

USS Plymouth Rock (LSD29)

Newsletter January - April, 2006

Welcome to the USS Plymouth Rock Newsletter

Twelfth 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 Our ships website is found at www.ussplymouthrock.com



Ships Officers

President
Tom Wagner
tfwagner@wagnerinsuranceage.com
ncv.com
513-574-9838

Vice President
Roger Lamay
roghlamay@yahoo.com
518-529-7450

Treasurer
Paul Mohawk
pshawks@cox.net
623-256-6564



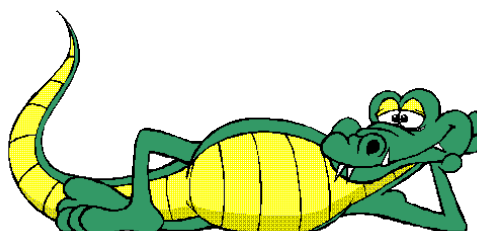
★ ★ ★ Welcome Aboard ★ ★

Recently Located Shipmates

Robert (Rob) Oldham, MM2, Sidney, OH E-Mail
address: roldham196@msn.com

Richard Hicks, MS3, Oak Grove, LA e-mail
address: graybeard29-1999-99@yahoo.com

Secretary Bill Provencal billinp@metrocast.net 603-435-8603 Ships Historian Harry T. Andersen andycporetsnipe@aol.com 847-336-2151 Ships Storekeeper Brad Baldwin jbpjs11@sbcglobal.net 203-374-8213	Ken Kohnen, SK2, Wapakoneta, OH E-mail address: kenkohnen@woh.rr.com Brandon Macomber, Ltjg, Evergreen, CO, E-Mail address: sandy.macomber@gpi.com Erasmo T. Palapo, RM2, Mansfield, OH E-Mail address: W6etp@hotmail.com
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Recent Address Changes to the Ships Muster List

Mark Allen, PN2: Change e-mail address to: jmallen@bellsouth.net
Jon Czarnetski, MM2: Change e-mail address to: Czars69@msn.com
John Chappell, RM3: Change address to: 108 Kimberly Street, Bristol, TN 37620,
Change e-mail address to: jonochap@charter.net
Bob Shanahan, RD3: Change address to: 9797 Tobermory Avenue, Clarence,
NY 14031
Vic (Vito) Ramondetta, BT2: Change address to: 16 Dogwood Ct., Rocky Hill,
CT 06067

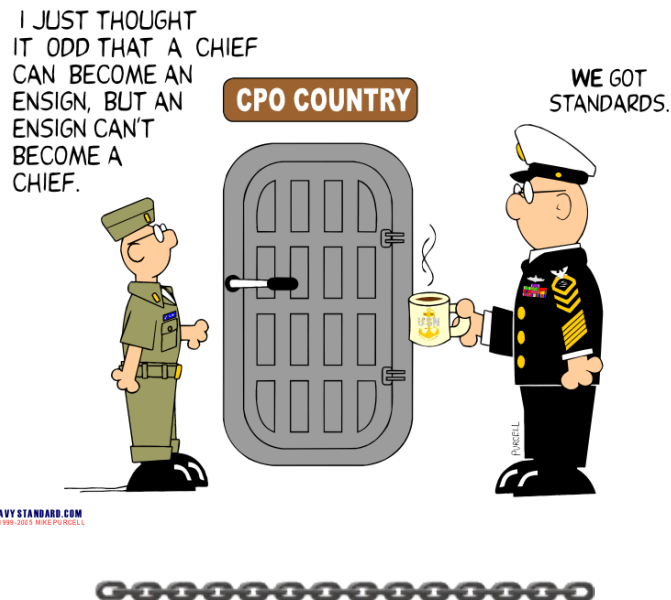


Thank You's

We would like to thank the following shipmates/friends for providing pictures, information and articles to the website, the Ships Association and newsletter.

Robert (Rob) Oldham, MM2	Harry Ishmael, BT3	John McAvoy, BMSN
Mike Verhagen, MM	James Ziemba, HM2	Ron Bonacci, MM2
Harry T. Andersen, BTC		





Paid Association Members for 2004-2006

As of December 15, 2005 we now have 147 paid members

The 2004-2006 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 \$20.00 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. The dues help to support the association with planning

and having the reunion, newsletter printing and mailing, general postage and the cost of maintaining our website on line. Paul Mohawk's address is: 14845 W. Caribbean Ln., Surprise, AZ 85379-5415

Adam, Ian	Alardyce, John	Andersen, Harry	Baldwin, Brad	Balf, Sue
Bell, Joe	Bello, Raph	Bena, Joe	Bentheimer, Glenn	Berry, John
Bierce, George	Bild, Bob	Britt, Ben	Brusky, David	Buchanan, Richard
Buiak, Peter Jr.	Bullington, Calvin	Caldwell, Tim	Casillas, Greg.	Chappell, John
Clark, Robert	Conboy, Bill	Conklin, Robert Sr	Conroy, Mike	Crowl II, Martin
Cummings, Bob	Cummings, Steve	Cypher, Hal	Cyr, Dennis	Czarnetski, Bruce
Czarnetski, Jon	Dailey, Ronald J.	Dalfonzo, Sam	Decuir, Wilton	Derry, Thomas K.
Dortch, David	Dussault, Andrew	Edwards, Maurice	Edwards, R. A.	Eldridge, Marguerite
Farneski, Robert	Fisher, Jack	Fisher, Jay	Formaro, Frank	Forton, Andrew G
Freeman, James	Gee, James	Gibson, David	Goodman, William	Gorse, Peter
Greco, Sal Jr.	Gregory, Peter	Grier, Frank	Guertin, Jerry	Haines, Janice
Hart, Ed	Hartson, George	Haws, Joe	Helledy, David	Hill, Edward Jr.
Hoffman, Rosalie	Hofman, Timothy	Hopper, Richard	Howland, John	Ishmael, Harry
Jennings, Seeley	Jepson, Norm	Johnson, John	Joyce, Ed	Kane, Thomas
Kaderka, Leonarad	Kellar, Harry	Krolak, Ray	Kuhns, Jimmy	Lamay, Roger
Larson, Jerry	Lillig, Bernie	Luttrell, James	Madill, Shorty	Mathis, Richard
McAvoy, John Sr.	McCoy, Richard L.	McCully, Wade C.	Miskelly, Francis	Mohawk, Paul
Moyer, Larry	Murtha, Jerry	Musella, Rocco	Nichols, Bob	Noto, Ralph
O'Neil, Thomas	Pihl, Walter C.	Power, Rand	Provencal, Bill	Purvis, Anthony
Pyle, Ted	Race. Charles Jr.	Ramondetta, Vitto	Raniszewski, Louis F	Reed, John
Rhine, Donald	Robertson, Allen	Robinson, Jim	Robinson, Warren	Rose, Chris

Sandlin, Richard	Schneider, James	Scott, Bill	Shanahan, Robert	Shewchuk, Richard
Shober, Robert	Sims, Bill	Smith, James	Smith, Larry	Stackhouse, Norman
Stark, Peter Jr.	Stovall, Jack	Stull, John III	Swart, Mike	Swathwood, David
Swearingen, Ronald	Tacinelli, Jerry	Tesh, Sam	Trevino, Jorge	Viaene, Robert
Vranesevic, Robert	Waggoner, Bernice	Wagner, Paul	Wagner, Thomas	Walker, Gerald M
Walling, Roger	Ward, James	Warwick, Robert	Watkins, Richard	Wells, Andy
Welsh, Mike	Ziemba, James	Ringer, Joseph E	Tunstall, Van	Comstock, Edward
Hicks, Richard	Allen, Mark	Oldham, Robert	Macomber, Brandon	Black, Robert
Bergeron, Dick	Toungette, Mike			



Pictures contributed by Harry Ishmael, BT3 - 1971-74



#1 Smoking black as usual



ACU2



USS Arizona is deteriorating.

"Collapse is inevitable but by all indications, it is not imminent. It could be decades," said Matthew Russell, an underwater archaeologist who is heading the six-member team.

Preliminary data indicates the ship suffered more damage when it was bombed than was previously thought. But despite the damage, the wreckage is holding up well and corrosion is slower than expected, he said.

The team's findings will give officials of the National Park Service, which operates the memorial, the information they need "to make decisions about when and if to intervene in the Arizona's natural deterioration," Russell said.

The surprise attack on Pearl Harbor and other military bases on Oahu lasted two hours. Twenty-one ships were sunk or heavily damaged, and 320 aircraft were damaged or destroyed. In all, 2,390 people were killed and 1,178 wounded.

Russell said the fact the battleship is a war grave is never far from the divers' minds.

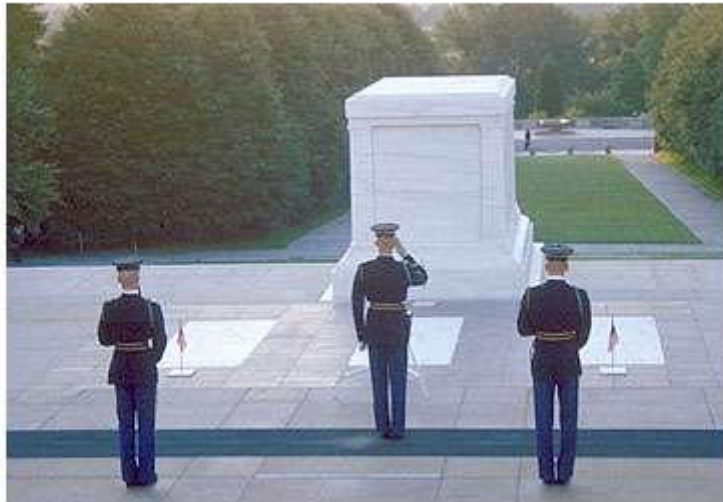
"The galley area is in the midship. There are bowls, a cooking pot. The leather sole of someone's boot. It isn't easy to look at those things," Russell said. "It's not like any other place on earth. It's sacred."





US Navy submarine after hitting Japanese fishing vessel
Photo contributed by Harry T. Andersen, BTC





ETERNAL REST GRANT THEM O LORD, AND LET PERPETUAL LIGHT SHINE UPON THEM.

In 2003 as Hurricane Isabelle was approaching Washington, DC, our US Senate/House took 2 days off with anticipation of the storm. On the ABC evening news, it was reported that because of the dangers from the hurricane, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They respectfully declined the offer, "No way, Sir!" Soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment, it was the highest honor that can be afforded to a serviceperson. The tomb has been patrolled continuously, 24/7, since 1930.



Shipmates Who Live in the State of Arkansas

David Dortch	Paragould
Richard Mathis	Piggott



LSD's Currently Still in Service USS Tortuga (LSD46)



USS TORTUGA is the sixth Dock Landing Ship in the WHIDBEY ISLAND class and the third ship in that class built by Avondale in New Orleans.

Keel laid: March 23, 1987

Christened: November 19, 1988

Commissioned: September 7, 1990

Builder: Avondale Shipyards, New Orleans, La.

**Propulsion system: four Colt Industries 16
Cylinder Diesels**

Propellers: two

Length: 610 feet (186 meters)

Beam: 84 feet (25.6 meters)

Draft: 21 feet (6.4 meters)

Displacement: approx. 16,000 tons full load

Speed: 22 knots

General Characteristics:

**Well deck capacity: four [LCAC](#) or 21 [LCM-6](#) (on
deck: one [LCM-6](#), two LCPL and one LCVP)**

**Aircraft: none, but two landing spots allow for
operation of aircraft as large as the [CH-53E](#)**

**Crew: Ship: 20 Officers, 25 Chief Petty Officers,
302 Enlisted**

**Crew: Marine Detachment: approx. 400 + approx.
100 surge**

**Armament: two [20mm Phalanx CIWS](#), two [25mm
Mk-38 guns](#), six .50-calibre Machine guns, two
[Rolling Airframe Missile \(RAM\)](#) systems**

Cost: \$153 million

Homeport: [Little Creek, VA](#)





Atlantic Ocean (Nov. 3, 2005) – The Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69), foreground, sails alongside the Military Sealift Command (MSC) fast combat support ship USNS Artic (T-AOE 8) as it conducts an underway replenishment with USS Harry S. Truman (CVN 75). Truman and Eisenhower are currently underway in the Atlantic Ocean conducting ammunition offloads and underway replenishments. U.S. Navy photo by Photographer's Mate 3rd Class Kristopher Wilson



ASSAULT WAVES of landing craft advance toward beaches of Little Creek, Va., for combat with the enemy.



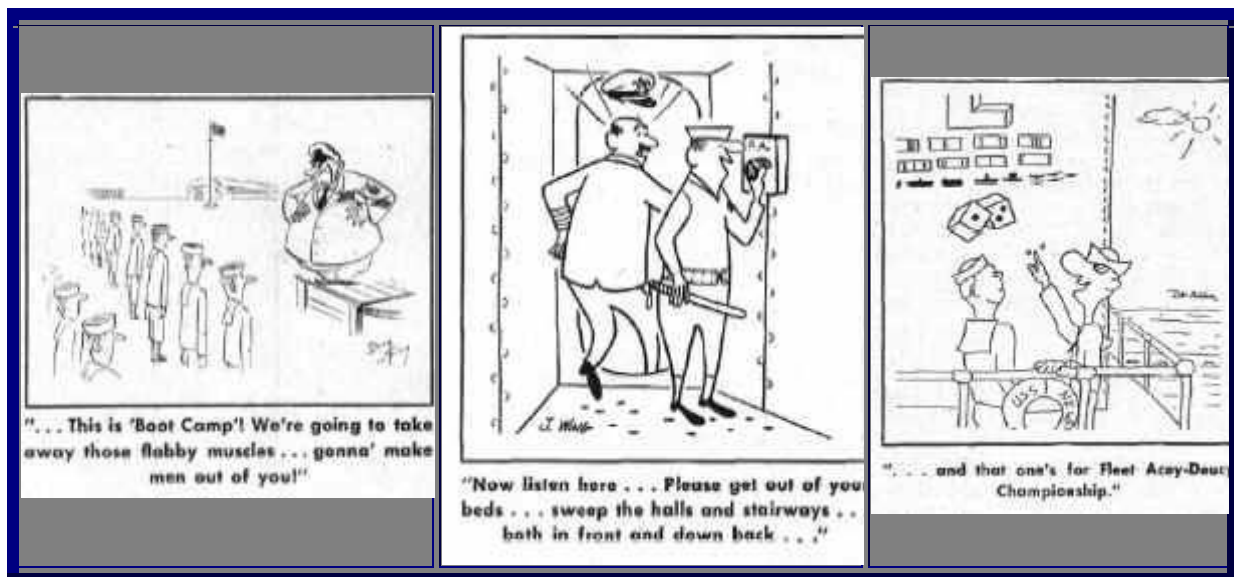
Source: All Hands January 1958



Table of Active Duty Service Pay and Allowances as of March 1955

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)											
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 20 yrs.	Over 25 yrs.
O-8 Rear Admiral (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30
O-7 Rear Admiral (Lower Half)	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	829.92
O-6 Captain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54
O-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62
O-4 Lieutenant Commander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52
O-3 Lieutenant	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	459.42
O-2 Lieutenant (junior grade)	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10
O-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04
W-4 (Com. Warrant Officer)	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09
W-3 (Com. Warrant Officer)	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.48	348.04	363.17	378.30	393.43
W-2 (Com. Warrant Officer)	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	322.90	348.04
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21
E-7 (Chief Petty Officer)	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76
E-6 (Petty Officer, 1st Class)	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	259.90
E-5 (Petty Officer, 2nd Class)	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96	236.96
E-4 (Petty Officer, 3rd Class)	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74
E-3 (SN, FN, AN, CN, TN, HM, DM)	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80
E-1 (over 4 months) (SR) (etc.)	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80
E-1 (under 4 months) (SR) (etc.)	78.00											

Located this Pay Chart in All Hands, March 1955. Does bring back old memories.



USS Plymouth Rock Photos



Photo Contributed by Ron Bonacci, MM2



Photo Contributed by James Ziemba, HM2





**HOW TO SIMULATE SHIPBOARD LIFE: SUGGESTIONS FOR THE EX-SAILOR WHO MISSES
THE GOOD OLD DAYS**

1. While showering, turn off water while soaping
2. Put lube oil in your humidifier, and turn it on high.
3. On TV watch only old movies in the middle of the night, have your family vote on the movie to watch, then show a different one.
4. (mandatory for Snipes) Leave the lawnmower running in the living room for 24 hours.
5. Have the paperboy give you a haircut.
6. Once a week, blow compressed air up your chimney, watch the soot land on your neighbors car, laugh when he curses you.
7. Wake up at midnight, have peanut butter on stale bread.
8. Make up your family menu a month in advance without regard for the inventory of food on hand.
9. Use 17 scoops of coffee for 8 cups of water, let it sit for 6 hours with the grounds still in the pot, then drink it.
10. Invite at least 85 people you don't like to stay for two months.
11. Install a fluorescent light under your coffee table, then lie under it and read a book.
12. When baking a cake, prop up one end of the pan, then level it out with icing.

Contributed by Harry T. Andersen, BTC



Foul Anchor

It is fairly certain that the "foul anchor" insignia (often referred to as "fouled anchor") originated in England. Exactly when and by whom seems to be a little hazy.

A Royal Navy lieutenant told us this story some years ago: "The foul anchor as a naval badge got its start as the seal of the Lord Admiral of England (Lord Howard of Effingham) at the time of the defeat of the Spanish Armada in 1588."

In 1691, it is recorded elsewhere, the British Admiralty asked that a silk flag, with the anchor and cable, be made for the admiralty barge. Then in 1725, probably to be more artistic, a slight change was made to the flag's anchor and the cable was twisted around the stock, creating the foul anchor.

Even though it describes a rather un-seamanlike condition, from there on the foul anchor was here to stay. It remained on the Admiralty Flag until 1815, at

which time the anchor was again cleared. The anchor on the Admiralty flag still remains clear today, but the fouled anchor can still be found on Royal Navy buttons, official seals and cap badges.

Why the U. S. Navy adopted the foul anchor it is uncertain. It may have been just because it looks better, or it may be chalked up as another custom we adopted from the older British Navy.

Apparently the first mention of a foul anchor insignia in the U. S. Navy appeared in the 1797 *Uniform Regs* which provided for "a blue uniform with buff lapels with gold epaulets for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

Some 30 years later, in 1830, midshipmen wore on their collars "a foul anchor embroidered in gold under the oak leaf and acorns."

Since this early use, the foul anchor has continued to increase in popularity.

In 1852, embroidered devices for the front of officer's caps replaced the gold bands, and the foul anchor was made a part of many cap devices.

Over the years Navy uniforms have continued to change, but the foul anchor has stayed. In 1869, the officer's shield and crossed foul anchors as we know them today was adopted.

Today, almost every time an anchor is used on a Navy uniform or as an insignia, the anchor is fouled. The rating insignia of a boatswain's mate, the specialty designator for Boatswain and Chief Boatswain are three of the few exceptions.



SHIPS STORE



Any individual desiring Plymouth Rock items such as Cups, Patches, etc. are urged to contact Brad Baldwin at 203-374-8213, e-mail jbpjs11@sbcglobal.net



2006 (6th) Reunion of the USS Plymouth Rock Association

The 2006 reunion will be held at Foxwoods Resort Casino, Mashantucket, CT, on September 27-October 1, 2006. Reunion Chairman for this event are: (all questions regarding the reunion should be addressed to either George or Shorty).

We apologize for the change from Mohegan Sun to Foxwoods, as a result of reservation difficulties. I am sure that Foxwoods will live up to your expectations.

George Bierce	Dennis (Shorty) Cyr
67 Talmadge Hill Road	119 Pinecrest Drive
Prospect, CT 06712	Waterbury, CT 06708
e-mail: gbierce@netzero.com	e-mail: shortybm3@yahoo.com
cell 203-223-6965	203-753-6220
203-758-3125	

ITINERARY	
September 27	Check into Foxwoods Resort Casino. <i>Our accommodations are at the Grand Pequot Hotel. Rooms available after 4:00 PM</i>
September 28	Stonington Vineyards and shopping at Waterford Crystal Mall
September 29	Naval and Coast Guard Museums in the morning and Mystic Seaport and Mystic Aquarium in the afternoon
September 30	Morning is free, business meeting in afternoon and banquet from 6PM - 10 PM
October 1	Depart. Check out time is 12:00 noon.

PACKAGE PAYMENT TERMS (Per Person)	
Single: For Wed-Sat. is \$985; Thur.-Sat. is \$750; Fri.-Sat. is \$599; Sat. only is \$340	
Double: For Wed-Sat. is \$524; Thur.-Sat. is \$460; Fri.-Sat. is \$379; Sat. only is \$225	
Triple and Four: For Wed-Sat. is \$419; Thur.-Sat. is \$350; Fri.-Sat. is \$305; Sat. only is \$179	
<i>Deposit Date: May 25, 2006 Received by the Treasurer</i>	<i>Deposit Due: \$125.00 per person</i>
<i>Balance Due Date: June 26, 2006 Received by the Treasurer</i>	<i>Balance Due: Remaining balance on your account.</i>
Send all payments to Paul Mohawk, Treasurer, USS Plymouth Rock Association, 14845 W. Caribbean Ln., Surprise, AZ 85379-5415	

PACKAGE INCLUDES
4 Night accommodations at the Foxwood Resorts Grand Pequot Hotel
Banquet Dinner Two Choices of meal
Casino Packages

\$40.00 Free Buffet or Food Coupons
\$40.00 Free Bet
Free Complimentary Souvenir
All tours and transportation to venues
Other Activities at additional costs: Golfing/ Deep Sea Fishing

CAMPING/OR NOT STAYING IN THE HOTEL
Camping available nearby
\$75.00 dinner banquet
\$90.00 Tour Package
RV Parking at Casino-N/C (No Services

As you approach and catch that first glimpse of Foxwoods' towers rising majestically from the Connecticut woods, you know immediately that you are entering a very special place. It is a world far from daily cares, yet getting here is surprisingly easy.

Once Foxwoods has dazzled you with its many gaming, dining, and entertainment pleasures, you may appreciate a chance to relax. Here you can unwind on the back nine, bask in a Jacuzzi, or retire to your luxuriously appointed room for a quiet moment to admire the breathtaking views of our



beautiful Connecticut woods.

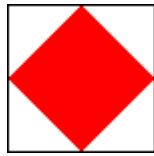
Accommodations at the resort total more than 1,400 guest rooms and suites. Stay at the AAA Four Diamond Grand Pequot Tower, the Great Cedar Hotel, or the Two Trees Inn. And of course, Foxwoods offers first-class shopping on premises to satisfy your needs. The Grand Pequot is truly the jewel in Foxwoods' crown. From its breathtaking lobby and the spectacular Stargazer Bar to more than 800 amenity-rich rooms and suites, the Grand Pequot Tower is a wonder to behold. Enjoy the

convenience of complimentary valet parking, 24-hour room service, and access to a comprehensive business center. Treat yourself to a relaxing session in the Grand Salon & Spa, world-class shopping, and the ultimate in gourmet and casual dining.

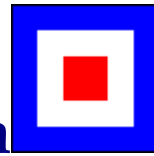
Don't miss a chance to refresh at our Grand Spa and Salon, which offers diverse beauty treatments and exercise facilities, or simply lounge about our spacious indoor pools, one at each hotel. If you prefer outdoor exercise, consider hitting the links at [Foxwoods Golf and Country Club](#), a championship course located just minutes away.

To access the Foxwood Resorts website [click here](#).

Printable [Registration Form](#) (file is in .PDF format)



Navy Trivia



Forecastle

1) The appropriate pronunciation for this word is "*fo'ksul*". The forecastle is the forward part of the main deck. It derives its name from the days of Viking galleys when wooden castles were built on the forward and after parts the main deck from which archers and other fighting men could shoot arrows and throw spears, rocks, etc.

2) English in origin. From "Fore-Castle". In the very early days of sail, warships actually had castle-like structures fore and aft for combat

Hashmarks

Chevrons or stripes worn on the sleeve to signify years of service. In the Navy, each stipe signifies 4 years.

Irish Pennant

1) Any dangling or loose thread on a uniform, or lines left adrift or dangling from the upper works or rigging of the ship.

2) "Irish pennants" & "Dutch pennants" are both 'untidy ropes hanging from aloft', according to Granville's Dictionary of Sailor's Slang.