

USS Plymouth Rock (LSD29)

Newsletter January - April, 2009

Welcome to the USS Plymouth Rock Newsletter

Twenty-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 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



Known Deceased Shipmates

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

Robert Viaene, RD2, Deceased December 30, 2008	Captain Robert K. Barr Jr., Deceased February 16, 2009
--	--



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.

Tim Caldwell, EN2	Harry Andersen, HTC	Rodney Campbell, GMG3
Gerry Holden, YN2		



Ships Officers

President

Tom Wagner

tfwagner@wagnerinsuranceagency.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 Historians

Harry T. Andersen

harrytjeanne@comcast.net

847-336-2151

George Bierce

203-223-6965

gbierce@netzero.com

Ships Storekeeper

Dennis (Shorty) Cyr

shortybm3@yahoo.com

203-753-6220

Reunion Coordinators:

David Dortch

870-236-3725

tazrhondave@yahoo.com

George Bierce

203-223-6965

gbierce@netzero.com



★ ★ ★ Welcome Aboard ★ ★ ★



Recently Located Shipmates

Dale Richardson, RD3, 5237 S. 250 East, Star City, IN 46985. E-

Mail address: www.fdr@fwrtc.com

Kenneth King, SM2, 369 West Side Dr., Gaithersburg, MD 20878.

E-Mail address: kwaku1103@comcast.net

Rodger Estes, SN, Nautilus Drive, Port St. Joe, FL 32456. E-Mail

address: insuredbyestes@gmail.com

Andy Thompson, SM2, 300 Brackin Trace, Grayson, GA 30017.

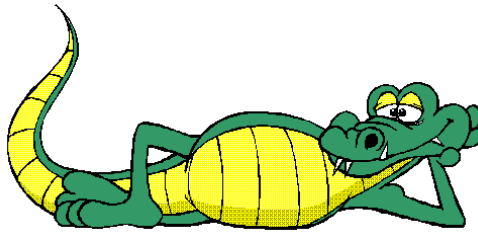
E-Mail address: andy-thompson@comcast.net

Dave Laitala, GMG3. E-Mail address: dave_laitala@dee

Lawrence "Ed." Roe, MMCS. 173 Prosperity Rd., Beckley, WV

25801. E-Mail address: ohnoroe@yahoo.com





Recent Address Changes to the Ships Muster List

Joe Bell, RM2: New e-mail address: rockne1951@comcast.net
 Lee Pridemore, MM2: New e-mail address: lelaprd@aol.com
 Jack Huett, BT3: E-Mail: jack.huett@globalriskconsultants.com
 Mike Toungette, FT3: New e-mail address: michaeltoungette@winstream.net
 Edmund T. Joyce, Jr., Pfc: New mail address: 29 Rachael Cir., Goffstown, NH 03045
 Robert Warwick, MM2: New mail address: 34446 St George Rd., Laurel DE 19956. New e-mail address: baldeagle@bwave.com
 Ed Hart, SM1: Change phone number: 951-0600-0661. New e-mail address: edandjohart@yahoo.com
 Christopher Rose, HT2: New e-mail address: crose7@ford.com
 Robert C. Black, ET2: New mail address: 15806 Wingdale Dr., Houston, TX 77082, phone: 281-920-3477
 Greg Casillas, BMSN: New e-mail address: gregcasillas@yahoo.com
 Ted Pyle, SN: New e-mail address: doshus@windstream.net
 Rand Power, ETR2: New mail address: 1751 W. Citracado Pkwy. 211, Escondido CA 92029-4138
 Dave Helledy, SN: New e-mail address: davenedie4844@sbcglobal.net
 Jay Fisher, QM3: New mail address: 13278 Cumberland Hwy., Orrstown, PA 17244



Paid Association Members for 2009-2010

As of April 27, 2009 we now have 134 paid members

The 2009-2010 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. 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: 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	Andersen, Harry	Alardyce, John	Anstett, William	Baldwin, Brad
Balf, Priscilla	Bell, Joe	Bellingham, Paul II	Bena, Joe	Bentheimer, Glenn

Bergeron, Richard	Bierce, George	Bild, Bob	Black, Robert C.	Britt, Ben
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	Conklin, Robert T	Crowl II, Martin C.	Cummings, Bob
Cummings, Steve	Cypher, Hal	Cyr, Dennis	Czarnetski, Bruce	Czarnetski, Jon
Dailey, Ronald J.	Dalfonzo, Sam	Dawson, Kenneth E.	Derry, Thomas K.	DiFranco, Marie
Dortch, David	Dushane, David	Dussault, Andrew	Edwards, Maurice	Eldridge, Marguerite
Farneski, Robert	Fisher, Jack	Fisher, Jay	Formaro, Frank	Forton, Mary
Freeman, James	Gee, James	Goodman, William	Greco, Charlene	Guertin, Jerry
Hart, Ed.	Hartson, George	Haws, Joe	Haynie, Bill	Helledy, David
Hickson, Thomas W., Sr	Hicks, Richard	Hill, Edward Jr.	Hopper, Richard	Howland, John
Hyatt, Walter	Ishmael, Harry	Jacques, Doug	Jennings, Seeley	Jepson, Norm
Joyce, Ed.	Kane, Thomas	Kaderka, Leonard	Kluczinsky, Andy	Krolak, Ray
Kuhns, Jimmy	Lamay, Roger	Larson, Jerry	Lavallee, Leo	Lee, Thomas P.
Lillig, Bernie F	Luttrell, James	Macomber, Brandon	Mathis, Richard	McCully, Wade Sr.
Means, Carlon	Miller, Dale	Miller, Ronald	Miskelly, Francis	Mohawk, Paul
Musella, Rocco	Nichols, Bob	O'Neill, Thomas	Pihl, Walter C.	Power, Rand
Provencal, Bill	Pyle, Ted	Ramondetta, Vic	Reed, John F.	Rhine, Don
Ringer, Joseph E.	Robertson, Allen	Robinson, Jim	Roe, Lawrence "Ed"	Rose, Christopher
Savage, David	Scott, Bill	Shanahan, Robert	Shewchuk, Richard	Shober, Robert
Sims, Bill	Smith, James	Smith, Larry E.	Snider, Lester	Stackhouse, Norman
Stark, Jr., Peter A.	Stull, John III	Swart, Mike	Swathwood, David	Swearingen, Ron
Tacinelli, Jerry	Tesh, Sam	Thibodeau, Doug	Toungette, Mike	Tunstall, Van
Viaene, Lois	Wagner, Thomas F.	Walker, Gerald M.	Warwick, Robert	Watkins, Richard P.
Watson, Ernest	Watts, Richard A.	Whittle, David	Ziemba, James	



Shipmates Who Live in the State of Maine

Dave Austin
Timothy Caldwell
Thomas Gilpatrick
Errol Parker

Augusta
Old Town
Bar Harbor
Oxford

Gary Bailey
Ervin H. Fryman
John Howland
Charlie Simons

Madawaska
Union
Waldoboro
Eliot



Message from Tom Wagner, President of USS Plymouth Rock Association

To All Members of The Plymouth Rock Association:

If my wife and I had to ever choose an area in which to relocate, Charleston, SC would be the area. It is so rich with history, architecture and beauty. We have been to the Charleston area several times and never miss the opportunity to return. It is where the great rivers enter the Atlantic Ocean but only before going through Charleston Harbor. It is a city of once magnificent plantations, such as, Drayton, Boone and Middleton Place with their gorgeous gardens, flowers and southern architecture. It is a city that occupies a forever permanent spot in American History as the first shots of the Civil War were fired on Fort Sumter. It is a city of great restaurants offering different specialty and cultural foods. Carriage rides are in abundance which will give you some of the historical background of the city.

Across the Ashley and Cooper Rivers is Patriot Point and area rich in Naval history. The USS Yorktown is permanently tied-up there and one can spend several hours touring the ship as well as the other ships that are there. There is a DD, submarine, the first nuclear powered commercial ship and others. You can also sign up for a Charleston Harbor tour from Patriot's Point. There is a golf course that I have played, but you always feel like you are hitting into the wind, which tends to lead to a challenging game. The area in which Patriot Point is located is called Mt. Pleasant and there are some great seafood restaurants available at moderate prices. There is also a great diner for breakfast, name escapes me, but I will try to remember it before the reunion.

So if you have never been to Charleston before, you may want to come early or stay late. There is much to do and the weather is usually very accommodating. SEE YOU ALL IN CHARLESTON!!!

Tom Wagner, President
USS Plymouth Rock (LSD-29) Association

Charleston, SC Reunion Information (Things to see in Charleston)

 Date has been set for the 2010 Reunion

September 2010 from Monday the 20th thru Thursday the 23rd with check out on Friday the 24th. You can now plan your time off to attend the reunion in Charleston.

Fort Sumter

Named after General Thomas Sumter, Revolutionary War hero, Fort Sumter was built following the War of 1812, as one of a series of fortifications on the southern U.S. coast. Construction began in 1827, and the structure was still unfinished in 1860, when the conflict began.



Seventy thousand tons of granite were imported from New England to build up a sand bar in the entrance to Charleston harbor, which the site dominates; The fort was a five-sided brick structure, 170 to 190 feet (58 m) long, with walls five feet thick, standing 50 feet (15 m) over the low tide mark. It was designed to house 650 men and 135 guns in three tiers of gun emplacements, although it was never filled near its full capacities.

On April 10, 1861, CSA Brigadier General Beauregard, in command of the provisional Confederate forces at Charleston, South Carolina, demanded the surrender of the Union garrison of Fort Sumter in Charleston Harbor. Garrison commander Anderson refused. On April 12, Confederate batteries opened fire on the fort, which was unable to reply effectively. At 2:30 pm, April 13, Major Anderson surrendered Fort Sumter, evacuating the garrison on the following day. The bombardment of Fort Sumter was the opening engagement of the American Civil War. Although there were no casualties during the bombardment, one Union artillerist was killed and three wounded (one mortally) when a cannon exploded prematurely while firing a salute during the evacuation on April 14. Result(s): Confederate victory

The Citadel

The Citadel is a landmark in Charleston and South Carolina that is noted for its educational reputation as well as its rich history. Founded in 1842, The Citadel has an undergraduate student body of about 2,000 students who make up the South Carolina Corps of Cadets. Another 1,000 students attend The Citadel Graduate College, a civilian evening program that offers graduate and professional as well as undergraduate programs.

The Citadel is best known nationally for its Corps of Cadets which draws students from about 40 states and a dozen countries. The men and women in the Corps live and study under a classical military system that makes leadership and character training an essential part of the educational experience. About a third of the graduating classes accept military commissions.



Magnolia Plantation and Gardens



Founded in 1676 by the Drayton family, Magnolia Plantation has survived the centuries and witnessed the history of our nation unfold before it from the American Revolution through the Civil War and beyond. It is the oldest public tourist site in the Lowcountry, and the oldest public gardens in America, opening its doors to visitors in 1870 to view the thousands of beautiful flowers and plants in its famous gardens. So join us here at Magnolia Plantation to experience the beauty of its gardens and its rich history today.





Rocky on board the Plymouth Rock on a secret mission!
Picture contributed by Rodney Campbell, GMG3
Does anyone out there know anything about Rocky? I
know he was adopted by G Division, but other than that, I
know nothing. If anyone cares to add to this let me know.
Bill Provencal, Secretary, USS Plymouth Rock Assoc.



Photos contributed by Earl Boyer, IC3. Pictures were taken in the 1970's NOTE: Submarine aft of the ship.



USS FREEDOM (LCS1)

The crew of USS Freedom (LCS 1) ushered in a new era in naval warfare, Nov. 8 as the ship was brought to life at Milwaukee's Veterans Park before a crowd of nearly 10,000. Freedom is the first of two littoral combat ships designed to operate in shallow water environments to counter threats in coastal regions.



Freedom represents a new concept in how and where the Navy is going to operate in executing the Maritime Strategy. "USS Freedom will sail as an instrument of that strategy. Hers will be the march of the mind, with the spear and the shield, she will proclaim and insure the freedom of the seas and the freedom of the nation". Freedom is an innovative combatant designed to operate quickly in shallow water environments to counter challenging threats in coastal regions, specifically mines, submarines and fast surface craft.

A fast, agile, and high-technology surface combatant, Freedom will act as a platform for launch and recovery of manned and unmanned vehicles. Its modular design will support interchangeable mission packages, allowing the ship to be reconfigured for antisubmarine warfare, mine warfare, or surface warfare missions on an as-needed basis.

USS Freedom will have two crews - Blue and Gold - of 40 Sailors each. The crews will rotate operating the ship for four month periods. Because of the small crew size, Sailors are trained for multiple responsibilities. Other crew saving measures have been incorporated such as self help laundry and stockroom draws.



Goodbye to Kitty Hawk

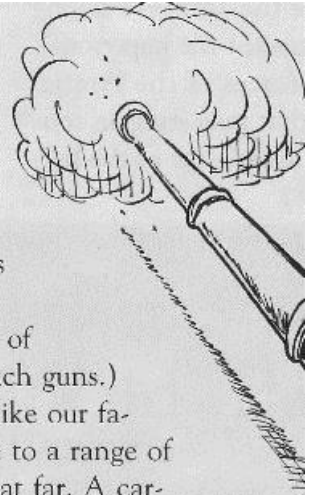
The U.S. Navy is retiring the aircraft carrier USS Kitty Hawk, the oldest active warship in the fleet with nearly five decades of service, officials say. On January 31, 2009, more than 2,000

former and current crew members, their families and dignitaries gathered in Bremerton, Wash., Saturday to bid goodbye to the ship, the *Seattle Times* reported. "Miss Kitty" is the Navy's last fossil-fueled aircraft carrier, and will be moved from the Bremerton Naval Station to the shipyard next door where it will ultimately be decommissioned.



Salty Talk

By COMMANDER TYRONE G. MARTIN, U.S. Navy (Retired)



The guns of the sailing navy had nowhere near the range and accuracy of today's naval rifles, although they were just about the most powerful weapons in their own time. (Indeed, the establishment of the "three-mile limit" as the boundary of territorial waters in international law was based on the extreme range of just such guns.)

The basic cannon was a model called a "long gun," for it had a long barrel. In a ship like our famous old frigate *Constitution* ("Old Ironsides"), the 24-pounders were considered accurate to a range of about 1,200 yards, although a cannon ball fired from one might go three or four times that far. A carronade, on the other hand, although it might be able to fire a heavier shot from a lighter weapon, was largely ineffective beyond 400 yards. Thus, it can be seen that, at the longer range one fires a gun, the less the chance of scoring a hit on a target. In naval parlance, this was a "long shot."

"Long shot" has come ashore strictly as a measure of the likelihood of something happening, and is most often heard today among bettors at a horse track.

Carrying food on board ships on months-long voyages a century and more ago presented many problems. Lack of refrigeration meant fresh foods had to be consumed quickly early in the voyage. Cheeses became the breeding places for long red worms and the breading places for weevils. Meats like beef and pork were salted in a not-always-successful attempt to make them last.

Typically, the meat was prepared first by being hacked into ten-pound chunks—bone, gristle, and all—and then salted down and packed in barrels holding on the order of 250 pounds. Aside from preserving the meat, the salting process also tended to petrify the chunks. Cooking consisted of tossing the chunks into a great cauldron, adding "fresh" (often slime-filled) water, and boiling the stuff for several hours. The result was hardly gourmet dining, and the sailors' common name for the product was "salt horse."

Meals were taken in groups of eight to ten men, all seated on deck around a piece of old canvas with their common pot of salt horse in their midst. Whacking off bits and pieces, they would chew mightily and take the opportunity to talk about the latest rumors in the ship. (Small talk was prohibited while on duty.) With the sailors' wry view of their world, this talking at meals became known as "chewing the fat"—a much easier and more pleasant chore than "chewing the salt horse."



Salty Dog articles contributed by Harry Andersen, BTC



Photo # NH 97360 USS Plymouth Rock with an experimental sonar installation on her bow, 1963



USS *Plymouth Rock* photographed circa 1963, while she was fitted with a retractable sonar forward. The photograph was received with the annual ship's historical submission, dated 6 January 1964. *Official U.S. Navy Photograph*



Navy Ships Collide in Gulf of Hormuz

March 20, 2009

MANAMA, Bahrain - Two U.S. Navy vessels -- a submarine and an amphibious dock ship -- collided during the early morning hours Friday in the Strait of Hormuz between Iran and the Arabian peninsula, the U.S. Navy's 5th Fleet reported.



The military said in a statement that the incident occurred around 1:00 a.m. local time on Friday (5 p.m. EDT, Thursday), when the USS Hartford, a submarine, and the USS New Orleans (LPD-18) an amphibious ship, collided.

Both ships were heading to port when the incident occurred in the narrow strait, said Lt. Nate Christensen. He said the incident occurred at night, and the submarine was submerged at the time, but said he could give no further details as the incident is still under investigation. Both vessels are now heading to port for repairs and evaluation, but Christensen said that following standard

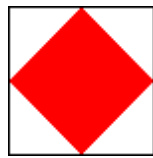
security procedures he could not say where the vessels were heading. The New Orleans suffered a ruptured fuel tank, resulting in an oil spill of approximately 25,000 gallons of diesel fuel. There was no damage the nuclear reactor powering the Hartford, Christensen said.

The Hartford is based in Groton, Conn. and the New Orleans is based in San Diego, Calif., the Navy said.

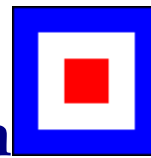




Plymouth Rock entering Little Creek, sometime in 1958. Photo contributed by Ron Miller, EN3



Navy Trivia



LIBERTY - Permission to be absent from a ship or station for a period up to 48 hours. [72 hours on three-day weekends.] Anything longer than this is not liberty, but is leave charged to an individual's leave balance.

ANCHORS AWEIGH - Music written by Bandmaster Lieut. Zimmerman. In 1906, Lieut. Zimmerman was approached by Midshipman First Class Alfred Hart Miles with a request for a new march. As a member of the Class of 1907, Miles and his classmates "were eager to have a piece of music that would be inspiring, one with a swing to it so it could be used as a football marching song, and one that would live forever."

BOATSWAIN'S 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

CLOTHES STOPS - A small diameter cord, approximately 12 inches, used to tie laundry to a clothes line -- the early Navy clothes pin. Issued in recruit training until 1973.

JACOB'S LADDER - Jacob's Ladder is a portable ladder made of rope or metal and used primarily as an aid in boarding a ship. Originally, the Jacob's Ladder was a network of line leading to the skysail on wooden ships. The name alludes to the biblical Jacob, reputed to have dreamed that he climbed a ladder to the sky. Anyone who has ever tried climbing a Jacob's Ladder while carrying a sea bag can appreciate the allusion. It does seem that the climb is long enough to take one into the next world.



All the guys are in their dress blues on the flight deck possibly getting ready for an inspection or getting ready to go on liberty. Can any of you tell us what city this might be, possibly in Europe and a possible date? Thanks to Gerry Holden YN2 1969 - 1970 X Division "Captains Yeoman".