

USS Plymouth Rock (LSD29)

Newsletter January – April, 2016, 43rd Edition

Welcome to the USS Plymouth Rock Newsletter


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 <mailto: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/



Ships Officers

President
Tom Wagner
tfwagner@wagner-insurance.net
812-537-9548

Vice President
Bill Haynie
864-934-2900
mailto:whhaynie@charter.net

Treasurer
David Dortch
870-236-3725
tazrhondave@yahoo.com



★ ★ ★ Welcome Aboard ★ ★ ★

Eugene (Bud) Wyson, MM3, 720 New West Townsend Rd.,
Lunenburg, MA 01462. On board 1958-62. E-Mail Address:
mbw720@yahoo.com

Secretary/Webmaster/Newsletter
Editor
Bill Provencal
billinp@metrocast.net
603-435-8603

Ships Historian
Norm Jepson
586-755-3814
rnjepson@aol.com

Ships Storekeeper
Dennis (Shorty) Cyr
shortybm3@yahoo.com
203-753-6220

Reunion Coordinators:
Bill and Lynn Haynie
864-934-2900
mailto:whhaynie@charter.net



Martin Stetter, ET3, 5562 James Drive, Hamburg, NY 14075.
On board 11/54010/56. E-Mail: sms1933@hotmail.com

**NOTE: Additional information is available on the Website
"Crews Muster List"**



Information on the Reunion in 2016



The 2016 Ships Reunion will be held in Pensacola, FL. We have confirmed dates of Sept 28 through Oct 2, 2016 reserved. Check in time is 3:00PM and Check out is 11:00 am. We will be staying at the Holiday Inn, located at 7813 N. Davis Hwy, Pensacola ,Fla. This location is adjacent to Exit 13 off I-10.

Room Rates: We have confirmed room rates at \$109.00/night plus 11.5% taxes and fees. This includes a complimentary breakfast. You will be given 2 breakfast vouchers per room, breakfast is in the hotel restaurant.

Cancellation Policy: Group is 30 days prior to September 28. Individual cancellation is 6:00 PM, date of arrival.

Reservations: To obtain the group date, reservations must be made before Midnight on August 27, 2016. The Holiday Inn reservation Number is 1-800-HOLIDAY OR PHONE NUMBER FOR HOTEL IS 1-850-472-1400. The web site is www.holidayinnpns.com. The group code for our reservations is PLY/Reunion. A credit card is required to guarantee individual reservations.

What is available at the hotel: Heated pool, hot tub, fitness center, internet access, business center, complimentary parking.

Hospitality Room: If we reserve 20 rooms, use of room is free, other wise cost to the Association is \$100,00 per day. Hospitality room is 100% Non-smoking. Snacks, liquor, beer will be allowed in the Hospitality Room

Reunion Dinner: Menu options: All entrees are listed below and come with appropriate sides, breads, chef's choice of dessert, and iced tea. There is a 25 person minimum on all buffets, and all prices are inclusive.

Seafood Grill – Boiled Shrimp, Grilled Amberjack with Cajun butter @ \$30.90/guest

Country Buffet – Fried Chicken, Roast Beef @ \$27.03/guest

Tours: **The Naval Air Museum** - Admission is free, and their collection is extensive so it might take several days to see everything depending upon your level of interest. Some of their activities include motion based simulator rides, 360 degree pitch and roll max flight 3D simulator ride, IMAX movies (there is a charge for movies), 4D Blue Angel Theater, and visits to Hangar Bay One and the gift shop. There is also a flight line tour of old aircraft the museum has collected. The Cubi Bar Café is located there for meals, but it is also a popular museum exhibit.

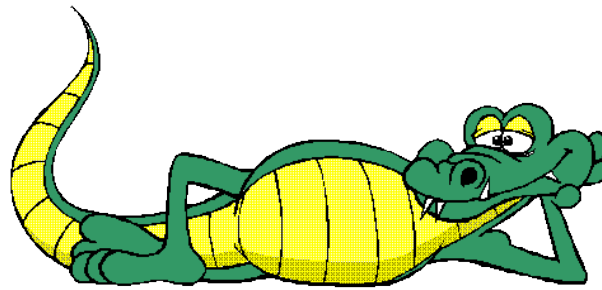
Travel to the Museum should be by personal vehicle. The alternative would be a shuttle bus if needed, and I would have to get the rate.

The best reason to use personal vehicles is the level of interest. It will be extremely fascinating to some.... or it could be a short trip. If you visit and try all activities available, it could take at least 2 days

There are many beaches in the Pensacola area and if anyone wants to visit a ship, The USS Alabama is 51 miles west of the hotel on Mobile Bay just off I-10 at the USS Alabama Memorial Park

Application: The registration application for the reunion must be completed and mailed with your meal deposit prior to September 15, 2016.

Bill Haynie, reunion coordinator contacted the public affairs office of the Blue Angels and inquired about a guest speaker but was put off till spring. Reunion Coordinators are Bill and Lynn Haynie, 864-934-2900, E-Mail: whhaynie@charter.net



Recent Address/E-Mail/Phone Numbers Changes to the Ships Muster List

Martin Stetter, ET3, on board 10/54-10/56. E-Mail Address: sms-1933@hotmail.com

Charles Cooke, BT2, on board 1/69-11/70. New Mailing Address: 938 Lee Delie Ln., Alcoa, TN 37701-1549



Known Deceased Shipmates

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

William Bigger. RD1, on board 1981, Date of Passing 12 March, 2015	Jon Czarnetski, MM2, on board 9/61-6/62, Date of Passing December 23, 2015



Paid Membership List

Due to the length of our Paid Membership List, we are no longer printing the complete list in the newsletter. If you wish to view the complete list, go to the Website ussplymouthrock.com and select the Paid Dues Member link. If you are in doubt if your dues are due just look at the date on your blue association membership card.



Website Information

The USS Plymouth Rock Website, accessible at www.ussplymouthrock.com provides me with a range of information as to who is visiting the website, where they are from, Hong Kong, Russia, Brazil, you name it. Anyway, our visitors last year totalled 3,546 in number. I think that is quite remarkable for the Plymouth Rock.



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.

Harry Andersen, BTC	USS Whetstone, LSD27, Ships Assoc.	Stella Bigger
Norene McGhee		



Missile Launch Telemetry Equipment



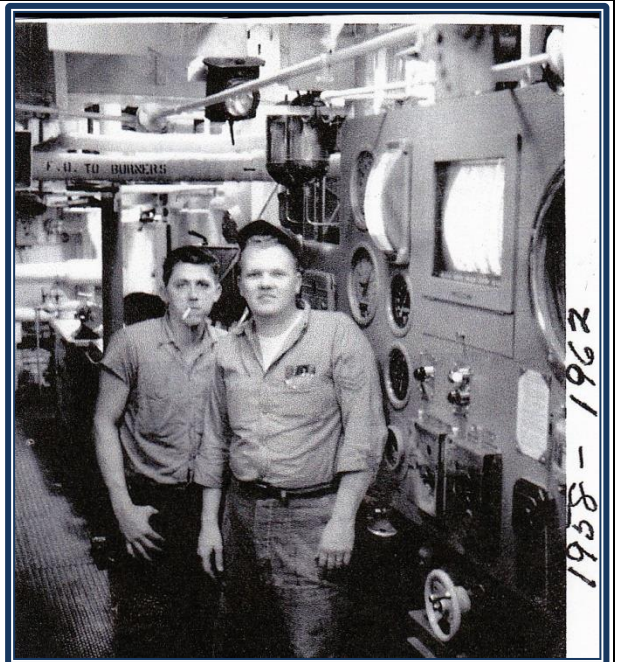
WRITE AN ARTICLE!

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





While looking in my archives for pictures, came across these two pictures which I believe are our founding Chief, Harry Andersen, BTC.

Picture on the left is Harry as a BT3 aboard the USS Shasta AE6, in 1953

Picture on the right is Harry as a BT1 (I think) on board the USS Compass Island EAG-153



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. To view all of the items in the Ship Store go to the ships website at ussplymouthrock.com, select Ships Store Link

Items for Sale:

Sweatshirt (S, M, L, XL) \$30.00

Sweatshirt (XXL) \$35.00

Sweatshirt)XXXL) \$37.00

Plymouth Rock pin \$4.00

Ships Patch \$8.75

Plymouth Rock cap \$15.00

Tee Shirt, short sleeve (blue) (M, L, XL, XXL, XXXL) \$32.00

Plymouth Rock Mug \$15.00

Personalized Commerative Placque \$20.00 or \$25.00 depending on size

Bumper Stickers \$2.80

Ships Sleeve Patch \$17.00

Note: All prices include shipping and handling



FOOD FOR THOUGHT

A Veteran is someone who, at one point in his or her life, wrote
a blank check made payable to "The United States of America" with no restrictions.
Thank you to all that have and are serving

"Food for Thought" from USS Whetstone Ships Assoc.



Historian Report

Norm Jepson, Ships Historian, recently received a cruise book, UNITAS XXII (South America), June 15 – December 15, 1981. Also received was a Company yearbook, #330 issued by Great Lakes Recruit Training Command. Both of these were donated by Stella Bigger in memory of her husband, Bill Bigger, RD1.



Development of the anchor and rudder

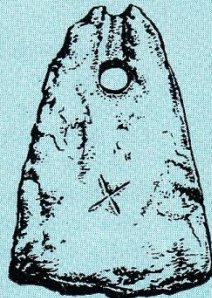
TO ANCHOR his craft, the early mariner tied a stone on a line and tossed it overboard. But stones, no matter how heavy, could slide. So sailors added grapnel-like teeth to bite into the bottom.

Traditional anchor shape evolved by the time of Christ. Barges of the Roman Emperor Caligula carried anchors of wood and iron. Vertical shanks had horizontal stocks that prevented the arms from twisting free.

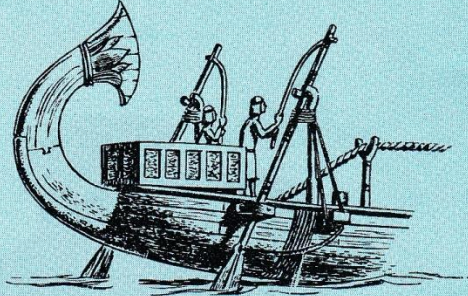
Arrowhead-shaped flukes of the 18th-century anchor gave a firmer grip. Hinged flukes make the modern stockless anchor easy to carry and burrow in when it drags along the sea floor.

Steering gear shows a similar evolution. Egyptians used two or more oars worked by tillerlike levers. Vikings mounted a steering oar on the starboard (steer-board) side. The stern rudder, hinged on the center line and presenting a larger surface, deflected water better, turned the ship faster, and was more seaworthy.

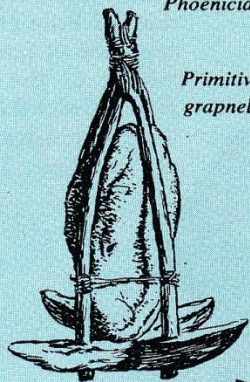
When added decks buried the helmsman, the whipstaff enabled him to swing his tiller by remote control. Block-and-tackle rig smoothed the action, multiplied power, and allowed wheel steering from an upper deck. Big ships still use steering wheels, but power turns their rudders.



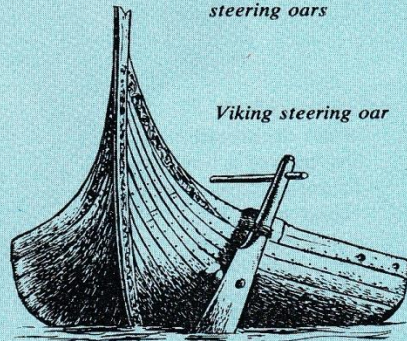
Phoenician anchor



Egyptian steering oars

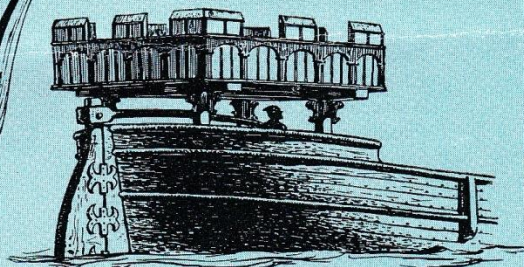
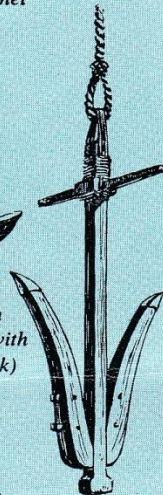


Primitive grapnel

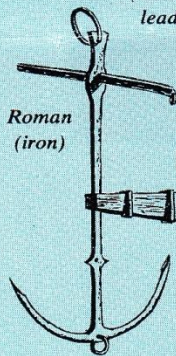


Viking steering oar

Roman (wooden with lead stock)



Medieval stern rudder

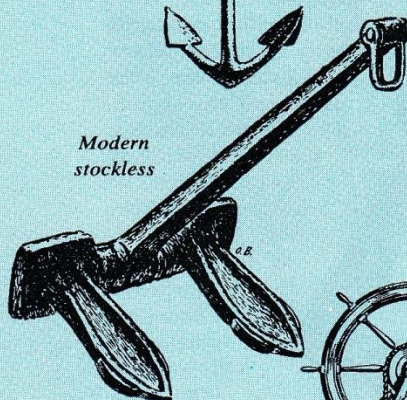


Roman (iron)

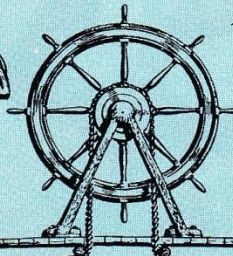
18th century



Modern stockless



16th century whipstaff



18th century steering wheel





from the desk of Tom Wagner, Association President



PREZ SEZ

PREZ SEZ



Dear Shipmates:

It has been my pleasure for these past 20 years to be President of the USS Plymouth Rock Association. Our bi-annual reunions have been very enjoyable and the venues have taking me to places I might not have visited. But I have decided to step-down as your president. The Pensacola Reunion will be my last as your President. I will not seek re-election or accept a nomination.

You should all be giving some thought as to whom you want as your President. Some obvious choices would be the current officers or chairpersons, but do consider other fellow shipmates. It is a rewarding position and a chance for you to have a say in the future of your Association. New ideas are healthy for the continued success and longevity for any organization.

I would like to thank my fellow officers, chairpersons and you shipmates, because without them the reunions would not have been possible. Your VP/Reunion Chair, Bill Haynie, has worked very hard to put this reunion together for 2016. Bill has had many recent medical

problems and I know he has struggled. Secretary/Webmaster, Bill Provencal, what a job he does! He has put us on the map with his tireless work on the website. Our Treasurer, Dave Dortch, pays our bills, advises us of financial position and guards our credit. All this with Ronda looking over his shoulder to see that he does it correctly.

Chairpersons, Norm Jepson, Historian and Shorty Cyr, Storekeeper, are part of the recipe that makes for a successful reunion. Norm makes sure that sign in board is at every reunion along with reminiscent paraphernalia which has been collected over the years. Shorty makes sure we all have the opportunity to express our memories of the U.S.S. Plymouth Rock (LSD-29) with hats, shirts, sweaters, patches, cups, etc.

This will be our last news letter before our 2016 Reunion. I am looking forward to seeing all of you in Pensacola Florida. I am excited about the Florida location. Florida has been discussed several times before, but we could never seem to get there. The location is one that could be extended for those who would like to continue seeing the Sunshine State.

Sincerely,

Thomas F. Wagner



The Gator Navy



LANDING CRAFT, AIR CUSHION – LCAC

Description

Air cushioned vehicle for transporting, ship-to-shore and across the beach, personnel, weapons, equipment, and cargo of the assault elements of the Marine Air-Ground Task Force.

Features

The Landing Craft, Air Cushion (LCAC) is a high-speed, over-the-beach fully amphibious landing craft, capable of carrying a 60-75 ton payload. It is used to transport the weapons systems, equipment, cargo and personnel of the assault elements of the Marine Air-Ground Task Force from ship to shore and across the beach. LCAC can carry heavy payloads, such as an M-1 tank, at high speeds. The LCAC payload capability and speed combine to significantly

increase the ability of the Marine Ground Element to reach the shore. Air cushion technology allows this vehicle to reach more than 70 percent of the world's coastline, while only about 15 percent of that coastline is accessible by conventional landing craft.

General Characteristics

Builder: Textron Marine and Land Systems/Avondale Gulfport Marine.

Propulsion: Legacy: 4-Allied-Signal TF-40B gas turbines (2 propulsion / 2 lift); 16,000 hp sustained; 2-shrouded reversible pitch airscrews; 4-dbl-entry fans, centrifugal or mixed flow (lift)

SLEP: 4-Vericor Power Systems ETF-40B gas turbines with Full Authority Digital Engine Control

Length: 91 feet 9.5 inches (28.0 meters).

Beam: 48 feet 4 inches (14.7 meters).

Displacement: 94.5 tons (96 metric tons) light; 170-182 tons (174 - 176 metric tons) full load.

Speed: 40+ knots (46+ mph; 74.08 kph) with full load.

Range: 200 miles at 40 kts with payload / 300 miles at 35 kts with payload.

Crew: Five.

Load: 60 tons / 72 ton overload (54.43/64.29 tonnes)

Armament: 2 - Gun mounts will support: M2HB .50 Cal machine gun; M240 7.62 mm machine gun; and MK-19 MOD3 40 mm grenade Launcher

Electronics: Radars, Navigation: Marconi LN 66; I band / Sperry Marine Bridge Master E.



Gulf of Mexico (Jan. 15, 2006) - Landing Craft, Air Cushion (LCAC) 50 transits alongside the amphibious transport dock ship USS San Antonio (LPD 17), during a friends and family day cruise. The San Antonio-class will functionally replace over 41 ships (LPD 4, LSD 36, LKA 113 and LST 1179 classes of amphibious ships) providing the Navy and Marine Corps with

modern sea-based platforms. San Antonio will be homeported in Norfolk, Va. U.S. Navy photo by Journalist Seaman Apprentice Charles A. Ordoqui (RELEASED)

LANDING CRAFT, MECHANIZED AND UTILITY - LCM/LCU

Description

Landing craft are used by amphibious forces to transport equipment and troops to the shore. Landing craft are also used to support civilian humanitarian/maritime operations.

Features

Landing craft are capable of transporting cargo, tracked and/or wheeled vehicles and troops from amphibious assault ships to beachheads or piers. LCMs have a bow ramp for onload/offload. LCUs have both bow and stern ramps for onload/offload and have the ability to operate at sea for up to 10 days.

Background

The use of landing craft in amphibious assault dates from World War II. The craft are carried aboard amphibious assault ships to the objective area.

Program Status

The use of landing craft in amphibious assault dates from World War II. The craft are carried aboard amphibious assault ships to the objective area

General Characteristics, LCU 1610, 1627 and 1646 Class

Propulsion: 2- Detroit 12V-71 Diesel engines, twin shaft, 680 hp sustained, Kort nozzles.
Length: 134 feet, 9 inches (41.1 meters).
Beam: 29 feet, 10 inches (9.1 meters).
Displacement: 200 tons (203.21 metric tons) light; 375 tons (381.02 metric tons) full load.
Speed: 11 kts (12.7 mph, 20.3 kph).
Range: 1200 miles at 8 knots.
Crew: 13
Load: 125 tons (127 metric tons)
Military Lift: M1A1 tanks (2), LAVs (10) or 400+ troops; 125 tons of cargo.
Armament: 2 - 12.7mm MGs, 2 - 7.62mm MGs.
Electronics: Furuno Radar Navigation; C4I up-grade under development.

General Characteristics, LCM 8 Type Class

Propulsion: 2- Detroit 12V-71 Diesel engines; 680hp sustained; twin shafts.
Length: 73.7 feet (22.5 meters).
Beam: 21 feet (6.4 meters).
Displacement: 105 tons (106.69 metric tons) full load.
Speed: 12 kts (13.8 mph, 22.2 kph).
Range: 190 miles at 9kts full load.
Crew: 5
Load: 180 tons (182.89 metric tons)
Military lift: 1- M48 or 1- M60 tank or 200 troops.

General Characteristics, LCM 6 Type Class

Propulsion: 2- Detroit 6-71 Diesel engines; 348 hp sustained; twin shaft, or 2- Detroit 8V-71 Diesel engines; 460 hp sustained; twin shaft.
Length: 56.2 feet (17.1 meters).
Beam: 14 feet (4.3 meters).
Displacement: 64 tons (65.03 metric tons) full load.
Speed: 9 kts (10.3 mph, 16.6 kph).
Range: 130 miles at 9 knots.
Crew: 5
Load: 34 tons (34.55 metric tons) or 80 troops



Pacific Ocean (July 20, 2004) - A Landing Craft Utility (LCU) assigned to the Surf Riders of Assault Craft Unit One (ACU-1) heads to the beach with embarked U.S. Marines from 3rd Marine Regiment during amphibious assault training in support of exercise Rim of the Pacific (RIMPAC) 2004. RIMPAC is the largest international maritime exercise in the waters around the Hawaiian Islands. This year's exercise includes seven participating nations; Australia, Canada, Chile, Japan, South Korea, the United Kingdom and the United States. RIMPAC is intended to

enhance the tactical proficiency of participating units in a wide array of combined operations at sea, while enhancing stability in the Pacific Rim region. U.S. Navy photo by Photographer's Mate 1st Class David A. Levy (RELEASED) For more information go to: <http://www.cpf.navy>



Burglary in Florida

Sometimes things that really happen are funnier than stuff made up. When southern Florida resident Nathan Radlich's house was burglarized recently, thieves ignored his wide screen plasma TV, his VCR, and even left his Rolex watch. What they did take, however, was a white box filled with a grayish-white powder (that's the way the police report described it.) A spokesman for the Fort Lauderdale police said that it looked similar to high-grade cocaine, and they'd probably thought they'd hit the big time. Later, Nathan stood in front of numerous TV cameras and pleaded with the burglars: "Please return the cremated remains of my sister Gertrude. She died three years ago." The next morning, the bullet-riddled corpse of a local drug dealer known as Hoochie Pevens was found on Nathan's doorstep. The white box was there too; about half of Gertrude's ashes remained. Scotch taped to the box was this note which said, "Hoochie sold us the bogus blow, so we wasted Hoochie. Sorry we snorted your sister. No hard feelings. Have a nice day." And you thought California was the land of fruits and nuts.





Sailors run after chock and chaining an MV-22 Osprey tiltrotor aircraft assigned to Marine Medium Tiltrotor Squadron (VMM) 265 (Reinforced) on the flight deck of the amphibious dock landing ship USS Ashland (LSD 48). Ashland is assigned to the Bonhomme Richard Expeditionary Strike Group and is on patrol in the U.S. 7th Fleet area of operations.

Photo by Mass Communication Specialist 3rd Class David A. Cox



Navy Trivia

Boatswains Pipe No self-respecting boatswain's mate would dare admit he couldn't blow his pipe in a manner above reproach. This pipe, which is the emblem of the boatswain and his mates, has an ancient and interesting history. On the ancient row-galleys, the boatswain used his pipe to call the stroke;. Later because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as knock-off and the boarding of officials. So essential was this signaling device to the well-being of the ship, that it became a badge of office and honor in the British and American Navy of the sailing ships.

Carry On In the days of sail, the Officer of the Deck kept a weather eye constantly on the slightest change in wind so sails could be reefed or added as necessary to ensure the fastest headway. Whenever a good breeze came along, the order to carry on would be given. It meant to hoist every bit of canvas the yards could carry. Pity the poor sailor whose weather eye failed him and the ship was caught partially reefed when a good breeze arrived. Through the centuries the terms connotation has changed somewhat. Today, the Bluejackets Manual defines carry on as an order to resume work; work not so grueling as two centuries ago.

Coxcombing Small white rope work, wrapped around stantions and railings, mostly in the pre-WW2 Navy .

Dress Ship Commissioned ships are full-dressed on Washington's Birthday and Independence Day, and dressed on other national holidays. When a ship is dressed, the national ensign is

flown from the flagstaff and usually from each masthead. When a ship is full-dressed, in addition to the ensigns, a rainbow of signal flags is displayed from bow to stern over the mastheads, or as nearly so as the construction of the ships permits. Ships not under way are dressed from 0800 to sunset; ships under way do not dress until they come to anchor during that period.

Galley The galley is the kitchen of the ship. The best explanation as to its origin is that it is a corruption of gallery. Ancient sailors cooked their meals on a brick or stone gallery laid amidships.

How long have you been in the Navy? - All me bloomin life, Most Honorable Senior Chief! Me Mother was a mermaid, me father was King Neptune. I was born on the crest of a wave and rocked in the cradle of the deep. Seaweed and barnacles are me clothes. Every tooth in me head is a marlin spike; the hair on me head is hemp. Every bone in me body is a spar, and when I spits, I spits tar! I hard, I is, I am, I are!

USA: Mysterious Nazi submarine from WWII discovered in Great Lakes.



Niagara Falls Divers from the U.S Coast Guard took part this morning, in a delicate wreck recovery operation to bring to the surface a Nazi submarine discovered two weeks ago at the bottom of lake Ontario.

The U-boat was spotted for the first time by amateur scuba divers in late January and they had contacted the authorities. Archaeologists associated with Niagara University of and master divers from the U.S Coast Guard were mobilized on site to determine what it was, and they soon realized that they were dealing with a German submarine that sank during World War .

The submarine was identified as the UX-791, a unique experimental German submarine, based on the U-1200 model, and known to have participated in the "Battle of the St. Lawrence". It was reported missing in 1943 and was believed to have been sunk near the Canadian coast.



The USS Ranger....the first Aircraft Carrier. Just look at the Bi-Planes!