

# MILITARY SEA SERVICES MUSEUM, INC.



## SEA SERVICES SCUTTLEBUTT

February 2015



**John Cecil**

### A message from the President

I hope everyone had a wonderful time over the holidays. The Museum had a good financial year 2014. Income was about \$10,000 thanks to several large donations in memory of deceased Presidents Tony LaMorte and Howard Fleetwood. In 2013 our income was \$8358 with a couple of \$500 donations. In years prior to that our income and expenses were closely matched in the \$5000 - \$5500 range. By keeping our 2014 expenditures to only mandatory payments such as insurance, alarm system, and utility bills we were able to put about \$6000 in our savings account for unexpected expenses, minor repairs, and hoped for building expansion. Some of our saved funds will be spent in 2015 for improvements/repairs to the building.

The year 2015 has started well for the Museum. We received on loan a fully restored World War II Era motorcycle. Information on the motorcycle including photos are in this Scuttlebutt. We also received on loan 5 1/2 foot models of the submarines USS Wahoo and USS Cubera, and we anticipate receiving on loan scale models of German U boats U96 and U166, the cruiser USS Tuscaloosa and Patrol Coastal Boat PC 566. Information and photos of these models will be included in subsequent issues of the Scuttlebutt.

Here's hoping that the Museum and all of its members have a great 2015.

John

### Welcome Aboard New Members

On 8 January 2015, Michael and Diana Borders became life members of the Museum. Michael is a retired U.S. Army Colonel and he is the local Military Officers Association of America (MOAA) Chapter President. Diana is a Pharmacist. Michael and Diana live in Sebring, FL.

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.

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

## World War II ERA MILITARY MOTORCYCLE

The Museum has on display a fully restored World War II Era Military motorcycle. The motorcycle was restored by its owners, Randy and Shari Miller, and builder Mark Scott. Randy and Shari have generously placed the motorcycle on-loan to the Museum to make it available for all interested to see. Following information on the motorcycle is provided by the Millers.

### What we know about this motorcycle:

Harley Davidson built about 70,000 of them for use in WW II.

The engine numbers tell us this particular bike was made somewhere between May of 1942 and April of 1943. All of these bikes went to the Military.

This bike was brought back to the United States in 1991 from what was once Saigon and is now Ho Chi Minh City.

### Conjecture on what we don't know.

Some of these bikes went to our allies under "lend lease," but most were retained for use by our own military. Most went to the European Theater, so it is not unreasonable to suppose that this motorcycle was sent to Europe. Most were.

After the War, most of these bikes were left in the countries they ended up in. They cost less than 400 bucks to build back then and they were deemed not worth the money to bring back.

Right after WWII, France took over what was called Indochina from the Japanese. There was conflict right from the start and the country was split up, with the Communists, or "cong" taking the north and those wanting democracy getting the south. The problem was that the cong wanted the whole country. They weren't much interested in sharing.

After World War II, the U.S. kept equipping our European Allies with military equipment. It was generally believed that WW III would soon be started by Russia and everyone-everywhere was tooling up for it.

France kept taking the equipment that was supposed to stay home for use against the Russians and sending it to their troops in Vietnam. It is not unreasonable to draw the conclusion that this bike went from the U.S. to war in Europe, ended up in France at the end, and was shipped to Vietnam for use against the cong.

The French fought the cong from 1946 until 1954 when they lost 13,000 men during the siege/battle of Dien Bien Phu. That was the straw that broke the camel's back. They had had enough. They sent all of their surviving troops home ASAP. They literally ran away and left all of the tanks, artillery, ships, boats, ammo, vehicles, troop carriers, etc., etc., we gave them right where ever they were. Easy come, easy go.

In 1954 we had 260 personnel on the ground, but due to the unimaginable amounts of equipment abandoned all over the entire country, we immediately sent over another 260 supply guys to deal with it, which proved to be an almost impossible task. Needless to say, a whole lot of stuff disappeared during the transition.

It is not unreasonable to suppose that if this motorcycle was "appropriated" [hate to use the word stolen] for civilian use at this time.

It is also not unreasonable to suppose that if this wonderful artifact could talk, it would tell quite a story indeed.

It was a real privilege for me and my wife, as owners, and Mark Scott as the builder, to restore it to its full military glory!!

Randy and Shari Miller



## Memoriam

We are saddened to hear of the passing of Roger Hutcherson on 1 January 2015 after battling cancer for two years. Roger served in the U.S. Navy from 1957 to 1984, and he was a long time member of the Military Sea Services Museum. Roger was also an unofficial member of the Mezie family since 1958. Lou Mezie, a life member of the Museum, and Roger served together at various duty stations starting in 1958. Lou's son Mike was Roger's caregiver since the onset of Roger's illness. Fair winds and following seas Roger. Rest in Peace! Our thoughts and prayers are with the Hutcherson and Mezie families.

Subject: Re: Jet Engine Maintenance-101 - And you were worried about lead paint!

Primitive but they are the people who brought us gun powder and spaghetti.

### Jet Engine Maintenance-101

Ah, China; the manufacturing arm of U.S. Industry.  
Are we NUTS?

For anybody who is not familiar with a jet engine, a jet fan blade should be perfectly smooth.

A pilot for a Chinese carrier requested permission and landed at FRA (Frankfurt, Germany) for an unscheduled refueling stop. The reason became soon apparent to the ground crew: The Number 3 engine had been shutdown previously because of excessive vibration, and because it didn't look too good. It had apparently been no problem for the tough guys on the ground back in China: as they took some sturdy straps and wrapped them around two of the fan blades and the structures behind, thus stopping any unwanted wind-milling (engine spinning by itself due to airflow passing thru the blades during flight) and associated uncomfortable vibration caused by the suboptimal fan.

Note that the straps are seat-belts ...how resourceful! After making the "repairs," off they went into the wild blue yonder with another revenue-making flight on only three engines! With the increased fuel consumption, they got a bit low on fuel, and just set it down at the closest airport (FRA) for a quick refill. That's when the problems started: The Germans, who are kind of picky about this stuff, inspected the malfunctioning engine and immediately grounded the aircraft. (Besides the seat-belts, notice the appalling condition of the fan blades.) The airline operator had to send a chunk of money to get the first engine replaced (took about 10 days). The repair contractor decided to do some impromptu inspection work on the other engines, none of which looked all that great either. The result: a total of 3 engines were eventually changed on this plane before it was permitted to fly again.

**And you all were worried about lead paint!**

Contributed by Commander Eugene "Doc" Savage, USN (Ret)

### 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.

## Anniversaries

- 22 Feb 1732. George Washington born near the mouth of Pope's Creek in Westmoreland County, Virginia.
- 23 Feb 1795. U.S. Navy Supply Corps established.
- 12 Feb 1809. Abraham Lincoln born in Hodgenville, Kentucky.
- 15 Feb 1898. USS MAINE sunk in Havana Harbor.
- 04 Feb 1941. USO founded.
- 19 Feb 1941. U.S. Coast Guard Reserves founded.
- 13 Feb 1943. U.S. Women Marines founded.
- 19 Feb 1945. U.S. Marines land on Iwo Jima.
- 23 Feb 1945. U.S. Marines take Mount Suribachi on Iwo Jima.
- 27 Feb 1991. Desert Storm ground war ends after 100 hours.
- 31 Mar 1854. Commodore Matthew Perry negotiated the Treat of Kanagawa to open relations between the U.S. and Japan.
- 09 Mar 1862. First battle of ironclads, USS MONITOR verses CSS VIRGINIA. Both ships survived the four hour battle.
- 02 Mar 1867. U.S. Navy Civil Engineer Corps established.
- 03 Mar 1871. U.S. Navy Medial Corps established.
- 03 Mar 1915. U.S. Naval Reserve established.
- 04 Mar 1925. U.S. Navy Band established.
- 03 Mar 1931. "Star-Spangled Banner" made U.S. National Anthem.
- 05 Mar 1942. U.S. Navy Seabees founded.
- 11 Mar 1942. General MacArthur left Corregidor for Australia.
- 24 Mar 1942. Admiral Nimitz appointed Commander in Chief of the Pacific Ocean Areas.
- 20 Mar 2003. U.S. begins Operation Iraqi Freedom by launching cruise missiles from Navy ships in the Red Sea and Persian Gulf.

### **Did You Know That**

during a major overhaul in 1974-1975, USS HULL's forward five-inch/54 mark 42 gun mount was replaced with an eight-inch/55 mark 71 gun mount. The major caliber lightweight gun (MCLWG) resulted from a project started in the 1960s when the Navy realized that heavy gunfire support for amphibious ops would be lost with the loss of the existing heavy cruisers unless a big gun could be developed for destroyers. USS HULL (DD-945) was the test ship for seagoing trials. The system installed on the USS HULL weighed more than 86 tons, 20% more than the five-inch gun mount it replaced. If successful the eight-inch guns would be installed on the new Spruance Class Destroyers. Test firing started in 1975. The MCLWG project was cancelled in 1978 when an

Operational Test and Evaluation Force evaluation determined the guns accuracy was less than expected. The evaluation also noted broken stakes that resulted from firing the gun near its aft (far to the rear) limits. The prototype eight-inch gun mount was removed from USS HULL during her 1979-1980 overhaul and she spent the rest of her time with the three five-inch guns, typical of her Forrest Sherman class. USS HULL was decommissioned on 11 July 1983.

### **Quotable Quotes**

God grant me the courage not to give up what I think is right even though I think it is hopeless. --- Fleet Admiral Chester W. Nimitz

You don't lead by hitting people over the head--that's assault, not leadership. --- Dwight David Eisenhower

Dollars and guns are no substitutes for brains and will-power. --- Dwight David Eisenhower

Heroes may not be braver than anyone else. They're just braver five minutes longer. --- Ronald Reagan

When asked what I am most proud of, I stick out my chest, hold my head high and state proudly, I served in the United States Navy!  
--- John F. Kennedy