

# *Scuttlebutt*



***MILITARY SEA SERVICES MUSEUM, INC.***



***Sep-Oct 2023***



**John Cecil**

## **A message from the President**

First, everyone please stay hydrated and cool. This month has been great for visitors as we are over 1,000 for the year. This is a good rebound from the last two years. Two new members joined this month. I sadly inform you that MSSM member, Colonel Russell W. Ramsey, US Army, passed in June.

We recently had a family of four visit from Coventry, UK. Our international visitors are always eager to hear about our history and how our displays say more than

words. After all, "This is where History Comes Alive". Thanks to all that work so hard putting them together and researching their subjects. School has started so, be mindful of school buses. Children don't always look for traffic. Have a great rest of the summer. I look forward to seeing you anytime you are in the area.

Until Next Time,

Fair Winds and Following Seas.

## **Museum Happenings**

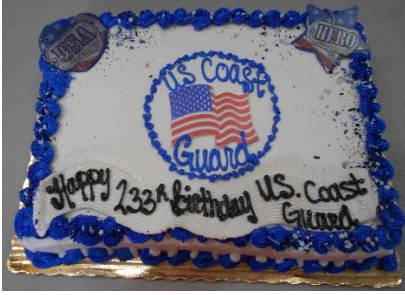


In mid-July, an energy filled group of 24 students from the Universal School of Natural Martial Arts toured the museum on Thursday morning. Despite their unbounded energy, they were very respectful of all the exhibits and displays. Lots of questions about everything. It was a real pleasure having them and their interest in history. Sensei Steve Weed does a great job with these future citizens



## **"Semper Paratus"**

### **Always Ready**



A small gathering of MSSM members met to wish the United States Coast Guard a happy 233rd birthday on 08/04/2023.

In lieu of any Coast Guard members present at the ceremony, MSSM Curator Fred Carino performs the ceremonial cake cutting.



Earlier this spring, we spent 2 days at Firemen's Field alongside the Christian Motorcycle Club, VVA, DAV & American Legion. Later we were surrounded by motorcycles and some neat vintage cars! We talked to a whole lotta people, and many ended up at the museum. A big Mahalo (Hawaiian for thanks) to Chris Carino, Juan Ramirez, Mike Borders, Eric Heestand, Gil Uribe, Steve Albert, John & Gloria Bent, Debbie Carino and not least, Glen West. These parade float models were closely inspected by hundreds of BBQ diners with many compliments made about the craftsmanship and accuracy. The heavy winds did break the corner of the tent structure, a casualty of public relations, but that can be replaced. Thanks again everyone who contributed to another successful museum showing! Aloha! *Fred Carino*



Victory over Japan Day (also known as V-J Day), is the day on which Imperial Japan surrendered in World War II, in effect bringing the war to an end. The term has been applied to both of the days on which the initial announcement of Japan's surrender was made – 15 August 1945, in Japan, and because of time zone differences, 14 August 1945 (when it was announced in the United States and the rest of the Americas and Eastern Pacific Islands) – as well as to **2 September 1945**, when the surrender document was signed, officially ending World War II. The formal surrender occurred aboard the battleship USS Missouri in Tokyo Bay.



Our museum possesses the first PROOF CASTING of the historical plaque that today sits on the deck of the battleship Missouri in Pearl Harbor. The plaque records the date, September 2nd, 1945, location of the ship, Tokyo Bay, and the significance of the surrender of Japan to the Allied Forces thus bringing to a close, the biggest war ever fought by man.

In Japan, 15 August usually is known as the "memorial day for the end of the war"; the official name for the day, however, is "the day for mourning of war dead and praying for peace" This official name was adopted in 1982 by an ordinance issued by the Japanese government. V-J Day commemorates a shift in the Second World War in favor of the Allies (the U.S., Great Britain, France, and other nations) that spelled the end of the massive conflict. It is commonly accepted knowledge that what precipitated the Japanese Empire's ultimate surrender was the U.S. having bombed two major Japanese cities (Hiroshima and Nagasaki) with atomic warheads, causing such a concentrated and gigantic loss of Japanese lives that there really was no hope of a victory for the island nation thereafter.

The Japanese government on August 10 communicated its intention to surrender under the terms of the Potsdam Declaration.

The news of the Japanese offer began early celebrations around the world. Allied soldiers in London danced in a conga line on Regent Street. Americans and Frenchmen in Paris paraded on the Champs-Élysées singing "Don't Fence Me In". American soldiers in occupied Berlin shouted "It's over in the Pacific", and hoped that they would now not be transferred there to fight the Japanese. Germans stated that the Japanese were wise enough to—unlike themselves—give up in a hopeless situation and were grateful that the atomic bomb was not ready in time to be used against them. Moscow newspapers briefly reported on the atomic bombings with no commentary of any kind. While "Russians and foreigners alike could hardly talk about anything else", the Soviet government refused to make any statements on the bombs' implication for politics or science. In Chongqing, Chinese fired firecrackers and "almost buried [Americans] in gratitude". In Manila, residents sang "God Bless America". On Okinawa, six men were killed and dozens were wounded as American soldiers "took every weapon within reach and started firing into the sky" to celebrate; ships sounded general quarters and fired anti-aircraft guns as their crews believed that a kamikaze attack was occurring. On Tinian island, B-29 crews preparing for their next mission over Japan were told that it was cancelled, but that they could not celebrate because it might be rescheduled.

A little after noon Japan Standard Time on August 15, 1945, Emperor Hirohito's announcement of Japan's acceptance of the terms of the Potsdam Declaration was broadcast to the Japanese people over the radio. Earlier the same day, the Japanese government had broadcast an announcement over Radio Tokyo that "acceptance of the Potsdam Proclamation [would be] coming soon", and had advised the Allies of the surrender by sending a cable to U.S. President Harry S Truman via the Swiss diplomatic mission in Washington, D.C. A nationwide broadcast by Truman was aired at seven o'clock p.m. (daylight time in Washington, D.C.) on Tuesday, August 14, announcing the communication and that the formal event was scheduled for September 2. In his announcement of Japan's surrender on August 14, Truman said that "the proclamation of V-J Day must wait upon the formal signing of the surrender terms by Japan".

Since the European Axis Powers had surrendered three months earlier (V-E Day), V-J Day was the effective end of World War II, although a peace treaty between Japan and most of the Allies was not signed until 1952, and between Japan and the Soviet Union until 1956.

### **The Times Square Kiss**

Nurse Greta Zimmer Friedman, a 21-year-old dental assistant, photographed in the picture being kissed by World War II sailor, George Mendoza, became the subject of perhaps the most iconic photo taken on V-J Day. Taken by photographer Alfred Eisentaedt, the photo captured the jubilation people felt upon the war's end.





12 October 2000



USS Cole (DDG-67) is an Arleigh Burke-class Aegis-equipped guided missile destroyer home-ported in Naval Station Norfolk, Virginia. Cole is named in honor of Marine Sergeant Darrell S. Cole, a machine-gunner killed in action on Iwo Jima on 19 February 1945, during World War II. Cole is one of 62 authorized Arleigh Burke-class guided missile destroyers, and one of 21 members of the Flight I-class that used the 5 in(127 mm)/54 caliber gun mounts found on the earliest of the Arleigh Burke-class destroyers. The ship was built by Ingalls Shipbuilding and was delivered to the Navy on 11 March 1996.

On 12 October 2000, while at anchor in Aden for refueling, *Cole* was attacked by Al-Qaeda suicide bombers, who sailed a small boat near the destroyer and detonated explosive charges. The blast created a hole in the port side of the ship about 40 feet (12 m) in diameter, killing 17 crew members and injuring 39. The ship was under the command of Commander Kirk Lippold.



Eleven seriously injured sailors — two women and nine men — were evacuated to various hospitals in Aden by French Air Force Transall C-160 airplanes from the French Forces of Djibouti. French forces were mobilized to treat the wounded. Afterward, a USAF McDonnell Douglas C-9 evacuated them.

Cole was returned to the United States aboard the Dutch heavy-lift ship MV Blue Marlin, owned by Dockwise of the Netherlands. The ship was off-loaded 13 December 2000 from Blue Marlin in a dredged deep-water facility at the Pascagoula, Mississippi, shipyard of Northrop Grumman Ship Systems, Ingalls Operations. On 14 January 2001, Cole was moved from the floating dry dock at Litton Ingalls Shipbuilding to the land facility to begin her restoration process fully. Cole's movement over land was

accomplished by a system of electrically powered cars that traveled on rails. Cole was moved to a construction bay near where the ship was originally built five years before On 1 July 2001, still under repair, she was transferred to Carrier Group 2, led by the aircraft carrier Harry S. Truman.

On 14 September 2001, Cole was moved from the drydock into the water once again. Initially scheduled for 15 September, the transfer was done the night of 14 September secretly to avoid the large media event originally scheduled one month before the September 11 attacks. Moving the ship from the dry dock to the water took around 8 hours. As part of the increased security surrounding the undocking, sister ship USS Bulkeley provided weapons and a physical presence to deter the possibility of any militant activity during the move.

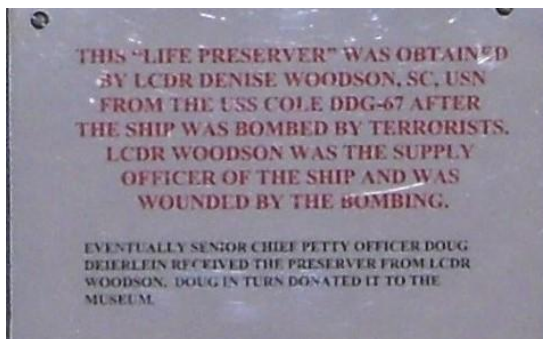
On 3 December 2001, Cole transitioned from Destroyer Squadron 22, to COMDESRON 18 and the Enterprise Battle Group. The move to CDS 18 was followed by a visit to Cole by Commodore Daniel Holloway, Commander, Destroyer Squadron 18, on 10–11 December 2001.

The U.S. government offered a reward of up to \$5 million for information leading to the arrest of people who committed or aided in the attack on Cole. Al-Qaeda was suspected of targeting Cole following the failure of a 3 January 2000 attack on the destroyer The Sullivans, one of the 2000 millennium attack plots.

On 4 November 2002, Qaed Salim Sinan al-Harethi, a suspected al-Qaeda operative who is believed to have planned the Cole attack, was killed in Yemen by the Central Intelligence Agency using an AGM-114 Hellfire missile launched from a General Atomics MQ-1 Predator. After 14 months of repair, Cole departed on 19 April 2002, and returned to her home port of Norfolk, Virginia.



The USS Cole as she steams in the Atlantic Ocean after repairs were completed.



The Life Ring with accompanying ships picture and description of how the items came into the possession of the museum, hang in the main display room.

# Sep 2023

SUN	MON	TUE	WED	THUR	FRI	SAT
					1	2 
3	<b>Vietnam 4 Veterans Assn Meeting 1800 Call (860) 480-2550</b>	5	6	7 	8	9
10 	11	12	13 <b>MSSM BOD Mtg 1630</b>	14	15 	16
17	18 	19	20	21	22 	23
24 <b>MSSM Monthly Dinner 1430</b>	25	26	27	28	29 National V.F.W. Day September 29th 	30
	<p><b>Sept 11, 2001</b> Four jet aircraft, flying over the eastern US were seized simultaneously by small teams of hijackers. They were used as giant, guided missiles to crash into buildings in New York and Washington. Two planes struck the Twin Towers of the World Trade Center in New York. The third plane destroyed the western face of the Pentagon - the giant headquarters of the US military just outside the nation's capital, Washington DC. The fourth plane crashed in a rural field in Shanksville, Pennsylvania after passengers fought back. It is thought the hijackers had meant to attack the Capitol Building in Washington DC. The official, total number of deaths, resulting from these attacks is still, unknown.</p>					



# Oct 2023

SUN	MON	TUE	WED	THUR	FRI	SAT
1	2 Vietnam Veterans Assn Meeting 1800 Call (860) 480-2550	3	4	5 	6	7
8 	9	10	11 MSSM BOD MTG 1630	12	13 	14
15	16	17	18	19	20	21 
22 MSSM Monthly Dinner 1400	23	24	25	26 	27 	28
29	30	31 				



The United States Navy Memorial is located in Washington, D.C. honoring those who have served or are currently serving in the Navy, Marine Corps, Coast Guard, and the Merchant Marines. It lies on Pennsylvania Avenue between 7th and 9th Street's Northwest. After President John F. Kennedy—himself a World War II Navy war hero—inspired the redevelopment of Pennsylvania Avenue, another, Admiral Arleigh Burke, a Navy legend and former Chief of Naval Operations (CNO) proclaimed in 1977 that "we have talked long enough about a navy memorial and it's time we did something about it." After much politicking and fund raising by D.C. insiders, Navy Flag Officers, and members of congress, the memorial was dedicated on October 13th, 1987.



## Why is a ship referred to as *SHE*?

- \* Many ancient cultures had female deities and goddesses associated with navigating the seas. The ancient Greeks believed in Aphrodite, and the Ancient Romans worshipped Venus. These goddesses were for protection while traversing the water.
- \* For deeply religious cultures, connecting a ship and a feminine deity was likely seen as a way to increase the likelihood of a safe voyage.
- \* Historians believe that many cultures associate the water with a female deity or goddess explains why ships have been labeled with feminine pronouns.
- \* Anthropomorphism attributes human characteristics and labels to non-human objects or animals, including ships. By personifying a vessel by referring to it as a "she," sailors throughout history could foster a stronger bond with their ship.
- \* While there is far less of a disparity today, the maritime world has been dominated by male sailors. Shipping vessels, naval ships, and even fishing boats were primarily navigated and traveled by men.
- \* It is also believed that many sailors throughout history have named ships after lovers, famous women like Queen Elizabeth or Queen Mary, or even their own mothers. This could explain why ships would be given female pronouns.
- \* Today's sailors are a superstitious bunch with their own terms and traditions. Using feminine pronouns for ships has no logical explanation but has never stopped. Giving a sailing ship a female pronoun has simply become an ingrained part of maritime culture.

MSSM member, Mary Anne LaMorte, while sifting through the archives of her late husband, Tony, found his modern sailor's explanation.

- \* A ship is called a 'She' because there is always a great deal of bustle around her.*
- \* There is usually a gang of men about, she has a waist and stays.*
- \* It takes a lot of paint to keep her good looking.*
- \* It is not the initial expense that breaks you, it is the upkeep.*
- \* She can be all decked out.*
- \* It takes an experienced man to handle her correctly.*
- \* Without a man at the helm, she is absolutely, uncontrollable.*
- \* She knows her topsides, hides her bottom and, when coming into port, she always heads for the buoys.*

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