

MILITARY SEA SERVICES MUSEUM, INC.



SEA SERVICES SCUTTLEBUTT

February 2019

A message from the President



John Cecil

Greetings,

I hope everyone recouped from the holidays. The Museum had a good financial year in 2018. Our gross revenue was about \$19,500 thanks to \$ 7,500.00 in donations from one very generous Museum member and several generous donations from members, friends and visitors. The Museum had 1366 visitors in 2018, a record that exceeds by 553 the previous record set in 2017. It looks like 2019 could be another record year. As of the end of February, We had over 200 visitors, including group visits from Hardee Homes (40) and the Kaiser-Frazer-Willys Overland Car Club (45).

The damaged ceiling in our library mentioned in the December 2018 Scuttlebutt has been replaced with modern dry wall, textured, and painted. This turned out to be such an improvement to the appearance of the library that the Museum's Board of Directors decided to bite the bullet and have the leak stained WW II era ceiling in the front entrance (quarterdeck) replaced with the same material, texture and paint. Additionally, Fred Carino our Curator and Museum Member Steven Safford (talented electrician) are installing track lighting. The ceiling and lighting project will be completed early March. We believe that this will be a knock your socks off improvement to the appearance of the Museum. If you haven't been to the Museum in awhile, you need to stop in to appreciate these and many other recent improvements to the building and displays.

John

A New Vice President and A New Treasurer

The Museum's Board of Directors at their January meeting confirmed Betsy Waddell as its new Vice President and David Smutnick as its new Treasurer. Betsy assumed the VP duties on 8 Jan 2019 and David assumed the Treasurer duties on 6 Mar 2019. The Board of Directors thanked Gordon White and Gene Kissner for their years of service as Vice President and Treasurer respectively.

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/>

The Museum Still Needs Volunteers

We are very grateful to Betsy and David for stepping up and volunteering to take the Vice President and Treasurer positions. Now we need volunteers to step up to prepare our newsletter "Scuttlebutt," manage our web site "<http://milseasvmuseum.org/>," and to keep track of our membership and their dues. To volunteer and/or to obtain information on these jobs, contact John Cecil, 863-385-2270, or Gene Kissner, 863-382-4047, or the Museum, 863-382-0992. We also need volunteers to become Museum Docents. To volunteer and/or to obtain information on the Docent positions, contact Fred Carino, 863-381-3636, or the Museum, 863-385-0992.

Mark Your Calendars--Important Observance

The Veterans Council of Highlands County will hold a ceremony to mark Memorial Day on May 27th at 2:00 PM at the Military Sea Services Museum, 1402 Roseland Avenue, one mile east of Sebring High School at the corner of Kenilworth Blvd and Roseland Ave. The ceremony will honor all who died while serving in the nation's armed forces. The guest speaker will be Medal of Honor recipient Major General James E. Livingston, U.S. Marine Corps, Retired. The Museum will offer guided tours immediately following the ceremony. The public is welcome. Call the Museum at 863-385-0992 for additional details.

Welcome Aboard New Members

On 21 December 2018, Leeland and Iva Jean Wilson became annual members of the Museum. Leeland is a United States Marine Corps Veteran of the Korean War. Leeland and Iva Jean spend the winter months in Okeechobee, FL and the warmer months in Evart, MI.

On 25 January 2019, Robert and Sue Bowers became annual members of the Museum. Robert served as a Chief Petty Officer in the U.S. Navy and worked as an Electrician. Robert and Sue are retired. They spend the winter months in Sebring, FL and the warmer months in Boswell, IN.

On 13 February 2019, Byron (Bud) and Vickie Brant signed on as annual members of the Museum. Byron was a U.S. Navy Hull Technician Diver during the Vietnam War era. Robert retired from the sheet metal industry and Vickie is a retired High School Cook. Robert and Vickie live in Berrien Springs, MI.

On 15 February 2019, Nancy Ferro became an annual member of the Museum. Nancy is a retired Registrar. Nancy lives in Sebring, FL.

On 25 February 2019, David and Stephanie Wertz became five year members of the Museum. David and Stephanie are the owners of Heartland Coatings, Sebring, FL. David and Stephanie live in Sebring, FL.

On 27 February 2019, Perry and Shirley Betts became five year members of the Museum. Perry is a U.S. Navy Seabee Veteran of the Vietnam War. Perry is retired from Sales and Shirley is a retired Teacher. Perry and Shirley live in Lake Wales, 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.

February is Black History Month

Probably most sailors at least the older ones remember hearing about Doris "Dorie" Miller, Mess Attendant Second Class U.S. Navy. My guess is many have forgot about Miller's actions. .

Miller was 19 years old when he enlisted in the Navy in 1939. Back then, the military was segregated, and black sailors like Miller were kept from combat roles. The only jobs open to Miller was as a mess attendant and cook.

As a result, Miller didn't received the combat training that other sailors received. That didn't stop him from taking action on 7 December 1941 when his ship, the USS West Virginia (BB-48), was attacked by the Japanese at Pearl Harbor.

On that morning, Miller was doing laundry rounds when the call to battle stations rang out. At first, he ran to the closest anti-aircraft battery, only to find it was destroyed by a Japanese torpedo.

One of West Virginia's officers, noticing how big and strong Miller was, told him that the ship's captain was injured on the bridge, and they needed someone big to carry him. Miller immediately ran through enemy aircraft fire and flying shrapnel towards the bridge and he carried the captain to safety.

When Miller returned to the ship's deck, he saw an unmanned Browning .50 caliber anti-aircraft machinegun. He was not trained in the use of this gun, but no one else was using it.--- Someone had to shoot down the Japanese planes.

So, Miller manned the gun and started to shoot down plane after plane. In the confusion of battle, it is unknown how many planes he actually shot down, but some accounts have it at four or five.

After running out of ammo, Miller began carrying wounded sailors to safety. Time after time, he ran to his injured shipmates, exposing himself to gunfire, shrapnel, and toxic smoke to save his shipmates. He gave no thought for his own life. His actions saved countless lives that day.

As a result of his heroic actions, Doris "Dorie" Miller became the first black sailor to receive the Navy Cross.

On November 24, 1943, nearly two years after Pearl Harbor, Miller was killed in action when his ship, the USS Liscome Bay (CVE-56) was sunk by a Japanese submarine during the Battle of Makin Island.

Thank You

A very big thank you to Coker Fuel. For the past three years, 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.

Tales of an Asia Sailor



Chief Gunner's Mate John Henry "Dick" Turpin

by [davisg022](#)

Chief Gunner's Mate John Henry "Dick" Turpin (1876-1962). One of the first African-American CPOs, Turpin enlisted in the Navy in 1896. A survivor of the explosions on both *Maine* (1898) and *Bennington* (1905), he became a Chief Gunner's Mate in 1917 and transferred to the Fleet Reserve two years later. He retired in 1925. Qualified as a Master Diver, he also served as a Master Rigger at the Puget Sound Navy Yard. During World War II he made inspirational visits to Navy Training Centers and defense plants. (U.S. Naval History and Heritage Command)

He was a Mess Attendant on the battleship USS *Maine* (ACR-1) when it exploded in Havana Harbor, Cuba under mysterious circumstances on the night of 15 February 1898. Turpin was in the pantry of the wardroom when the explosion occurred, and felt the ship "heave and lift" before all went dark. He worked his way aft and climbed out of the wardroom on the captain's ladder and up onto the deck. He dove overboard and was rescued by a motor launch. Turpin was one of 90 out of the 350 officers and men aboard *Maine* that night to survive the explosion.



According to an obituary that appeared in the *Los Angeles Times*, Turpin (whose next ship assignment was not reported) saw action in China during the 1900 Boxer Rebellion.

By mid-1905, Turpin had been assigned to the gunboat *Bennington*. When that ship was raising steam for a departure from San Diego, California, on 21 July 1905, she suffered a boiler explosion that sent men and machinery into the air and killed 66 of the 102 men aboard. Turpin reportedly saved three officers and twelve men by swimming them to shore one at a time. Eleven men were awarded the Medal of Honor for "extraordinary heroism displayed at the time of the explosion", but Turpin was not among them.

Before and following the *Bennington* explosion, Turpin was assigned to Mare Island Naval Shipyard in California. It was during this time he probably learned to be a diver.

In 1915 Turpin worked as a diver in efforts to raise the sunken submarine USS *F-4* in Honolulu, Hawaii. He became qualified as a "Master Diver" - most probably the first African-American sailor to do so. (It is often erroneously reported that Master Chief Petty Officer Carl Brashear held this honor.) Turpin was also credited with being involved with the development of the underwater cutting torch.

Turpin served on several other ships before leaving active duty service in 1916.

After the United States entered World War I in April 1917, Turpin was recalled to service. On 1 June 1917, he became a Chief Gunner's Mate on the cruiser *Marblehead*, which made him among the first African American Chief Petty Officers in the U.S. Navy. Turpin served at that rank until he was transferred to the Fleet Reserve in March 1919. In October 1925, Turpin retired at the rank of Chief Gunner's Mate.

Tales of an Asia Sailor



(Continued)



[Chief Gunner's Mate John Henry "Dick" Turpin](#)

by [davisg022](#)

During his time in the Navy, he was the Navy boxing champion in several different weight classifications throughout his Navy career and was a boxing instructor at the United States Naval Academy in Annapolis, Maryland.

After his retirement from the Navy, Turpin was employed as a Master Rigger at the Puget Sound Navy Yard in Bremerton, Washington; he was also qualified as a Master Diver in his civilian duties.

During World War II, Turpin tried to return to active service but was denied on account of his age. He volunteered to tour Navy training facilities and defense plants to make "inspirational visits" to African-American sailors.

Turpin died in Bremerton, Washington on 10 March 1962. He was survived by his wife Faye Alice. At his funeral, his pallbearers were six Navy chief stewards.

[davisg022](#) | February 9, 2019

Thank you CDR Eugene "Doc" Savage for this interesting piece of history.



Union Jack ► Navy will return to flying the "Union Jack" on 4 June. The resurgent "great power competition" at sea now officially trumps the Global War on Terror—at least on U.S. Navy ships. Starting with morning colors on 4 June, the Navy will return to flying the "Union Jack," a small blue flag emblazoned with the stars of the 50 states --- identical to the top left corner of the national ensign—from their jackstaves, small flagpoles mounted on the bows of all Navy vessels when in port or at anchor. Announced in NavAdmin message 039/19 and a Navy press release on 21 February, the policy change returns the "First Navy Jack"—and its "Don't Tread on Me" rattlesnake slithering across thirteen red and white stripes—to its former role of signifying the oldest commissioned warship in the operational fleet. It currently flies from all Navy jackstaves. "The Union Jack is deeply connected to our heritage and our rise as a global nation with a global Navy," said Chief of Naval Operations Adm. John Richardson in his released statement. "The Navy is a symbol that projects American values to the world. Just as the Navy embodies the values and principles that we hold dear, our very appearance in port

Union Jack ► (Continued)

and at anchor communicates important messages.” The U.S. Navy’s Union Jack shouldn’t be confused with the United Kingdom’s national flag of the same name. Richardson’s swap out wasn’t supposed to happen until the Global War on Terrorism ended. Then-Secretary of the Navy Gordon England ordered all U.S. Navy ships to fly the First Navy Jack starting on September 11, 2002, the first anniversary of the terror attacks in the United States by Al Qaeda. But after more than 17 years of war and with the Navy shifting from supporting counterinsurgency operations in Iraq, Syria, Afghanistan, Somalia and other parts of the world to confronting rising rivals, especially in Asia and Europe, Richardson moved to refocus the symbolism of the flag, too. The June 4th date to switch out the flags also is deeply meaningful to both the Navy and the nation it protects. This year, it marks the 77th anniversary of the beginning of the Battle of Midway. That victory over the Japanese turned the tide of World War II in the Pacific and restored America’s Navy as the dominant maritime force in the vast region. “Make no mistake: we have entered a new era of competition,” Richardson said in the release. “We must recommit to the core attributes that made us successful at Midway: integrity, accountability, initiative, and toughness. “The Union Jack became the standard “Navy Jack” on June 14, 1777. And except for a symbolic 14-month period during the 1976 U.S. Bicentennial celebrations, it was in constant U.S. Navy service. The only change was a gradual expansion of the numbers of white stars on the banner as more states joined the union. As for the “rattlesnake jack,” come June 4 it will be proudly flown on the USS Constitution, the wooden-hulled frigate that’s the world’s oldest commissioned warship still afloat, and the Blue Ridge, the Japan-based flagship of the 7th Fleet. Before Gordon England’s 2002 policy shift, that honor fell to the now-decommissioned aircraft carrier Kitty Hawk. And Richardson’s message indicated that sailors will still be allowed to sport the First Navy Jack patch on the upper left sleeve of both the Type II and Type III Navy Working Uniforms.

[Source: NavyTimes | Mark D. Faram | February 22, 2019 ++]

Tales of an Asia Sailor



[Prize Money](#)

by [davisg022](#)

By Garland Davis

The awarding of prize money to the crews of capturing ships equal to the value of the ship and cargo of captured prizes. The last prize money paid to a U.S. Navy ship was paid to the crew of USS Omaha CL-4 in 1947 for capture and salvage of the German Raider Odenwald in 1941 prior to U.S. entrance into WWII.

Prize money has a distinct meaning in warfare, especially naval warfare, where it was a monetary reward paid out under prize law to the crew of a ship for capturing or sinking an enemy vessel. The claims for the bounty are usually heard in a Prize Court.

This article covers the arrangements of the British Royal Navy, but similar arrangements were used in the navies of other nations, and existed in the British Army and other armies, especially when a city had been taken by storm.

Tales of an Asia Sailor



(Continued)



Prize Money

by [davisg022](#)

In the 16th and 17th centuries, captured ships were legally Crown property. In order to reward and encourage sailors' zeal at no cost to the Crown, it became customary to pass on all or part of the value of a captured ship and its cargo to the capturing captain for distribution to his crew. (Similarly, all belligerents of the period issued Letters of Marque and Reprisal to civilian privateers, authorizing them to make war on enemy shipping; as payment, the privateer sold off the captured booty.)



This practice was formalized via the Cruisers and Convoys Act of 1708. An Admiralty Prize Court was established to evaluate claims and condemn prizes, and the scheme of division of the money was specified. This system, with minor changes, lasted throughout the colonial, Revolutionary, and Napoleonic Wars.

If the prize were an enemy merchantman, the prize money came from the sale of both ship and cargo. If it were a warship, and repairable, usually the Crown bought it at a fair price; additionally, the Crown added: "head money" of 5 pounds per enemy sailor aboard the captured warship. Prizes were keenly sought, for the value of a captured ship was often such that a crew could make a year's pay for a few hours' fighting. Hence boarding and hand-to-hand fighting remained common long after naval cannons developed the ability to sink the enemy from afar.

All ships in sight of a capture shared in the prize money, as their presence was thought to encourage the enemy to surrender without fighting until sunk.

The distribution of prize money to the crews of the ships involved persisted until 1918. Then the Naval Prize Act changed the system to one where the prize money was paid into a common fund from which a payment was made to all naval personnel whether or not they were involved in the action. In 1945 this was further modified to allow for the distribution to be made to Royal Air Force (RAF) personnel who had been involved in the capture of enemy ships; however, prize claims had been awarded to pilots and observers of the Royal Naval Air Service since c. 1917, and later the RAF.

The following scheme for distribution of prize money was used for much of the Napoleonic wars, the heyday of prize warfare. The allocation was by eighths. Two-eighths of the prize money went to the captain or commander, generally propelling him upwards in political and financial circles. One-eighth of the money went to the admiral or commander-in-chief who signed the ship's written orders (unless the orders came directly from the Admiralty in London, in which case this eighth also went to the captain). One eighth was divided among the lieutenants, sailing master, and captain of marines if any. One eighth was divided among the wardroom warrant officers (surgeon, purser, and chaplain), standing warrant officers (carpenter, boatswain, and gunner),

Tales of an Asia Sailor



(Continued)



Prize Money

by [davisg022](#)

lieutenant of marines, and the [master's](#) mates. One eighth was divided among the junior warrant and petty officers, their mates, sergeants of marines, captain's clerk, surgeon's mates, and midshipmen. The final two-eighths were divided among the crew, with able and specialist seamen receiving larger shares than ordinary seamen, landsmen, and boys. The pool for the seamen was divided into shares, with each able seaman getting two shares in the pool (referred to as a fifth-class share), an ordinary seaman received a share and a half (referred to as a sixth-class share), landsmen received a share each (a seventh-class share), and boys received a half share each (referred to as an eighth-class share).



Perhaps the greatest amount of prize money awarded was for the capture of the Spanish frigate *Hermione* on 31 May 1762 by the British frigate *Active* and sloop *Favourite*. The two captains, Herbert Sawyer, and Philemon Pownoll received about £65,000 apiece, while each seaman and Marine got £482–485.

The prize money from the capture of the Spanish frigates *Thetis* and *Santa Brigada* in October 1799, £652,000, was split up among

the crews of four British frigates, with each captain being awarded £40,730 and the Seamen each receiving £182 4s 9½d or the equivalent of 10 years' pay. In January 1807, the frigate *Caroline* took the Spanish ship *San Rafael* as a prize, netting Captain Peter Rainier £52,000.

The crewmen of USS *Omaha* hold the distinction of being the last American sailors to receive prize money, for capturing the German freighter *Odenwald* on 6 November 1941, just before America's entry into World War II, though the money would not be awarded until 1947.

Even though the hunt for the "raider" had been unsuccessful it ultimately proved to not be entirely fruitless. On 6 November, *Omaha* and *Somers*, were en route back to Recife, returning from a patrol in the equatorial waters of the Atlantic, smoke was spotted on the horizon. Captain Theodore E. Chandler, *Omaha's* commander, put her on an intercept course with the sighting. As *Omaha* approached the ship, which was flying US colors with the name *Willmoto*, out of Philadelphia, identifying her on her stern, she began taking evasive action. While multiple attempts were made to signal the merchant ship, they either went unanswered or they were given suspicious responses. *Omaha's* lookouts also reported that many of the crew visible on the deck of the ship were un-American in appearance.

The ship, which identified herself as *Willmoto*, did not satisfactorily identify herself to the American warships. After ordering "*Willmoto*" to heave to, *Omaha's* captain dispatched an armed boarding party. At 05:37 Lieutenant George K. Carmichael, along with the boarding party, began to make way for the vessel. Around this time, the merchant hoisted the signal flags "Fox Mike", indicating that the ship was sinking and that they required assistance.

Tales of an Asia Sailor



(Continued)



Prize Money

by [davisg022](#)

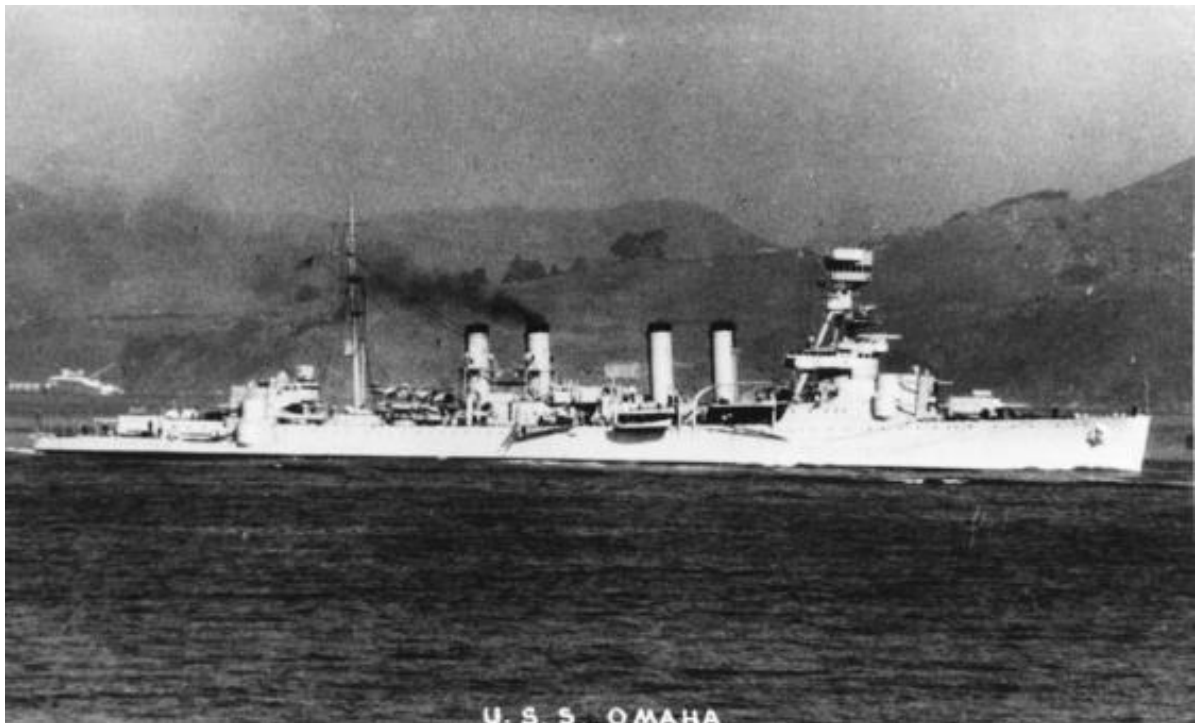
Two distinct explosions could be heard within the ship when the boarding party began to climb the ship's ladder. In an attempt to leave the sinking ship, several of the crew had lowered lifeboats, but Lt. Carmichael ordered them to return to the ship. At 05:58, Carmichael signaled to *Omaha* that the ship was indeed a German ship and that the crew had attempted to scuttle her. She was identified as *Odenwald*, a German blockade runner and that her holds were filled with 3,857 tons of rubber, along with 103 B. F. Goodrich truck tires and sundry other cargo that totaled 6,223 tons.

A diesel engine specialist was brought over from *Somers's* crew to assist with the repairs and prevent *Odenwald's* sinking. *Omaha's* SOC



Omaha crew members posing on the deck of *Odenwald*

floatplanes and *Somers* guarded the area while the boarding party made *Odenwald* seaworthy. With repairs finished the three ships set course for Port of Spain, Trinidad, to avoid possible difficulties with the government of Brazil.



Tales of an Asia Sailor



(Continued)



Prize Money

by [davisg022](#)

Omaha arrived at Port of Spain, on 17 November 1941, with *Odenwald* flying the German flag on the mast with the US flag flying over it. It was not until 30 April 1947, that a case was brought by *Odenwald's* owners in the District Court for Puerto Rico, against the US. Their claim stated that because a state of war between the United States and Germany did not exist at the time of capture the vessel could not be taken as a prize or bounty. The court, however, given the fact that *Odenwald* was rescued from sinking by the US crew, declared that the seizing of the ship was defined as a legal salvage operation. The US was awarded the profits that were made from *Odenwald* and her cargo. All the men of the original boarding party received \$3,000 each, while the rest of the crewmen in *Omaha* and *Somers*, at the time, were entitled to two months' pay and allowances. The laws have since been revised, making this the last time that US Navy members received such an award.

[davisg022](#) | January 22, 2019

Thank you CDR Eugene "Doc" Savage for this interesting piece of history.

Did You Know That

On 20 February 1962, COL John H. Glen, Jr., USMC (Ret) became the first American to orbit the earth. An Atlas rocket launched his Friendship 7 mercury spacecraft into earth orbit. The flight lasted four hours 55 minutes and 23 seconds. He circled the earth three times before his spacecraft splashed down in the Atlantic Ocean 800 miles southeast of Cape Canaveral.

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.

Anniversaries (cont'd)

03 Feb 1942. The U.S. Transport ship SS Dorchester, carrying troops to Greenland sank after being hit by a German torpedo in the Labrador Sea. Of the more than 900 men aboard, only some 230 survived. Four Army Chaplains aboard gave their life preservers to save others and went down with the ship.

23 Feb 1942. The Japanese submarine I-17 fired on Ellwood oil refinery near Santa Barbara, CA, causing little damage and no casualties. This was the first shelling of the U.S. mainland in World War II.

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.

20 Feb 1962. Astronaut COL John H. Glenn, Jr., USMC (Ret) became the first American to orbit the Earth. He flew aboard Project Mercury's Friendship 7 spacecraft, circling the Earth three times in a flight that lasted 4 hours, 55 minutes and 23 seconds before safely splashing down in the Atlantic Ocean 800 miles southeast of Cape Canaveral.

27 Feb 1991. Desert Storm ground war ends after 100 hours.

10 Mar 1848. The U.S. Senate ratified the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War.

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.

If you replace "W" with "T" in "What, Where and When," you get the answer to each of them.

A Little Humor Thanks To FRA Branch 126 Jacksonville, FL

A little boy was doing his math homework. He said to himself, "Six plus five, that son of a bitch is eleven. Three plus six, that son of a bitch is nine." His mother heard what he was saying and gasped "What are you doing?" The little boy answered, "I'm doing my math homework, Mom." "And this is how your teacher taught you to do it?" the mother asked, "Yes," he answered. Infuriated, the mother asked the teacher the next day "What are you teaching my son in math?" The teacher replied, "Right now, we are learning addition." The mother asked, "And are you teaching them to say two plus two, that son of a bitch is four?"

After the teacher stopped laughing, she answered, "What I taught them was two plus two, THE SUM OF WHICH, is four."

Do You Remember This WW II Medal of Honor Recipient?

Gregory "Pappy" Boyington, COL, USMC. Flying initially with the American Volunteer Group in China, better known as the Flying Tigers, Gregory Boyington would go on to command the famed Marine Corps squadron VMF-214, better known as the Black Sheep Squadron. Operating in forward positions over hostile territory, the Black Sheep proved to be a formidable flying force during their tour in late 1943 and early 1944. Boyington led the squadron with devastating results to the enemy and ended up one of the top American "ace" pilots of World War II. For his heroism leading the Black Sheep against enemy Japanese Forces in the Central Solomons area, he was awarded the Medal of Honor. Gregory "Pappy" Boyington was born on 4 Dec 1912 and died on 11 Jan 1988.

Quotable Quotes

Obviously I was challenged by becoming a Naval Aviator, by landing aboard aircraft carriers and so on.
-- Allen Shepard, Astronaut

A good Navy is not a provocation to war. It is the surest guaranty of peace.
-- Theodore Roosevelt

A powerful Navy we have alsas regarde as our proper and natural means of defense' and it has always been of defense hat we have hought, never of aggression or of conquest. But who shall tell us now what sort of Navy to build? We shallo take leave to be strong upn the seas, in the future as in the past; and there will be no thought of offense or provocation in that. Our shire our natural bulwarks. -- Theodore Roosevelt

The Navy has both a tradition and a future and we look with pride and confidence in both directions.
-- Arleight Burke

No matter what happens, the U.S. Navy is not going to be caught napping.
-- Frank Knox

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.