

MILITARY SEA SERVICES MUSEUM, INC.



SEA SERVICES SCUTTLEBUTT

April 2013

A message from the President

Great Results!!! The Museum's yard sale on 5 and 6 April netted a little over \$400.00. The entire amount has been placed in our savings account for building maintenance and expansion. Many thanks to those members and friends who donated items for sale and to those members who worked the sale.



Tony LaMorte

I also want to take this opportunity to convey the Board of Directors' sincere thank you to Bud Farmer, Bill Fincke and Billy Jewett. Three "snow-birds" who volunteered to stand duty at the Museum while in Sebring. This was the third winter for Bill, the fourth year for Billy, and the second year for Bud. These men provide a welcome relief to me, John Cecil, Gene Kissner, and Jerry Kimm, who stand duty at the Museum year around. A special thank you goes to Bud who helped out with the heavy lifting and other manual labor needed to maintain and beautify the Museum. A special thank you to Jerry Kimm for volunteering to join the year-around volunteer crew and to Bill Clements who comes in two days a week to assist the person on duty. With so few permanent local residents who volunteer to stand duty at the Museum year around, the Board is always concerned about burn-out, so we thank God for men like the two Bills, Billy, Bud and Jerry.

Some promising news. On 17 April, a photographer from Fox 13 WTVT-TV out of Tampa visited the Museum and took many photos. Fox 13 will be airing live from downtown Sebring on Friday, 17 May from 0600-1000. No decision has been made on what the producers will include in the broadcast but we are hopeful our Museum will be. We can use this great publicity and we are a great day trip for anyone within the Fox 13 viewing area.

Tony

Military Sea Services Museum
1402 Roseland Avenue, Sebring, Florida 33870 Phone: (863) 385-0992
E-Mail: navmargrd@gmail.com

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

Dear Editor,

You will recall I'm sure, my recent mention regarding a minor difference of opinion between certain individuals at the Museum. This concerned a weighty argument over the subject of gray CPO uniforms. One side, the wrong side, insisted that there was no such thing. The other side, my side, stated that these uniforms were, at one time, in vogue. I was, of course, ridiculed for my assertions. Now, as you know, when I'm on the wrong side of these differences of opinion I am quite content to let the matter rest. However when I'm correct I want you to publish the fact so that everyone will know who's right and who's wrong.



The gray uniform for officers and WO's was authorized in early 1943 and later in that year CPO's were included. The use of this attire was discontinued in 1947. This is pretty straightforward and simple but as usual there is a bit more. Gray uniforms for nurses were outlawed in 1948. Be patient - probably thinking that the powers that be were a bit premature, the ruling was changed a bit. Personnel actually at sea could wear the gray garb until 15 October, 1949. So much for that.

Over the years the Navy has made many uniform changes. However to be perfectly fair, probably most of these changes were designed to

be comfortable for the men wearing this stuff. And quite often the changes were minor and could be accomplished with very little effort, you know, like half gold stripes for commissioned officers which ended up in the dustbin and were replaced by the full stripe.

And another quick and easy fix reared its head when the old-style CPO's blue coat and overcoat were abolished. No need to dash out and buy a new one. After all, these items are expensive. So here we have a direct quote from old favorite "*All Hands*". "The CPO overcoat can be changed to agree with regulations by adding a half belt in back and putting new style buttons on the coat. To alter the blue uniform coat to conform in general to regulations, the two buttonholes would have to be re-woven and a new buttonhole cut between the upper and lower ones. The three buttonholes then existing must be large enough to accommodate the larger officer style buttons.

Now you know why we were issued needle and thread.

I have but one wish at this point. I should have introduced the matter of *green* CPO uniforms, but that would've been too easy

From here in the Boston Mountains.

Allie

Did You Know That

the flat hat (affectionately called the donald duck hat in the 1950s) was worn by U.S. Navy enlisted men for more than 100 years from 1852 to 1 April 1963. The talley (band) on the flat hat originally displayed the sailors unit. Prior to World War II, in January 1941, the unit name was replaced with U.S. Navy or U.S. Coast Guard for security of ship movements.

Welcome Aboard New Members

On 22 March 2013, Edward and Fay Worth signed up for a one year membership. Edward is a Navy veteran and is employed by Mack Truck. Fay is a massage therapist. Edward and Fay live in Sabillasville, Maryland.

Also on 22 March 2013, Garland and Judy Summerall signed up for a one year membership. Garland is a retired Navy Chief working for the Army. Judy is a medical secretary. Garland and Judy live in Chambersburg, Pennsylvania.

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

2 March 1915. U.S. Naval Reserve born. Navy Operational Support Centers, formerly Naval Reserve Centers, are currently in every state, as well as in Puerto Rico and Guam.

4 March 1925. U.S. Navy Band established. The Navy Band inspires patriotism and enhances awareness of our Navy at home and abroad.

5 March 1942. U.S. Navy Seabees founded. The Seabees have been building and fighting for 71 years. Their "Can Do" spirit is as strong as ever.

20 March 2003. U.S. begins Operation Iraqi Freedom by firing cruise missiles from Navy ships in the Persian Gulf and the Red Sea.

29 March 1973. The last U.S. Combat Troops left South Vietnam.

1 April 1893. U.S. Navy Chief Petty Officer rating established.

6 April 1917. U.S. enters World War I.

7 April 1945. U.S. Navy carrier based planes sink the Japanese battleship Yamato as it heads for Okinawa.

10 April 1963. USS THRESHER (SSN 593) the world's most advanced attack submarine of the time was lost in Gulf of Maine during a post overhaul test dive. The entire 129 member crew was lost in the world's worst submarine disaster ever. This tragedy led directly to significant changes in the Navy's submarine safety programs that have kept the U.S. Navy submarines safe ever since.

15 April 1969. North Koreans shot down a U.S. Navy EC-121 belonging to VQ-1 in international waters over the Sea of Japan killing all 31 Americans aboard. The U.S. did not retaliate.

18 April 1942. The Doolittle Raiders, using B-25 bombers launched from the USS HORNET (CV 8), strike Tokyo.

18 April 1943. U.S. Army Air Force P-38 fighter planes shoot down the airplane carrying Japanese Admiral Yamamoto over Bougainville.

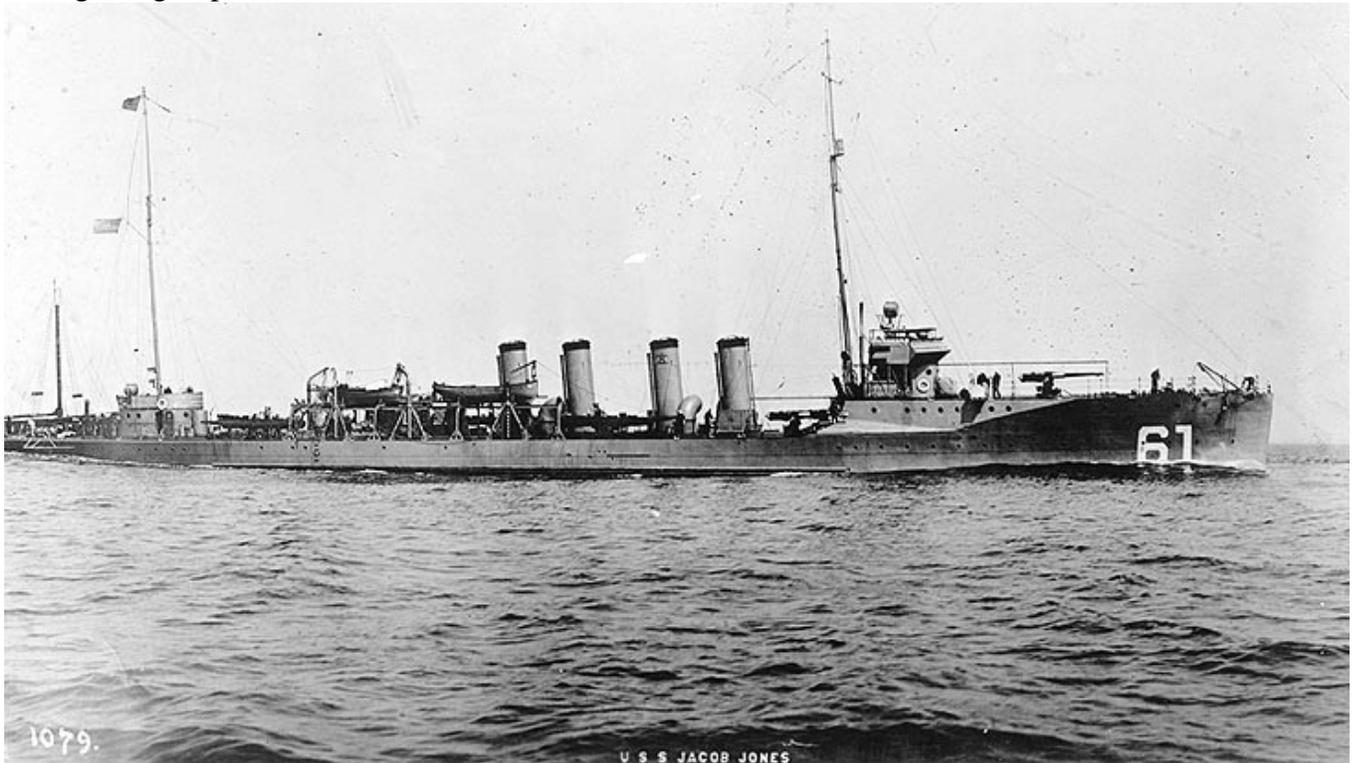
30 April 1945. Adolf Hitler and Eva Braun commit suicide in a Berlin bunker as Soviet troops advance through the city.

30 April 1975. Saigon fell to North Vietnamese troops. One day after the largest helicopter evacuation in history where 7000 Americans and South Vietnamese were evacuated.

Jacob Jones (DD-61) and U-53

The USS *Jacob Jones* seemed very much alone in the vast expanse of the Atlantic Ocean. The sea was calm, the weather benign and no enemy submarines had been reported in this area. The destroyer was on the homeward leg of her journey escorting troop ships to Brest, France and then return to her temporary home base at Queenstown, (Cork), Ireland.

The relatively new “four stacker”, commissioned February 10, 1916, was at that time under the command of Lt. Cdr. David Bagley. A bright future beckoned the captain. He not only claimed the Secretary of the Navy, Josephus Daniels as brother-in-law, but his brother Ensign Worth Bagley, the only naval officer killed in the Spanish American War, was a legitimate national hero. The XO of the ship was Lt. Norman Scott. Earlier a flotilla of seven destroyers had been dispatched to the British naval base at Queenstown, Ireland to engage in escort and anti-submarine patrolling duties. *Jacob Jones* was among this group.



Homeward bound from the mission to Brest the destroyer, cruising independently, was approaching the Isles of Scilly. These rocky granite islets, the graveyard of so many ships, would offer no threat to *Jones* as they were well over the horizon to the starboard. On the bridge of the ship a faded calendar indicated a date of December 6, 1917. The clock on the bulkhead registered 1612 hours. The captain was occupied in the chart house and the officer of the deck Lt. Kalk had the conn.

When a cry from the bow watch called “torpedo on the starboard” the OOD immediately put the ship hard left and emergency speed. This was unfortunately too little, too late. The torpedo struck just below the waterline and immediately ruptured a fuel tank and flooded the engine room. The ship began going down at the stern. As the depth charges set on “ready” went into the water they exploded.

The vessel went down in 8 minutes with most of the men below lost. The number killed amounted to 64. The men who had jumped overboard were splashing about trying to reach rafts or indeed anything that floated. There were 38 survivors. Leaving the survivors drifting in life rafts, the captain and XO departed to seek land and help.

Jacob Jones (DD-61) and U-53- cont'd

At this time an interested observer, the German U-boat *U-53*, surfaced and surveyed the scene. Realizing that the destroyer had no opportunity to send an SOS the captain radioed the British base at Queenstown giving them the location and projected drift of the survivors. By 0800 the following morning British vessels had rescued the captain and the XO officer as well as all of the surviving crew. This WWI sinking of the *Jacob Jones* was the first ever US Navy destroyer lost to enemy action in any conflict.

More on U-53 and its colorful Kapitan Hans Rose later

Allie Ryan

USS WORCESTER (CL 144)

In early February 2013, a detailed eight foot model of the USS WORCESTER was donated to the Museum by the USS WORCESTER Association.



The light cruiser USS WORCESTER (CL 144) was commissioned at the Philadelphia Naval Shipyard on 26 June 1948, honoring the city of Worcester, Massachusetts. She was a hard hitting dual purpose cruiser. Her main battery could deal with both surface targets and aircraft. The USS WORCESTER was decommissioned at the Mare Island Naval Shipyard on 19 Dec 1958. We displayed the model in the Museum's main room are very thankful to the USS WORCESTER Association for donating this magnificent model. Mr. Bob St. Germaine, a Sebring resident and USS Worcester plank owner, viewed the display and indicated he was pleased. The model is already receiving favorable comments from the Museum's visitors.

Quotable Quotes

Politicians are a lot like diapers. They should be changed frequently, and for the same reason.---Benjamin Franklin

I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them.---Thomas Jefferson

Never trust a Government that doesn't trust its own citizens with guns.--- Benjamin Franklin

It has been said that politics is the second oldest profession. I have learned that it bears a striking resemblance to the first.---Ronald Reagan

If we ever forget that we're one nation under God, then we will be a nation gone under.--- Ronald Reagan

There's no limit to what you can accomplish, so long as you don't care who gets the credit!---CAPT Joseph Rochefort, USN

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.---George Burns

Don't worry about avoiding temptation. As you grow older, it will avoid you.---Winston Churchill

We were saddened to hear today, 24 April, of the passing of Allie and Marie Ryan's son
Dennis Ryan this week in Maine due to brain cancer.
Our thoughts and prayers are with them and their family.

Binnacle List

The Binnacle list contains reports of our members who are under the weather and could use the prayers of those of us that pray. They might also like a bit of cheering up.

Allie Ryan is recuperating after two falls – one on ice on his deck approximately one month ago. After another fall Sunday it was discovered he had two blood clots; one from the fall a month ago and one from the last fall. He is on medication to dissolve them. Allie reports Marie is ensuring he follows doctors orders (and hers). Our foreign correspondent in Arkansas has already begun work on an article for our next “Scuttlebutt.” Wishing you a speedy recovery Allie – we need you!

If you are aware of any of our members who should be included in the Binnacle List, please send us an email at navmargrd@gmail.com or mail the information to the Museum at 1402 Roseland Ave., Sebring, FL 33870.

New “Scuttlebutt” editions are posted to the Museum web site at:
www.milseasvcmuseum.org. Anyone with vision difficulties may wish to view the newsletter at this site. The print can be enlarged for easier reading by depressing the CTRL key and then the plus (+) key. Each time the plus (+) key is depressed the print will increase in size.