose the bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in the pocket of his dead son's uniform. This wish was granted.

This music was the haunting melody we now know as "Taps" that is used at all military funerals.



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.

Ron Swearingen, DC3	Lt. Van Tunstall	Alan Robertson, BT2
Gerry Holden, YN2	Norm Jepson, BMSN	USS Whetstone (LSD27)
Harry T. Andersen, BTC		



Paid Association Members for 2011-2012

As of July 27, we now have 144 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, Charlene	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, Jack
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	Walker, Gerald	Walsh, Bill	Warwick, Robert

	F.	M.		
Watkins, Richard P.	Watson, Ernest	Watts, Richard A.	Whitlock, Jerry S	Whittle, David
Ziembra, James	Ishmael, Harry	Toungette, Mike	Nicoll, Peter	Pierce, Richard
Derry, Thomas	Burch, Willard J.	Cuffy, Arvell	Baldwin, Brad	Cooke, Charles
Terranova, Paul	Bali, Charles	Wells, Andrew	Malcolm, Kenneth	



Great story of American ingenuity – one of the factors that makes the American military so good.

U.S.S. Barb: The Sub That Sank A Train

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953, was originally the USS Barb, an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers.

The U.S.S. Barb was a pioneer, paving the way for the first submarine launched missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive. The U.S.S. Barb was indeed, the submarine that "SANK A TRAIN".

July 18, 1945 (Patience Bay, Off the coast of Karafuto , Japan):

It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make one more trip with the men he cared for like a father, should his fourth patrol be successful. Of course, no one suspected when he had struck that deal prior to his fourth and what should have been his final war patrol on the Barb, that Commander Fluckey's success would be so great he would be awarded the Medal of Honor.

Commander Fluckey smiled as he remembered that patrol. "Lucky" Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the "mother-lode" ...more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

Now his crew was buzzing excitedly about bagging a train!

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives.. one of the sub's 55-pound scuttling charges. But this early

morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men. Thus the problem... how to detonate the charge at the moment the train passed, without endangering the life of a shore party. PROBLEM?

Solutions! If you don't look for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up? Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. "To complete the circuit (detonating the 55-pound charge) we hook in a micro switch ...between two ties. We don't set it off, the TRAIN does." Not only did Hatfield have the plan, he wanted to be part of the volunteer shore party.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that "as commander he belonged with the Barb," coupled with the threat from one that "I swear I'll send a message to ComSubPac if you attempt this (joining the shore party himself)." Even a Japanese POW being held on the Barb wanted to go, promising not to try to escape!

In the meantime, there would be no more harassment of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would "lay low", prepare their equipment, train, and wait for the weather.

MIDNIGHT, July 23, 1945

The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland.

Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the ladder, then stopped in shock as he realized it was an enemy lookout tower....an OCCUPIED tower. Fortunately the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw and warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more slowly and quietly. Twenty minutes later the holes had been dug and the explosives and batteries hidden beneath fresh soil.

During planning for the mission the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. If the sailor who had once cracked walnuts on the railroad tracks slipped during this final, dangerous procedure, his would be the only life lost. On this night it was the only order the saboteurs refused to obey, all of them peering anxiously over Hatfield's shoulder to make sure he did it

right. The men had come too far to be disappointed by a switch failure.

1:32 A.M.

Watching from the deck of the Barb, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. He had skillfully, and daringly, guided the Barb within 600 yards of the enemy beach. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his saboteurs became necessary.

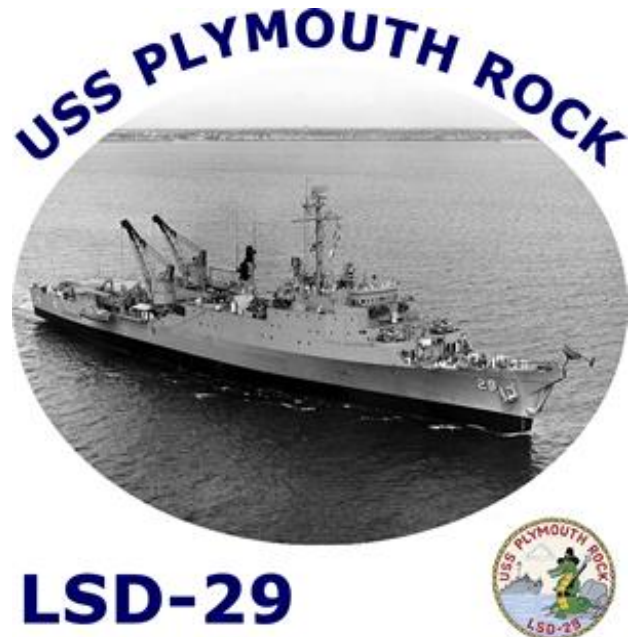
1:45 A.M.

The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, "CAPTAIN! Another train coming up the tracks!" The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil!", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M.

The darkness was shattered by brilliant light and the roar of the explosion. The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the cars began to accordion into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb turned to slip back to safer waters. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. "Lucky" Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had "sunk" a Japanese TRAIN!

Article contributed by Ron Swearingen DC3



Two of the more unusual pictures I found of the ship while surfing the net. Bill Provencal, Editor





<p>"The REALLY open bridge on the Plymouth Rock- No place for wussies in a North Atlantic crossing!" 1970-71</p>	<p>Navigators standing watch on open bridge. 1970</p>
<p>Pictures taken and contributed by LT Van Tunstall</p>	



Mail Call



 Bill, I read the article (Newsletter 31) about the USS William D Porter DD 579 with much interest. Especially the part about her shooting the side of the USS Luce DD 522. My uncle was on board the Luce at that time though he never mentioned that incident to me. The Luce met the same fate as the Porter. On 4 May 1945 (36 days before the Porter) It was sunk by a kamikaze. Unlike the Porter (0 souls lost) the Luce lost 126 souls out of 312 on board. I remember my uncle says the one thing that ticked him off the most was having to take off his brand new shoes and leaving them on the ship before jumping overboard. Thanks for putting the story in. Rich Pratt, SN

 Received a note from William Patton, RM1, (On board 1970-75 "Was a great ship, learned alot during my time on old blue. Caused me to remain in the Navy and retired as a CWO4. Bill's e-mail address is wpatton138683@aol.com

 Bill, I had a wonderful time going through the photos and some of the history of the Plymouth Rock. My uncle, Bill Jensen, was a crew member in the early 1960s and one very memorable night for me (I was only about

7 or 8) was watching the movie "Mr. Roberts" on the aft section of the ship when she was at Norfolk NOB. I knew several of his ship mates, names long lost now, and hope they have fared well.
Jim Korman, TSgt, USAF Ret.

■ Received a note from Kevin Burrows, son of Robert "Shorty" Burrows, 1960-64. 'I ran across the ships website looking for more information about ship rosters during the time frame. My father served aboard the ship as a machinist. He was from Alabama.' Kevin's e-mail address is dcubanditt1@aol.com



Bill here is another picture for you of the Peter Rabbit from Feb. 1959 and not sure where she was tied up.
Gerry Holden, YN2 Captains Yeoman



2012 Ships Reunion

Valley Forge PA



2012 Reunion Agenda

Thursday: September 20

1600

Hotel Check In

Registration for Reunion In the Hospitality Room

Supper on your own

Friday: September 21

0630-0900

Complimentary Breakfast at hotel "with room reservations."

0900-1700

Tour of Historical Philadelphia with lunch on your own at Reading Hall & inclusive tour of USS New Jersey.

1700-

Supper on your own--list of restaurants will be provided

Saturday: September 22

0630-0900

Complimentary Breakfast at hotel "with room reservations."

0900-1200

Tour of Historic Valley Forge

1200- Holiday Routine (free time)

Sunday: September 23

0630-0900

Complimentary Breakfast at hotel “with room reservations.”

1230-1245

Group Pictures

1300-1500

Banquet Buffet (at the hotel)

1530-1630

Officers Call

1700-1800

All Hands Muster for members business meeting

Monday: September 24

0630-0900

Complimentary Breakfast at hotel “with room reservations.”

Departure

****Hospitality Room will be available for scuttlebutt as much as possible.****

2012 USS Plymouth Rock Reunion Tours Through American Heritage Landmark Tours

Friday 9am-5pm Historical & Cultural Philadelphia National Constitution Center PLUS USS New Jersey tour.

Saturday 9am-Noon Valley Forge National Park

DIRECTIONS TO THE HOTEL

From the Northeast

Take the New Jersey Turnpike South to the Pennsylvania Turnpike Exit 6. Follow the Pennsylvania Turnpike West to Exit 326 (Valley Forge). After the toll plaza, take the third right, Exit 328 (Route 202 North - King of Prussia). Hotel is one mile on the right.

From the South

Take 95 North to Route 476 North (Exit 7). Take 76 West (Schuylkill Expressway) following signs for Valley Forge to Exit 328 (Route 202 North - King of Prussia). Hotel is one mile on the

right.

From the East

Take the Atlantic City Expressway to Route 42 to the Walt Whitman Bridge. Follow 76 West (Schuylkill Expressway) to Exit 328 (Route 202 North - King of Prussia). Hotel is one mile on the right.

From the West

Take the Pennsylvania Turnpike to Exit 326 (Valley Forge). After the toll plaza, take the third right, Exit 328 (Route 202 North - King of Prussia). Hotel is one mile on the right.

From Philadelphia International Airport

Take 95 South to Route 476 North (Exit 7). Take 76 West (Schuylkill Expressway) following signs for Valley Forge to Exit 328 (Route 202 North - King of Prussia). Hotel is one mile on the right.

Any questions or suggestions can be directed to the Reunion Coordinators: Dave and Rhonda Dortch who can be reached at the following:

e-mail: tazrhondave@yahoo.com

phone: 870-236-3725

mail: Dave and Rhonda Dortch

4009 Hickory Cove

Paragould, AR 72450

We will have a hospitality room available to us with our own snacks and beverages provided by the Association. The hospitality room is non-smoking. As of August 31, 2010 all Dolce Hotels are smoke free.



"The Chief and the Gunny"

An old Chief and an old Gunny were sitting at the VFW arguing about who'd had the tougher career. "I did 30 years in the Corps," the Gunny declared proudly, and fought in three of my country's wars. Fresh out of boot camp I hit the beach at Okinawa, clawed my way up the blood soaked sand, and eventually took out an entire enemy machine gun nest with a single grenade." "As a sergeant, I fought in Korea alongside General MacArthur. We pushed back the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire. Finally, as a gunny sergeant, I did three consecutive combat tours in Vietnam. We humped through the mud and razor grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire all day and mortar fire all night. In a fire fight, we'd fire until our arms ached and our guns were empty, then we'd charge the enemy with bayonets!"

"Ah," said the Chief with a dismissive wave of his hand, "all shore duty, huh?"

Article courtesy of USS Whetstone (LSD27) newsletter





HEY IRAN!!!

USS Abraham Lincoln
110,000 tons, 90 fixed wing and helicopters & 5000 warriors.
Let the diplomatic relations begin



SOMALI PIRATES

Smoke em! if you got em!

New Navy posters sent in by Norm. Jespon, BMSN



WRITE AN ARTICLE!

We need your articles and letters to the newsletter editor for publication in our newsletter.

Photographs accompanying articles are much appreciated.

Send your articles to the editor at: billinp@metrocast.net



Master at Arms

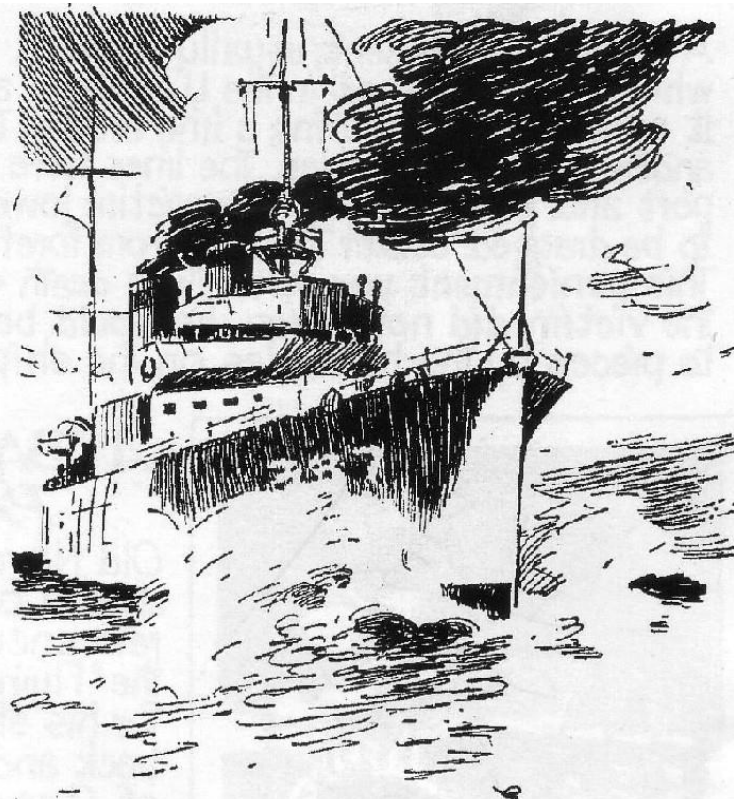
The "Master at Arms" designation is by no means a modern innovation. Naval records show that these "sheriffs of the sea" were keeping order as early as the reign of Charles I of England. At that time, they were charged with keeping the swords, pistols and muskets in good working order as well as ensuring that the bandoleers were filled with fresh gunpowder before combat.

Besides being chiefs of police at sea, the sea corporals, as they were called in the British Navy, had to be qualified in close order fighting under arms and able to train seamen in hand-to-hand combat. In the days of sail, the sailors who held the MAA designation were truly "masters at arms." The master at arms in the U.S. Navy can trace the beginning of his rate to the Union Navy of the Civil War.



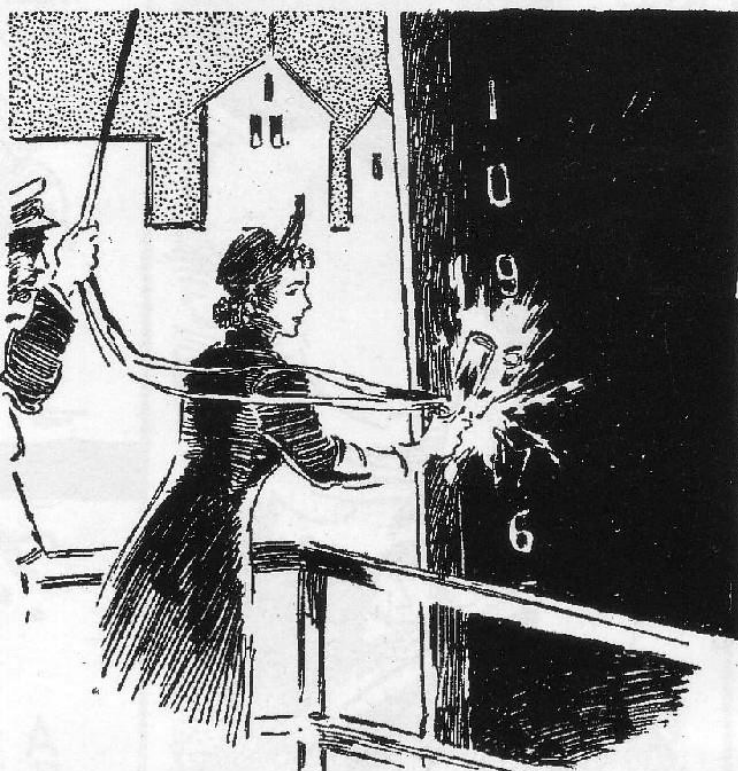
**Yes!
WE HAVE NO PAJAMAS.**

Several times the Navy Department endeavored to convince enlisted men to wear pajamas to bed. But the boys preferred to sleep in the raw or in skivvies. As a result, the Department gave up the fight in 1915 and ordered its clothing depots to dispose of all the pajamas.



• TIN CANS •

This name for destroyers seems even more appropriate than ever now that W.P.B informs us that 13,000 pounds of tin actually goes into the construction of a modern destroyer.



• WOMEN SPONSORS

Until 1846, it was thought 'un-ladylike' for the fair sex to smash bottles of wine against ships' noses. However, in October of that year, Miss Watson of Philadelphia established a precedent by sponsoring the launching of the U.S.S. Germantown, and ever since then our fighting craft have been christened by the ladies.

The four articles were contributed by Harry T. Andersen, BTC

Ships Store Items

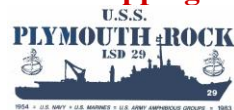
The following items are offered for sale through the Ships Store. All orders are handled through Shorty Cyr, BM3, 119 Pinecrest Drive, Waterbury, CT 06708, Phone #203-753-6220, e-mail at:

shortybm3@yahoo.com All orders must be accompanied by a check. Checks must be made out to the USS Plymouth Rock Association. You can click on any image to obtain a larger view of the item.

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



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



Ships Patch. Price is \$8.75 includes shipping and handling.



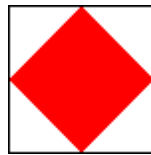
Plymouth Rock Cap. Price is \$15.00 this price includes shipping and handling.



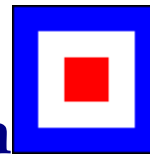
Short sleeve tee shirt. Price is \$22.00 which includes shipping and handling. The following sizes are available: Med./Lge./XL/XXL and XXXL.



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



Navy Trivia



Fart Sack – Sleeping bag. (common usage among ground forces of various countries) Can also refer to fitted mattress covers aboard ship.

Foul Bore – (1) In gunnery, an unsafe condition where the bore of the gun is not clear after firing. It may be obstructed by a stuck shell casing, an entire round, or other unwanted foreign material. (2) Someone who repeatedly tells uninteresting sea stories.

Mooring Line – Lines used to tie the ship to the pier or to another ship. Mooring lines are numbered from forward aft; the direction they tend (lead) is also sometimes given. 'Number one mooring line' typically is made fast at the bow, and tends straight across to the pier or other ship. Spring lines tend forward or aft of their attachment point.

Material Condition Zebra - All fittings and closures marked 'X', 'Y', and 'Z' must be closed. Maximum watertight integrity. "Set Condition Zebra" is the command to close all water-tight doors, hatches, and fittings throughout the ship. Usually follows the call to GQ.

Mail Buoy Watch - A practical joke pulled on inexperienced crewmembers and midshipmen which revolves around convincing the victim that mail is delivered to a ship at sea via a buoy.

Knee-knockers - The coaming of a watertight door or bulkhead opening. These coamings are a foot or so off the deck. So called because they can wreak havoc on the shins of those new to shipboard life.

Horse-cock - Sandwich meat, usually served at MIDRATS or during relaxed states of GQ, made with mystery meat masquerading as bologna or other lunch meat. The legendary 'tube steak.' Aka 'cylindrical sirloin', 'fillet of mule tool.'

Heave Out And Trice Up – Originally, a call for sailors to get out of their hammocks, roll them up, and trice (tie) them to the ship's rail. Among other things, it reduced the splinters produced when a cannon ball hit the (wooden) rail. Today, it simply means it's time for a sailor to get out of his or her bunk, making sure it is shipshape

Gundeck - To mark a maintenance or PMS check as complete without doing the work. Aka 'Pencil-whipping,' especially when intentionally falsifying logs or records, filling in the blanks just before an inspection. Aka 'Radioing in' a report. 'Radioing' is also used to refer to work that is logged before it is performed



