

MILITARY SEA SERVICES MUSEUM, INC.



SEA SERVICES SCUTTLEBUTT

August 2017

A message from the President



John Cecil

Greetings,

Watch Out!!! School is back in session and Kids are everywhere. I urge everyone to pay close attention to their surroundings when driving. A young child can quickly dart out from anywhere and drivers must be sufficiently aware to be able to react safely.

Improvement projects at the Museum are moving along. The shed mentioned in the April and June Scuttlebutts is completed and the work shop and some storage items are moved in. Volunteers from Sebring Public Works are almost finished building a deck that connects the Museum to the shed. The deck eliminates the steps out of the Museum

and into the shed. A great safety improvement for moving items between Museum and shed. Replacing existing lighting with led lighting is on-going and nearing completion. This lighting project will save electricity.

Thanks to Floyd Tucker, Retired National Oceanic and Atmospheric Administration (NOAA) Captain, the Museum has a unique cannon to display. The cannon was used in a mid-1600s battle between the British and Dutch warships. The cannon and several others were later sunk in waters off the coast of Barbados. More than 300 years later, in the 1960s, then Commander Tucker, the Executive Office of the NOAA ship Discoverer, learned the cannons were located in waters near the Hilton Hotel in Barbados. The Prime Minister of Barbados agreed that the cannons could be recovered and some could go to the U.S. The Prime Minister later permitted Captain Tucker to have one of the cannons. Captain Tucker put a substance on the cannon to preserve the metal. He later moved the cannon to Fort Myers. About a year ago he moved it to Avon Park where he now lives. Captain Tucker believes the other cannons recovered disintegrated because of lack of restoration and preservation. As can be seen in the photos below, the cannon and carriage need additional restoration and preservation efforts. The Museum has received some suggestions on restoration and preservation techniques and Members are studying these suggestions and doing additional research. We know we cannot make the cannon look like new, but we are sure we can clean it up some and hopefully protect it from further deterioration. When done, the cannon will make an interesting, historical display along the Kenilworth Blvd side of the Museum. Photos will be provided in Scuttlebutt when display is completed.

Watch out for the School Kids! Please stay safe!

John

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



British Admiralty Cannon circa mid-1600s



Carriage on new concrete pad where cannon will be mounted. Jahna Concrete, Inc. donated the concrete for the pad.

Welcome Aboard New Members

On 21 June 2017 Mitchell Applegate signed up for an annual membership. Mitchell is a U.S. Navy Veteran and a retired civilian employee of the Navy. Mitchell donated to the Museum a restored pilot's ready room chair from the USS Kitty Hawk. Mitchell lives in Sebring, FL.

On 29 July 2017, Joseph and Lan Suggs signed up for an annual membership. Joe is a retired U.S. Navy Captain. He has donated numerous items and put on loan weapons to the Museum. Joe is also a member of the local Chapter of the Military Officers Association of America (MOAA). Joe and Lan live in Sebring, FL.

On 2 August 2017, Jack Moore signed up for an annual membership. Jack is a World War II veteran and a Pearl Harbor survivor. Jack's ship, the USS Sacramento was tied up to a dock in Pearl Harbor on 7 Dec 1941 when the Japanese attacked. Jack is an eye witness to this horrendous sneak attack. We hope to publish Jack's memories of the attack and his actions during the attack in the December issue of the Scuttlebutt. Jack lives in Sebring, FL.

On 16 August 2017, Mike and Vickie Jarvis became five year members. Mike and Vickie own Frames & Images in Sebring. They have donated considerable sign and framing work to the Museum. Jack and Vickie live in Sebring, FL.

Also on 16 August 2017, Floyd Tucker became a five year member. Floyd retired from the National Oceanic and Atmospheric Administration as a Captain. Captain Tucker donated the cannon and carriage shown elsewhere in this Scuttlebutt. Captain Tucker lives in Avon Park, FL.

On 25 August 2017, Shawn Giles signed up for a one year membership in the Museum. Shawn is a U.S. Coast Guard Veteran. Shawn lives in Winter Haven, 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.

The Baseball Catcher Who Was A Spy



Moe Berg

A second-rate baseball player but a first-rate spy.

When baseball greats Babe Ruth and Lou Gehrig went on tour in baseball-crazy Japan in 1934, some fans wondered why a third-string catcher named Moe Berg was included.

The answer was simple: Berg was a U.S. spy.

Speaking 15 languages—including Japanese—Moe Berg had two loves: baseball and spying.

In Tokyo, garbed in a kimono, Berg took flowers to the daughter of an American diplomat being treated in St. Luke's Hospital—the tallest building in the Japanese capital. He never delivered the flowers.

The ball-player ascended to the hospital roof and filmed key features: the harbor, military installations, railway yards, etc.

Eight years later, General Jimmy Doolittle studied Berg's films in planning his spectacular raid on Tokyo.

Berg's father, Bernard Berg, a pharmacist in Newark, New Jersey, taught his son Hebrew and Yiddish. Moe, against his wishes, began playing baseball on the street aged four. His father disapproved and never once watched his son play.

In Barringer High School, Moe learned Latin, Greek and French. He graduated *magna cum laude* from Princeton—having added Spanish, Italian, German and Sanskrit to his linguistic quiver. During further studies at the Sorbonne, in Paris, and Columbia Law School he picked up Japanese, Chinese, Korean, Indian, Arabic, Portuguese and Hungarian—15 languages in all, plus some regional dialects. While playing baseball for Princeton University, Moe Berg would describe plays in Latin or Sanskrit.

During World War II, Berg was parachuted into Yugoslavia to assess the value to the war effort of the two groups of partisans there. He reported back that Marshall Tito's forces were widely supported by the people and Winston Churchill ordered all-out support for the Yugoslav underground fighter, rather than Mihajlovic's Serbians.

The parachute jump at age 41 undoubtedly was a challenge. But there was more to come in that same year.

The Baseball Catcher Who Was A Spy (cont'd.)

Berg penetrated German-held Norway, met with members of the underground and located a secret heavy water plant—part of the Nazis' effort to build an atomic bomb. His information guided the Royal Air Force in a bombing raid to destroy the plant.

There still remained the question of how far had the Nazis progressed in the race to build the first Atomic bomb. If the Nazis were successful, they would win the war. (Most of Germany's leading physicists had been Jewish and had fled the Nazis mainly to Britain and the United States.)

Berg (under the code name "Remus") was sent to Switzerland to hear leading German physicist Werner Heisenberg, a Nobel Laureate, lecture and determine if the Nazis were close to building an A-bomb. Moe managed to slip past the SS guards at the auditorium, posing as a Swiss graduate student. The spy carried in his pocket a pistol and a cyanide pill. If the German indicated the Nazis were close to building a weapon, Berg was to shoot him—and then swallow the cyanide pill. Moe, sitting in the front row, determined that the Germans were nowhere near their goal, so he complimented Heisenberg on his speech and walked him back to his hotel.

Moe Berg's report was distributed to Britain's prime minister, Winston Churchill, President Franklin D. Roosevelt and key figures in the team developing the Atomic Bomb.

Roosevelt responded: "Give my regards to the catcher."

After the war, Moe Berg was awarded the Medal of Merit—America's highest honor for a civilian in wartime. But Berg refused to accept, as he couldn't tell people about his exploits. After his death, his sister accepted the Medal and it hangs in the Baseball Hall of Fame, in Cooperstown, N.Y.

When the war ended, Moe Berg found himself unemployed. He did receive occasional intelligence assignments, including a visit to the Soviet Union, where his ability to speak Russian was valuable. Traveling with other agents, when asked for credentials, by a Soviet border guard in Russian-dominated Czechoslovakia, he showed the soldier a letter from the Texaco Oil company, with its big red star. The illiterate soldier was satisfied.

Roosevelt once described Moe Berg as a "most unusual fellow." Berg would often drop in, unannounced, at friends' homes—expecting to be fed. He always wore a black suit (he had eight), a white shirt and a black tie.

Berg lived with his brother Samuel for seventeen years and, when evicted, spent his last final years with his sister, Ethel. A lifelong bachelor, he never owned a home or even rented an apartment. He never learned how to drive.

When someone criticized him for wasting his talent, Berg responded: "I'd rather be a ballplayer than a justice on the U.S. Supreme Court."

His interest in baseball continued throughout his life. Moments before he died (aged 70), Berg asked his nurse: "How are the Mets doing today?"

For more details on this extraordinary man, see [Wikipedia's entry on Moe Berg](#).

Navy seeks culture change after bribery scandal

The Navy has been rolling out a series of reforms designed to strengthen its leaders and battle corruption.

By Carl Prine

The San Diego Union-Tribune

SAN DIEGO — For more than a decade, Malaysian tycoon Leonard Glenn Francis — a grifter known as “Fat Leonard” — bribed Navy officers with booze, prostitutes and luxury gifts to bilk at least \$35 million from the U.S. government with inflated bills.

Francis’ arrest in a San Diego sting nearly four years ago triggered the collapse of his overseas port services company, Glenn Defense Marine Asia, the prosecution of dozens of Navy officers and civilian officials, and the ongoing internal investigation of 30 admirals and more than 200 sailors for possible corruption.

When the Navy investigating Glenn Defense for improperly high invoices, fake work orders and inexplicable cost overruns, investigators soon realized that Francis’ moles had infiltrated key sectors of the military’s logistics and law-enforcement branches, feeding him classified information on warship movements while choking inquiries into the fraud.

While the scandal mostly has played out in federal court, the Navy has been rolling out a series of reforms designed to strengthen its leaders, battle corruption and ensure that a con man can’t assume Francis’ mantle.

“Our Navy functions on a foundation of trust and confidence,” Navy spokeswoman Capt. Amy Derrick said in a statement. “We must maintain the trust and confidence of the American people we are sworn to protect. We must also strengthen trust and confidence within the Navy between all parts of the chain of command. It is trust and confidence that enable delegation, which is central to operations and combat at sea.”

In an effort to back up Derrick’s words, Navy officials sent to The San Diego Union-Tribune a report detailing actions taken to ferret out corruption and create better internal controls. They followed that up with answers to questions submitted by the news organization, and with supporting audits and internal papers describing the changes.

Not all of the measures have been fully implemented, the Navy’s main report indicates, but the reforms have been far-reaching. They include the role that auditors and comptrollers play in scrutinizing bills, and ethics training for sailors and how they report suspected wrongdoing to their superiors or agency watchdogs.

Francis used his network of corrupt Navy officers to prey on the Navy’s onsite contracted logistics system overseas, feasting on fake fees and inflated charges for port services — what sailors call “husbanding.”

Navy reports show that by early 2014, the service had identified key weaknesses in the contracting system. That meant changing how the Navy awards and tasks orders and contracts, schedules ships for port visits, approves the purchase of goods and services overseas, and reviews and pays invoices.

Navy seeks culture change after bribery scandal (cont'd.)

Supply officers are no longer allowed to accept gifts from contractors, disclose sensitive information or project any appearance of impropriety. A little more than a year ago, the Navy also established indefinite delivery contracts with multiple husbanding providers, allowing the fleet to competitively price orders with approved vendors.

Today, the Navy relies on orders at fixed prices pegged to the most current market rates for goods and services as determined by Fleet Logistics Centers worldwide, not by warship supply officers.

After Francis' arrest and through last year, the Navy suspended 566 vendors and permanently debarred an additional 548 from contracts, according to the federal Interagency Suspension and Debarment Committee. That list included Glenn Defense Marine Asia and 55 of its affiliates across the Pacific Rim.

Public corruption watchdogs said the internal changes in how the Navy deals with contractors are important, but that the harder problem to fix is a culture of corruption that infested the highest ranks of the maritime service.

"Very few service members get promoted because they blew the whistle on their boss," said Dan Grazier, a Straus Military Reform Project fellow at the Washington-based Project on Government Oversight. "If you don't get promoted, you get forced out of the service. If that happens before you are eligible for a retirement, you lose out on the lifetime pension. For most people, it is much safer to simply put your head down and keep going until 20 years."

In 2013 and 2015, staffers in the office of the vice chief of naval operations fanned out worldwide to collect best practices in fighting corruption while striving to help the brass create processes for sailors and Marines to blow the whistle on dirty contractors and military leaders.

The admiralty instituted new ethics training programs, with a particular focus on flag officers and their key advisers, the judge advocate general attorneys, according to a report provided to the Union-Tribune.

Now, all flag officers and civilian senior executive service officials must complete annual ethics training in conjunction with their filing of federal financial disclosure forms. Similar courses are required for the lower ranks.

The Rhode Island-based U.S. Naval War College renamed its Command Leadership School as the Naval Leadership and Ethics Center.

The Navy Personnel Command continues to modify its evaluation process to "include a more robust and genuine assessment of character" to reflect the need for competence and ethical conduct at every level, from seaman to admiral, she said.

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McClatchy-Tribune News Service

Article provided by Robert (Bob) Stockton, Chief Petty Officer, U.S. Navy (Retired). Thank you Bob for this interesting update on the fallout from the "Fat Leonard" scandal.

Anniversaries

7 Aug 1782. Inception of the Purple Heart. Purple Heart Day is celebrated annually on the anniversary of the inception of the purple Heart.

4 Aug 1790. Congress created the U.S. Revenue Marine Service, later became the U.S. Coast Guard.

19 Aug 1812. USS Constitution defeated HMS Guerriere off the coast of Nova Scotia.

5 August 1864. Battle of Mobile Bay. Rear Admiral David Farragut orders, "Damn the torpedoes, full speed ahead!"

29 Aug 1916. United States Marine Corps Reserves (USMCR) established. The USMCR has played a critical role in the Marine Corps total force by augmenting, reinforcing and supporting active duty Marines during military operations since World War I. Happy 100th Birthday!!!

19 Aug 1934. Adolf Hitler, already Chancellor, elected president of Germany in an unprecedented consolidation of power.

7 Aug 1942. U.S. Marines (1st Marine Division) conducted the first Allied offensive of WWII at Guadalcanal.

2 Aug 1943. PT-109, commanded by LT John F Kennedy, was rammed by the Japanese destroyer Amagiri and sunk in the Solomon Islands. Two sailors were killed and 11 survived.

6 Aug 1945. First atomic bomb "Little Boy" dropped on Hiroshima, Japan from B-29 named Enola Gay. Enola Gay was piloted by COL Paul Tibbets, U.S. Army Air Corps. Tibbets retired as a U.S. Air Force Brigadier General in 1966.

9 Aug 1945. Second atomic bomb "Fat Man" dropped on Nagasaki, Japan from B-29 named Bockscar. Bockscar was piloted by Major Charles Sweeney, U.S. Army Air Corps. Sweeney retired from the Massachusetts Air National Guard as a U.S. Air Force Major General in 1976.

14 Aug 1945. Japanese agreed to unconditionally surrender. VJ day is declared-Victory over Japan.

4 Aug 1947. U.S. Navy Medical Service Corps established.

23 Sep 1779. CAPT John Paul Jones aboard Bon Homme Richard tells HMS Serapis: "I have not yet begun to fight."

17 Sep 1787. U.S. Constitution approved.

10 Sep 1813. Commodore Oliver Hazard Perry commanding his squadron from the USS NIAGARA defeated and captured the entire British squadron in the Battle of Lake Erie.

14 Sep 1814. "Star Spangled Banner" written by Francis Scott Key.

1 Sep 1939. Germany invaded Poland. World War II began.

Anniversaries (cont'd.)

9 Sep 1942. The Japanese submarine I-25 launched a single engine floatplane piloted by Warrant Officer Nobuo Fujita near Cape Blanco, Oregon. The floatplane dropped two 168 pound incendiary bombs deep into the Oregon forest about 9 miles from Brookings, Oregon. The Japanese hoped the bombs would start massive forest fires. However they did not take into account earlier heavy rains, consequently the bombs did little damage.

The I-25 was sunk almost a year later on 3 Sep 1943 by the USS PATTERSON (DD392) off the New Hebrides Islands.

2 Sep 1945. Japan signed the formal surrender agreement on board the USS MISSOURI in Tokyo Bay. World War II, the most devastating war in human history, was over.

18 Sep 1947. U.S. Air Force established. Happy Birthday to the greatest Air Force on earth.

11 Sep 2001. Nineteen Al-Qaeda Islamic Terrorist flew two hijacked commercial planes into the World Trade Center and one into the Pentagon. The fourth hijacked commercial plane headed to Washington, D.C. crashed into a field near Shanksville, PA while courageous passengers fought to overcome the hijackers. The attacks resulted in nearly 3000 killed and at least 10 Billion dollars in damage to property and infrastructure.

11 Sep 2002. The first Patriot's Day. In the aftermath of the Terrorist attacks on 11 Sep 2001, President George W. Bush designated 14 Sep 2001 as a National Day of Service and Remembrance for the victims of the attacks. On 30 Nov 2001, Congress passed a joint resolution that the President declare 11 Sep of each year as Patriot Day. President Bush signed the resolution into law on 18 Dec 2001. On 2 Sep 2002, President Bush proclaimed 11 Sep 2002 as the first Patriot Day--a Day of Service and Remembrance.

Quotable Quotes

As I look back upon the long, tortuous trail from those grim days of Bataan and Corregidor, when an entire world lied in fear, when democracy was on the defensive everywhere, when modern civilization trembled in the balance, I thank a merciful God that he has given us the faith, the courage and the power from which to mold victory.

---General Douglas MacArthur, 2 Sep 1945 aboard USS Missouri

Be sure you put your feet in the right place, then stand firm. ---Abraham Lincoln

Work and family are the center of our lives, the foundation of our dignity as free people. ---Ronald Reagan

Patriotism is easy to understand in America. It means looking out for yourself by looking out for your country. ---Calvin Coolidge

Balancing the budget is a little like protecting your virtue; you just have to learn to say no.

---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.