

# MILITARY SEA SERVICES MUSEUM, INC.



## SEA SERVICES SCUTTLEBUTT

June 2015



**John Cecil**

### A message from the President

Greetings,

Summer is definitely here, well in Sebring anyway. I hope our Northern members are enjoying a bit cooler air. Summer is the time when we experience a decrease in visitors and when we try to do major improvements to the building. This summer, thanks to a donation of new carpet by Mary Anne LaMorte, we will be replacing the carpeting in the library, the USS Highlands room, and the gift shop. Additionally, some necessary plumbing repair/updates will be undertaken.

We are in the planning phase of a project to revamp the front entrance to the building. The entrance, which was built for the U.S. Army Air Corps in 1941, is deteriorated beyond economic repair, is not friendly for the disabled, and does not do justice to the excellent displays inside the Museum. So far we have drawings, measurements, and some estimates for parts of the new entrance. We have also alerted city of Sebring officials as to what we want to accomplish and that we will request their assistance with required permits and possibly some of the work. It will be very expensive to do this project correctly. The Board of Directors is brainstorming on how to raise funds and are hoping to get some materials and work donated by local stores and contractors.

Have a great summer. Stay safe!

John

### Stories Wanted

We would like to publish in the Scuttlebutt short stories of Navy, Marine, and Coast Guard personal experiences, and/or short stories of sea services historical events. We are sure there are plenty of stories out there that would be of interest to Scuttlebutt readers. Please email your stories to [navmargrd@gmail.com](mailto:navmargrd@gmail.com) or mail to the Museum.

**Military Sea Services Museum**  
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**Hours of Operation**  
Open: Thursday through Saturday  
Noon to 4:00 p.m.  
Web site: <http://milseasvcmuseum.org/>



## **Thank You Rebecca**

During the school year, the Museum was fortunate to have the assistance of a very fine young student. Rebecca Spencer, a junior at Sebring High School and a student at South Florida State College earned extra credit by spending afternoons at the Museum. Rebecca is a hardworking, intelligent, personable young lady. She quickly learned the history behind most of the artifacts in the Museum and gained a good understanding of Navy, Marine, and Coast Guard history.

Rebecca was a big help in organizing displays and she was not afraid to get her hands dirty tackling some of the heavier tasks. Her help and can do attitude will be missed at the Museum. She did promise to stop in and help out whenever she has time, in fact she has already spent a half day at the Museum since school left out, despite having a summer job.

## **Memoriam**

We are saddened to hear of the passing of Allie Ryan on 28 May 2015. Allie was a long time member of the Military Sea Services Museum and he wrote many interesting articles for the Museum's Scuttlebutt. When he lived in Sebring, Allie stood watches in the Museum. He was a very popular tour guide and a great story teller. He was "the Old Man" loved, and respected by the other Museum volunteers. Allie will be missed by all who knew him.

We recently learned of and are also saddened by the passing of Master Chief Petty Officer David C. Elcess, USN (Ret) on 24 August 2014. He was a long time member of the Military Sea Services Museum. David was the principal author of the USS Missouri cook book, several copies of which he donated to the Museum.

Fair winds and following seas Allie and David, Rest in Peace! Our thoughts and prayers are with the Ryan and Elcess families.

Addition information on Allie provided by his wife, Marie, follows.

### **Allie Ryan.**

Allie Ryan, an old Navy man from WWII, set a new course Thursday May 28<sup>th</sup> at 1515. He sailed under calm seas to join his Navy buddies on the other side.

He was born in Blue Hill, Maine May 7, 1928. He left high school to join the Navy and upon discharge, earned his GED and graduated from Portland Junior College. He worked for General Motors before leaving Maine in 1964. In California he was in Credit Management before starting his own businesses in San Francisco - AAMCO Transmission and a general repair Crosstown Garage as well as A-1 Transmission in Santa Rosa.

Allie dabbled in horse racing and did breed a stakes winner before returning to Maine in 1981. There he opened RYAN's MARKET, a convenience store, as a returning Mainer from out of state, holding many coffee clutches at five o'clock in the morning. In the mid 90's he retired. To his last days he enjoyed golf, writing, and was an avid reader.

Allie's ultimate dream was to own an Irish pub; and in 1965, he made his first trip to Ireland. Though his Irish pub was never realized he and his beloved wife, Marie, went to Ireland every other year - a place he came to call his second home.

He was preceded in death by his oldest son Dennis. He is survived by his wife of 68 years, Marie; daughter Lynne Bowman and husband Jon of Bella Vista, AR; daughter Janet Maynard of South Paris, ME and one son Wayne Ryan of Camarillo, CA. He is survived by a sister Jean Young of Thousand Palms, CA and a brother Leroy Gooch of Poway, CA. He is also survived by eight grandchildren and five great grandchildren.

Finally - and very important to him - he is also survived by the dwindling family of his ship, USS *TERROR*. With David Mincey as his great source of information, he wrote *War Cruise of USS Terror, Her Officers and Men 1942-1947* which is now in the Library of Congress and several shorter books of her battles in the Pacific for his Ship's Reunion buddies. The first reunion was 1981 in Fresno, Ca. and the last was May 4th of this year in Kansas City, MO.

Allie Ryan will be buried in Portland, ME later in June.

## An Incident Aboard the U.S.S. LCI (L) 758

We were slowly proceeding down the Whang Poo River at Shanghai, finally heading home after eighteen months overseas. Our LCI (L) 758 had been through it all with five invasions under our belt with two Japanese planes shot down and lastly had become members of the reformed Yangtse River Patrol.

There was a tradition in those days that on returning to the States a ship could fly the "going home" pennant. The design and shape was identical to the commissioning pennant except that its size could be one foot for each continuous month overseas. We had made an eighteen footer and raised it to the top of our mast up where the antennae were. Gusts of wind actually lifted it up and our pennant flew straight out.

Now the Whang Poo is unusually narrow at Shanghai, especially considering that this was the major port of China. The river was crowded with Allied ships along with the small craft and Chinese junks. The big warships were moored like a parade of elephants, trunk to tail, in midstream. They separated the river into a two lane highway. Among the midstream ships was the USS St. Paul, a heavy cruiser. They were the senior ship in the port and were flying the rear admiral's flag. We were under their nominal command while in Shanghai.

The duty Officer of the Deck aboard the St. Paul must have seen our outsize pennant and knew its meaning. As we slowly passed close aboard, no more than 100 feet abeam, we could hear the St. Paul's loud speaker system sound the boatswain's whistle. Then the announcement - "NOW HEAR THIS! ALL MEN TOPSIDE ATTENTION!" There must have been over a hundred men, all in their dress blues, in our view. To a man they all stopped and stood at attention. "ALL MEN FACE STARBOARD!" When we were exactly abeam we heard the command - "HAND SALUTE!"

Were we proud! We, a little pipsqueak "bedpan" amphib, was being honored by the admiral's flagship!

I quickly assembled six of our guys, in dungarees, who happened to be topside, to form on our port ramp and we returned that salute as our LCI passed ahead.

I don't know what happened to that eighteen foot pennant. We brought our ship all the way back to South Carolina for final decommissioning but the true last commission pennant still flies, framed in my house today.

/s/ Gerard Marder  
formerly C.O. of the  
U.S.S. LCI (L) 758

### **Letter sent in by Marty McDonough's wife Jane**

Marty McDonough was a cook on the LCI 758. He was born in Central Islip, Long Island, New York. He graduated in June 1943 --- He, like so many of his classmates enlisted in the service. "To kick ass of the Japs" was his reply when I asked him why he had joined the Navy. He went to Boot Camp in Sampson, N.Y. enduring the cold weather months in upstate N.Y. After various locations he ended up in Oregon and assigned to the LCI 758.

In 1947, I met Marty, I had to go to a teacher's conference as I had graduated in 1943 and went to teachers' college. I had visited by aunt in the town. She arranged a blind date. Marty had just finished his Navy term. It was love at first sight - lasted 59 and 1/2 years. He had served three years landing troops on the islands of the South Pacific on the LCI 758.

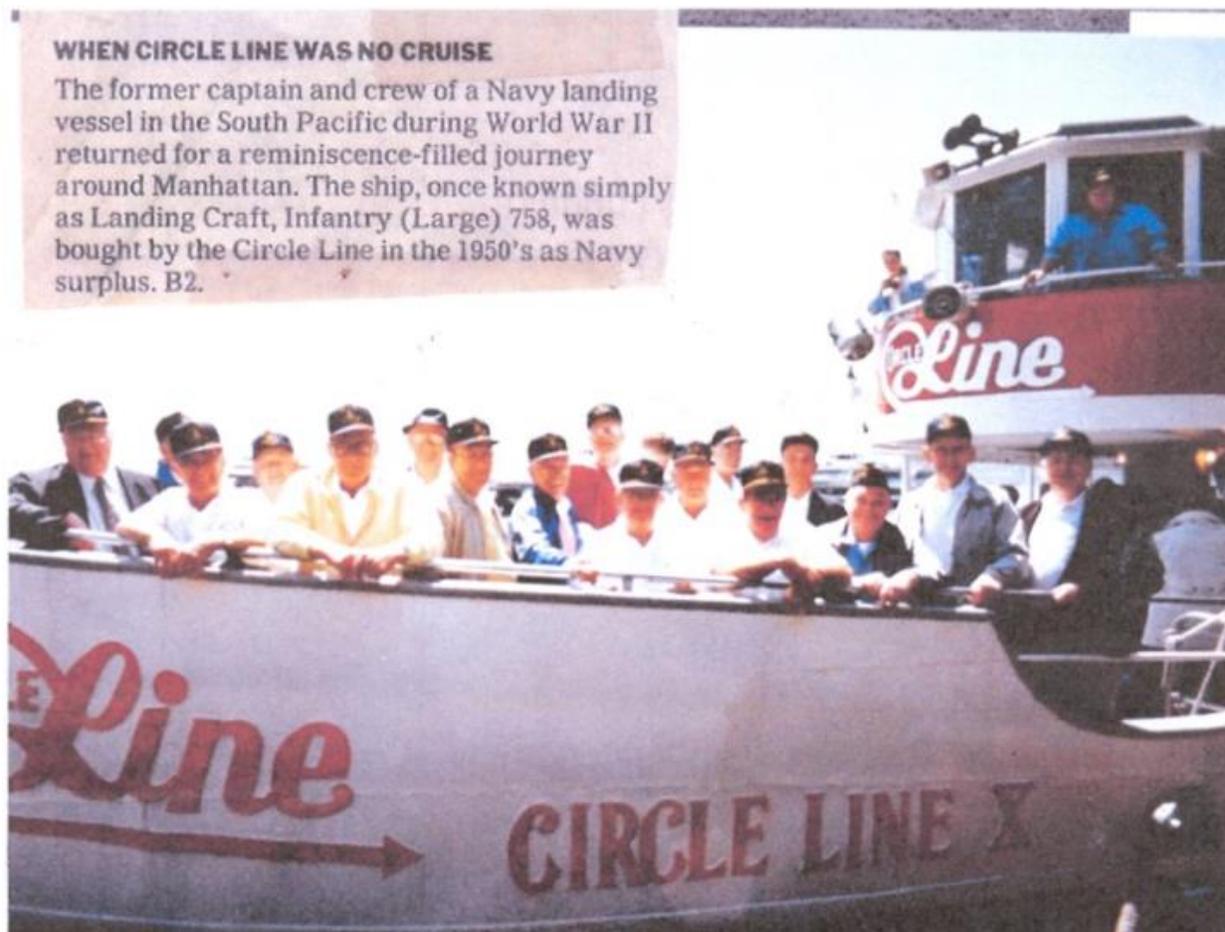
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Over the years and during reunions, I learned about the years in the Navy. I had a newspaper scrapbook I had kept, one day I showed it to Marty. He was amazed seeing all the places he had landed. Years ago newspapers showed daily places where the war was happening --- no computers then. On 5/20/1994, his Captain Gerry rounded up his crew to meet on their old LCI 758 now the Circle Line tour #10. I met so many of his old shipmates. A wonderful trip around N.Y. Harbor --- guests of the Circle Line Company. The young crew were so kind to the old sailors. A framed box on the wall contained names of the members who had served on the old LCI 758.

Several years later Captain Gerry wanted to add something to the ship. Marty could not attend but our daughter, husband Timmy Brady, grandson Joey were invited to N.Y. They had a wonderful cruise and dinner. I asked our grandson how it felt to see where his Papa had set when he was his age his reply "I saw some butts and beer cans lying around." Neither his Papa had done in years.

He had a wonderful life 3 daughters, 3 grandchildren. Visited many countries --- even Hawaii in the Royal Hawaiian Hotel where they drank beer on the rear of the hotel --- coming in after Pearl Harbor was attacked. Marty died on 1/21/2010 of renal failure. The night he passed away in our home, the Navy clock I had given him --- played "Anchors Aweigh" never played it again --- it no longer tells time. I was so proud of my sailor.

/s/ Jane McDonough



MARTIN McDONOUGH

CAPT. GEORGE HARPER



Dock in Manhattan, N.Y. at 12<sup>th</sup> Ave and 42<sup>nd</sup> Street - Pier 83  
May 20<sup>th</sup>, 1994 – 50 years after commissioned in Portland Oregon

## **Welcome Aboard New Members**

On 10 May 2015, Robert and Bettie Nieman became the Museum's newest members, signing up for the 5 year plan. Robert and Bettie are retired. Robert is a U.S. Navy Veteran who served during World War II. Robert and Bettie live in Lake Placid, Florida.

A very hearty welcome aboard to our newest members! A sincere thank you to all our members for their continued support. Without member support, the Museum would not be able to pay its bills and would have to close the doors.

## **Anniversaries**

14 June 1773. U.S. Flag adopted by the Second Continental Congress. In 1916, President Wilson issued a proclamation that officially established June 14 of each year as Flag Day.

14 June 1775. Continental Army established. --- 2015 Happy 240th Birthday to the U.S. Army.

18 June 1812. U.S. declares war on Great Britain.

10 June 1854. U.S. Naval Academy holds its first graduation in Annapolis, MD.

17 June 1898. Navy Hospital Corps established.

4-7 June 1942. Battle of Midway. U.S. Navy decisively defeated the Japanese Navy inflicting irreparable damage on the Japanese fleet. The battle of Midway coupled with the earlier Japanese defeat in the battle of the Coral Sea was a major turning point in the war in the Pacific.

6 June 1944. D-Day. The Allied invasion of German occupied Western Europe (Operations Neptune and Overload) began on the beaches of Normandy, France.

22 June 1942. Pledge of Allegiance recognized by Congress.

15 June 1944. Battle of Saipan.

19-20 June 1944. Battle of the Philippine Sea. The Japanese lost three carriers, two oilers and approximately 600 aircraft. The devastation the American pilots inflicted on the Japanese fleet led to the aerial fight earning the name "The Great Marianas Turkey Shoot."

25 June 1950. Korean War began.

8 June 1967. USS LIBERTY (AGTR-5) was suddenly and without warning attacked in international waters by air and naval forces of Israel. Thirty four Americans were killed and 174 wounded.

## Anniversaries Continued

10 June 1967. President John F. Kennedy signed into law the Equal Pay Act --- equal pay for those doing equal work.

12 June 1987. President Ronald Reagan demands, "Mr. Gorbachev, tear down this wall!"

4 July 1776. The Continental Congress adopted the Declaration of Independence written largely by Thomas Jefferson.

3 July 1898. U.S. Fleet destroyed by Spanish fleet in the Battle of Santiago de Cuba.

28 July 1914. World War I began.

30 July 1942. WAVES (Women Accepted for Volunteer Emergency Service) established. The Women's Reserve of the U.S. Navy established.

5 July 1945. Philippines liberated.

14 July 1945. First U.S. Navy bombardment of Japanese home islands began with the bombardment of the Japan Iron and Steel Company in Kiamichi on Honshu, one of Japan's main islands.

16 July 1945. First atomic bomb successfully tested in New Mexico.

29 July 1945. USS INDIANAPOLIS (CA-35) in route to Leyte Gulf was sunk by a Japanese submarine resulting in the loss of 881 crewmen. Only 316 crewmen were alive when they were rescued from the water almost five days later. The sinking of the USS INDIANAPOLIS was the worst U.S. Navy disaster of World War II.

27 July 1953. Korean War Armistice signed at Panmunjom. Korean War ended.

## Quotable Quotes

Accept the challenges, so that you may feel the exhilaration of victory.

---General George S. Patton

We must always remember that America is a great nation today not because of what government did for the people, but because of what people did for themselves and for one another.

---Richard Nixon

In matters of style, swim with the current; in matters of principle, stand like a rock.

---Thomas Jefferson

Liberty, when it begins to take root, is a plant of rapid growth.

---George Washington

America was not built on fear. America was built on courage, on the imagination, and on unbeatable determination to do the job at hand.

---Harry Truman