

MILITARY SEA SERVICES MUSEUM, INC.



SEA SERVICES SCUTTLEBUTT

February 2017



A message from the President

Greetings,

I hope everyone had a wonderful time over the holidays. The Museum had another good financial year in 2016. Income was about \$22,000 thanks to a couple of large donations from Museum members and friends. Last year's income was about \$24,000. After completing the ADA approved entrance ramp and restroom in 2016, we kept expenditures to mandatory payments such as insurance, alarm system, and utility bills. We were able to save sufficient funds to purchase a 10' by 20' shed to use as a workshop and storage facility.

John Cecil

The shed was delivered, leveled, and tied down on 27 Feb. As funds permit, we plan on converting the existing workshop inside the Museum to an artifact evaluation area. We also hope to insulate and drywall the shed, add electricity, and install a window air conditioner. Of course, we never give up on our wishes to accumulate sufficient funds to upgrade the Museum's lighting to Museum quality, and to expand the building to accommodate an ever increasing number of historical artifacts.

Surprise!!! On 4 February 2016, Vice Admiral Sandra L. Stosz, the most senior active duty person ever to visit the Museum and her husband walked in. Vice Admiral Stosz is the Deputy Commandant for Mission Support, U.S. Coast Guard. The Admiral and her husband Bob, a retired U.S. Coast Guard officer, were vacationing in Sebring and decided to visit the Museum. Bill Fincke was on duty and John Cecil was at the Museum repairing a light fixture. Bill escorted the Admiral and her husband on a tour of the Museum. The Admiral and her husband told John and Bill that they were impressed with the Museum and expressed their appreciation for the tour. John and Bill were very impressed and felt honored by their visit. Our other volunteers are disappointed they were not present to meet these distinguished visitors, but understand the Admiral and her husband were on a well deserved vacation and did not need the fanfare that would accompany an announced visit. Thank You Sandra and Bob for honoring our Museum with your visit.

John

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



**Workshop / storage shed
was delivered on 27Feb17.**



**Vice Admiral
Sandra L. Stosz
(Official Coast Guard
photo)**



**Vice Admiral and her husband
at the Museum**

Welcome Aboard New Members

On 25 January 2017, Eric R. Heestand became a Museum member. He subsequently upgraded to life member. Eric is a United States Coast Guard veteran and a retired Public Schools Administrator. Eric resides in Pemberville, Ohio.

On 26 February 2017 Arthur and Winnie Jeyes became five year members. Arthur is a retired Navy Chief Petty Officer. Art and Winnie are retired from their civilian jobs and are in the process of moving from Maryland to Sebring, 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.

Thank You

A very big thank you to Coker Fuel. For the past year, Coker Fuel has generously provided the Museum propane gas and tank free of charge. We appreciate their generous service and support of the Museum. We urge our local members to refill their empty propane tanks at Coker fuel. Coker fuel is conveniently located at 3515 U.S. 27 South, in Sebring. It is always good to patronize local businesses that support us.

Memoriam

We are saddened to hear of the recent passing of four Museum members. James Mulligan, age 91, from Tarpon Springs, FL, on 28 November 2016. Arthur Roeper, age 89, from Batavia, OH, on 27 December 2016. Robert White, age 77, from Magnolia, TX, on 28 December 2016. Mary Stephens from Sebring, FL, on 18 February 2017.

James and Arthur were World War II U.S. Navy veterans. Both served in the USS *TERROR*. The *TERROR* was attacked by a Japanese Kamikaze on 1 May 1945. James visited the Museum in September 2016 and donated his USS *TERROR* plank owner's plaque and a plaque commemorating the commissioning of the *TERROR*. Robert, a retired U.S. Navy Radioman, drove over from Texas in January 2016 and donated the first casting of the plaque commemorating the signing of the documents of the formal surrender of Japan to the Allied Forces. The only other casting of the plaque is mounted over the spot on the USS *MISSOURI* where the documents were signed on 2 Sep 1945. Mary and her husband owned Stephens Gas Service and donated propane tanks and gas to the Museum for many years until their retirement at the end of 2015.

Fair winds and following seas James, Arthur, Robert, and Mary. Rest in Peace! Our thoughts and prayers are with the Mulligan, Roeper, White, and Stephens families.

Part 1 of a Mustang's Memories From Years Past

When taking over my first division officer job back in '65, things were not so dynamic when I arrived. But in a short time, we had a new motto, "whatever it takes," which became the byword of the day and my troops grabbed hold of it. We began to excel from that point forward, for they all grabbed hold and started to live the motto. And that's been a bulwark of my Navy career... for we've done "whatever it takes."

Looking back here are a couple of things which stand out. First, getting the job done. That usually entails a lot of hard work, lack of information and communications with those who were supposed to be in the chain, lost sleep, pissed-off over bureaucratic crap and time constraints, not to mention sometimes having a dumb-ass boss who didn't know "diddly-squat" about what was going on. I'm sure all sailors and soldiers have faced some of that for it's a frequent occurrence in the military hierarchy. Secondly, at times many hard decisions have to be made, and sometimes you have to shade the edge to get it done, and a lot of similar stuff may be required to do number one - and that's get the job done. When those moments occur, you have to keep the boss informed (to some degree) as to what's going on but still carry the burden of making things happen. That means occasionally finding yourself all alone with your butt hanging out. At times, it's far easier to "we can't do that," and take the easy road. Finally, as you well know, you take care of your troops. They do the job, they make it happen through your direction and efforts so you never forget that your success comes through them. Look out for 'em all the time. Kick ass where necessary but protect where and when required. Occasionally that may mean putting it on the line, and when you do, you have to be sure what the fight is about and that it's worth winning.

A Mustang's Memories From Years Past-continued

One of the magic things about the military is the implied order. Too many times the public gets a newspaper view of what we do, and that's more often than not colored by innuendo and disbelief. When I told my troops that we needed to get something done, I was not telling them how or what, just simply that we had to make something work. I recall the Vietnam days when I had about ten electric non-spark forklifts to move ammo in the explosive lockers three decks below. Over half were down for parts and we had done everything possible to get needed piece-parts to put 'em together but with no luck. I had called, ranted and raged, sent messages to AirPac and PhibPac but our priority was lower than anyone else's. One day in Subic over a beer with my maintenance chief in the Subic Bay CPO Club I told him we gotta get those damn things working. Seventy-two hours later as we sailed back to 'Nam for a major troop landing, he informs me that they're all up and operating fine. When asking how in hell he did that, he simply said, "Don't ask, boss, just don't ask!" Five days later, we landed marines in a successful operation where they killed a lot of Viet Cong, and we loaded out over five tons of ammo, mortars, grenades, and whatever from those third-deck holds, all without a hitch. Weeks later when arriving back at Subic, there was a new eight-foot fence with concertina wire surrounding the Public Works compound. Someone had made a midnight run and cannibalized their equipment, and they didn't want a repeat. No one got burned but suspicions were high...as I talked long and hard with both the Public Works and Supply Officers several weeks before. My chief got a Navy Achievement Medal for that...but most importantly, we got the job done. He done good!

It has been almost fifty-three years since I was first commissioned and am now in my 37th year of retirement. I have long lost contact with the Navy and haven't kept up with things except on a macro basis. I do know that some changes which have taken place would drive me batty. It seems they spend more time on diversifying across the board, sexual rights training, equal opportunity stuff, gay and lesbian rights, and other crap than on war fighting. In the meantime, they send you off to fight a war, while demanding you pay attention to that generic garbage even in the foxholes...Me, I don't believe I could make it in this man's military! Most old-timers feel the same way, and we often lament it over a few cold beers. Yet we recognize that they are the best trained, most capable force in history and have accomplished magnificent feats of battle, intervention, killing enemy, winning territory (and then giving it up), and they can be extremely proud of what they've done, in spite of the political 'yo-yo' which has driven what they do. Stand tall, troopers, stand tall!

I was trying to recall my feelings when finding my name on the LDO list so long ago. I'd put in for Warrant but the Settle Board cancelled the program in 1963, so I resubmitted for LDO. A phone call told me I'd been selected but didn't believe it until reading the list in Navy Times. There truly was no expectation of making it but it was there.

Commissioning...

"...there was some angst in going from the top of the pile to the bottom again."

On Monday, October 3, 1964, the fouled anchor collar devices of a Chief Petty Officer were officially taken off and replaced with brand new shiny gold gars, and I became "Mister Savage." Wow! It was a most exciting and changing time, but there was some angst in going from the top of the pile to the bottom all over again. My fellow Chiefs gave me a gold ceremonial sword which was presented at quarters that morning. As I stood there in front of the formation in my service dress khakis, I was very humble, honored, more than a bit apprehensive, and my stomach was in a tight ball as I wondered what this sailor's future might be.

A Mustang's Memories From Years Past-continued

On the prior Friday morning, September 30th, the squadron flew most of the airplanes to NAS Meridian on a hurricane evacuation. I carried those shiny Ensign bars with me and the CO swore me in on the flight line the day before the official date for he would be gone, along with most other senior officers. I was in working khaki with CPO devices on the collars, and the skipper pinned a single gold bar on my garrison cap before climbing into his airplane and launching. As I walked back to the hangar wearing that khaki 'piss-cutter' with a new shiny gold bar on it (even though the two CPO devices were still on my collars), an old friend, a first-class petty officer, jumped out and gave me my first official salute as an officer and I smilingly gave him the traditional dollar. That Saturday night I stopped by the Chief's club and celebrated the events of this magical year. Those were heady days for this 30-year old Ensign. I'd been in the Navy thirteen years and ten months. A side note: The hurricane changed direction and petered out and didn't bother us, so the planes returned to base on Sunday.

It was truly a most humble young man on that auspicious Monday but the keynote occurred in the skipper's office later that morning as the traditional pinning ceremony took place. My wife was with me, dressed in a lovely pink sheath, and as the CO pinned one bar on the left collar, she pinned the right, and he said, "Celeste, I guess this is your proudest day." Her response was superb, "Oh, no, skipper, I was a lot happier when he made Chief!" This was followed by a wetting down at the Mustin Beach Officers Club, and one of the squadron flight instructors, Marine Captain Jim Meade, introduced me to "flaming hookers." This was a shot of brandy set aflame, and trick was to drink that booger down without losing the flame in the glass or setting your tie on fire, burning your nose and eyebrows off, and generally messing up one's face. By the time that day was over, it was clear that my eyebrows would never rival those of John L. Lewis! Jim later retired as a Brigadier General, with his nose and brows intact. But no question, I could manage those flaming hookers! But I was now a "MUSTANG!"

Hold on to this issue of the Scuttlebutt---Part 2 of this great story will appear in the April issue.

A Little Humor Thanks To FRA Branch 126 Jacksonville, FL

An elderly, but hardy cattleman from Texas once told a young female neighbor that if she wanted to live a long life, the secret was to sprinkle a pinch of gun powder on her oatmeal each morning. She did this religiously and lived to the age of 103. She left behind 14 children, 30 grandchildren, 21 great-grandchildren, five great-great-grandchildren and a 40 foot hole where the crematorium used to be.

A recent study has found women who carry a little extra weight live longer than men who mention it.

Tales of an Asia Sailor

The Navy Uniform



The Navy Uniform

By: Anonymous

The US Navy "Crackerjack" uniform is a historic tradition unlike any other military uniform. For the most part it dates to the early 19th century, and even the peacoat is of a style which would have been familiar during the War of 1812. The broad collar on your jumper is there to protect it from the tar you use to keep your fashionable pony tail in place, and you can easily roll up your bell bottoms to scrub the decks. If the ship heels over too far in a high wind and you fall overboard, you can easily remove those bell bottom trousers, knot the legs, and have yourself a flotation device.

And if you want a perfect and comfortable fit with your bell-bottoms, the manufacturer in his foresight has added a lace-up, called a gusset, at the back of the trousers for just such a reason.

Being a sailor, you have already mastered undoing those 13 buttons on your 'broadfall', which is the name of that flap covering your crotch, so you have no problem removing those trousers in an emergency . . . or any other opportune moment. The 13 buttons? They're there because the earlier 7- button style was inadequate. They have nothing to do with the original colonies . . . I mean, who would celebrate the birth of our nation from THAT angle?

If you have put too much tar on your pony tail, you can use the black neckerchief to wipe some of it off, after all, that's what it's there for. Having a shipmate help you out of your tailored jumper, or asking him to hold your jumper's collar down so you can don your peacoat, all promote good will aboard ship, whether it be a 24-gun man o' war, or an Aegis destroyer.

The 'dixie cup' cap is unique to the US Navy, and is of the most durable and serviceable material available. The 'white hat' has been used since the late 19th century. And everyone knows at a glance exactly who those men in blue are, and a sailor from the 21st century would be recognized in the 1800s as a shipmate, and a 19th century swabbie could do the same today.

I believe that our naval traditions must be preserved, and that the "crackerjack" uniform should stay for at least another century. It's a tradition that instills pride in an individual, and a uniform that had introduced a young nation and her flag to the world. An American sailor's swagger is due in large part to his pride in his uniform.

And it's a uniform that says, "I AM AN AMERICAN SAILOR, AND DAMNED PROUD OF IT!"

[davisg022](#) | February 19, 2017

Contributed by CDR Eugene "Doc" Savage, USN (Ret). Thank you Commander for the great article.

Did You Know That

at the start of the War of 1812, the U.S. Navy had only 16 seagoing warships at its disposal, compared to more than 600 on the British side. Even with most of the Royal Navy occupied fighting Napoleon in Europe, a stifling blockade of the Atlantic coast took shape. The U.S. Navy did manage to win some single-ship actions in the Atlantic. In trouncing HMS Guerriere, for example, USS Constitution earned the nickname "Old Ironsides" for the way opposing cannonballs supposedly bounced right off. Yet its main successes came inland. With African-Americans playing a big role---due to manpower shortages, a prohibition on black sailors had gone out the window---Navy squadrons blasted their way to control of strategically important Lake Erie and Lake Champlain.

Quotable Quotes

The world will not be destroyed by those who do evil, but by those who watch and do nothing.---Albert Einstein

My God! How little do my Countrymen know what precious blessings they are in possession of, and of which no other people on earth enjoy!---Thomas Jefferson

The democracy will cease to exist when you take away from those who are willing to work and give to those who would not.---Thomas Jefferson

The inherent vice of capitalism is the unequal sharing of the blessings. The inherent blessing of socialism is the equal sharing of misery.---Winston Churchill

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

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 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. Navy lands Marines 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 Treaty 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.