

# MILITARY SEA SERVICES MUSEUM, INC.



## SEA SERVICES SCUTTLEBUTT

October 2013

### A message from the President



**Tony LaMorte**

Greetings,

On 26 September, the Museum hosted a luncheon for some of the crew members of the USS **TERROR** and their wives. The luncheon was a great success and the food was exceptional. Both local newspapers sent reporters and photographers for interviews and pictures. The crew members and their wives left the Museum with smiles on their faces. See additional information on the USS **TERROR** visit below.

Coming up in November: Two organizations will hold luncheons at the Museum. On the 9th, the Navy Moms Organization will be here and then on the 13th, the Maritime Historical Association will be here. Then comes Thanksgiving. Again the holidays are about to arrive along with the weight gain, but this is the one time of the year we sit down and enjoy all the good food that comes with the holidays.

Possibly coming in December, The Navy Waves and the Highland County Veterans Council are considering holding the annual Pearl Harbor Remembrance Ceremony at the Museum. The Board of Directors believes that the Museum is a very appropriate place for the Remembrance and is hopeful that it will be held here.

The Board of Directors and I wish you all a happy Thanksgiving.

Tony

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

## USS Terror Visit

Entertaining the USS Terror members was a simple matter of providing a good lunch and giving them access to all of the memorabilia and displays at our Museum. Reminiscing of personal experiences on the TERROR was educational and impressive.



*Allie Ryan Terror crew member studies plaque showing USS Terror call sign. Ed Wolfe Terror crew member, Tony LaMorte Museum President, and John Cecil Museum Vice President look on.*

Coverage of the event was by Christopher Tuffley, reporter and photographer Katara Simmons, who are with “The News Sun” and reporter Jay Meisel, and photographer Ryan Pelham of “Highlands Today”. The reporters wrote excellent narratives of some of the events the men had survived, including a kamikaze attack on the ship in 1945 and the photographers captured treasured moments of the visit in their photographs. We thank them for the appreciation and respect they have shown to the Museum’s mission of insuring that service to our country by the military sea services will not be forgotten.

Links to the articles can be reached at:

<http://highlandstoday.com/hi/local-news/world-war-ii-veterans-recall-kamikazee-attack-on-ship-20130927/>

<http://www.newssun.com/news/09713-reunion>

It was especially nice to see much-missed Allie and Marie Ryan who moved from Sebring to Bella Vista, AR about two years ago. Other TERROR members who visited were: Fred and Sue Bartlett, Tulsa, OK, Wood Beeghley of West Chester, Pa and his daughter Dena Beeghly, Bob and Sara Brewer from Union City, MI, Nick and Millie Marra from Brooklyn, NY, Ken and Marian Pope, Sioux Falls, SD, Bob and Dawn Smick, Salem, WI, and Ed and Marcelle Wolfe, from New York, NY.



*Allie Ryan Terror crew member studies plaque showing USS Terror call sign. Ed Wolfe Terror crew member, Tony LaMorte Museum President, and John Cecil Museum Vice President look on.*

*Photo by Katara Simmons/News-Sun. Marcella Wolf watches as her husband Ed Wolfe is introduced by Allie Ryan on Thursday afternoon during a reunion luncheon for survivors of the attack on USS Terror CM-5 at the Military Sea Services Museum in Sebring.*



### Welcome Aboard New Members

During September, Bill Krenlich and Dennis Hern became Museum members. Bill is an Army Veteran and Dennis is a Navy Veteran. Bill prepares the ship's call sign plaques and Dennis prepares the write-up on the ships that they donate to the Museum. The Museum provides the plaques and write-ups to members and Museum visitors who request them. The Board of Directors thank Bill and Dennis for their fine work and generosity. Both Bill and Dennis live in Avon Park, 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.

### Quotable Quotes

It is incumbent on every generation to pay its own debts as it goes. A principle which if acted on would save one-half the wars of the world.---Thomas Jefferson

We could certainly slow the aging process down if it had to work its way through Congress. ---Will Rogers

Whoever controls the volume of money in any country is absolute master of all industry and commerce.---James A. Garfield

The taxpayer: That's someone who works for the federal government but doesn't have to take the civil service examination.---Ronald Reagan

We are saddened to hear of the passing of CAPT William J. Moredock, USN (Ret) on 24 October 2013. Captain Moredock resided in Jacksonville, FL, and was a long time member of the Museum. He served his country and the U.S. Navy for thirty years. Captain Moredock was the Commander of Destroyer Squadron 14 when he retired from the Navy in 1977. Fair winds and following seas dear Captain. Rest in Peace. Our thoughts and prayers are with the Moredock family.

### Anniversaries

12 October 1492. Christopher Columbus discovered the Americas.

13 October 1775. U.S. Navy established. The Continental Congress established the Continental Navy by authorizing the procurement, fitting out, manning and dispatch of two armed vessels to search for munitions ships supplying the British Army in America. All together the Continental Navy numbered some 50 ships with about 20 warships active at its maximum strength over the course of the War for Independence. Today, the U.S. Navy is the most powerful Navy in the world.

27 October 1922. U.S. Navy Day established by the Navy League of the United States. The Navy League selected October 27th to celebrate Navy Day because it was the birthday of President Theodore Roosevelt, a naval enthusiast.

26 October 1944. The U.S. Navy defeated the Japanese in the Battle of Leyte Gulf. The Japanese Navy was rendered virtually powerless.

23 October 1983. A truck pulled up to the four-story U.S. Marine Corps Barracks in Beirut, Lebanon. Seconds later, the Hezbollah suicide bomber inside detonated explosives equal to 12,000 pounds of TNT. The building collapsed, killing 241 Americans, 220 marines, 18 sailors, and 3 soldiers. This was the deadliest terrorist attack on Americans before 11 September 2001, and the deadliest single day for our Marine Corps since Iwo Jima.

13 October 1987. The United States Navy Memorial opened.

12 October 2000. USS COLE attacked by Al Qaeda terrorist using a small boat laden with explosives in the harbor at Aden, Yemen. Seventeen USS COLE crewmembers were killed and 39 were wounded. The COLE was severely damaged.

10 November 1775. U.S. Marine Corps established. Captain Samuel Nicholas working out of Tun Tavern in Philadelphia formed two battalions of Continental Marines as Naval Infantry. Since then, the U.S. Marine Corps served in every American conflict. Today, the U.S. Marine Corps is the world's dominant practitioner of amphibious warfare.

11 November 1918. World War I ended at 1100. On the first anniversary of the end of World War I, President Wilson declared November 11th, Armistice Day. However, it wasn't until 1938 that Armistice Day became a federal holiday. At that time the holiday was to promote world peace and to honor the service of members of every military branch. In 1954, Congress, working under President Eisenhower, changed the name of the holiday to Veterans Day to include soldiers who fought in World War II and the Korean War. Today, Veterans Day is a day to honor all veterans for their patriotism and honorable service.

## Anniversaries Continued

12-15 November 1942. Naval Battle of Guadalcanal. A Japanese task force led by two battleships set out to demolish U.S. Marine held Henderson Field and its aircraft. Two U.S. Navy task groups led by Rear Admiral David Callaghan and Rear Admiral Norman Scott intercepted the Japanese warships before they could range Henderson Field. During three nights and two days of fighting, the Japanese lost 2 battleships, 3 destroyers, 11 transport ships, and 64 aircraft. The U.S. lost 2 light cruisers, 7 destroyers, and 36 planes. The Japanese failure to neutralize Henderson Field and to put appreciable reinforcement troops and supplies ashore was a significant U.S. strategic victory. Within a month, the Japanese Navy and Army abandoned Guadalcanal. Admirals Callaghan and Scott were killed during this battle. They are the only two U.S. Navy Admirals to be killed in a surface engagement.

13 November 1942. During the Naval Battle of Guadalcanal, the light cruiser USS JUNEAU (CL 52) was hit by a torpedo fired from the Japanese submarine I-26. Approximately 115 of JUNEAU's crew survived the explosion. Because of uncertainty about the number of Japanese ships in the area, rescue attempts did not begin for several days. Due to losses from exhaustion, exposure, and shark attacks, only ten sailors were rescued from the water eight days after the sinking. The five Sullivan brothers from Waterloo, Iowa, were among the 687 men lost.

### **Chief Error of the *Terror* Has Had Colorful Navy Career**

**Error, DCA, USN – chief dog, acting appointment – could tell some salty but nostalgic tales of World War II, if he could talk, and no doubt would keep the people of Charleston, SC entertained with his stories of the sea.**

**Error was shanghaied into the naval service in 1942 by a sailor who brought him aboard the minelayer *USS Terror (CM 5)* in his peacoat pocket. Navy life proved to be to the liking of the young dog, and he was soon dubbed “Error of the *Terror*.” Although slightly underage for enlistment, he**



**was officially made ship’s mascot. He was given a service jacket and a service number – 000 00 00 – and a clear record was made of his leave, absences and conduct.**

**Error grew to be a large brown dog capable of taking care of himself in any situation. He has taken part in brawls in foreign ports that almost equaled some of the Navy’s major engagements against the foe. When a lady was involved, Error usually trotted victoriously away with the object of his affections.**

**When Error’s ship, *Terror*, was decommissioned in 1947 and placed in the Charleston group, Error – by then a chief – was transferred to the high-speed minesweeper *USS Hambleton (DMS 20)*. He took one cruise aboard *Hambleton* and decided that he was aboard the wrong kind of ship.**

**He was seasick! But back ashore he held his head high as though the thought such a minor failing couldn’t lower the dignity of an old-time sailor with a record such as his, with all his war service and everything.**

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The closest Error ever came to spoiling his service record by being AOL was when he missed his ship in Tarawa. The morale of *Terror's* men hit an all-time low when they had to weigh anchor without their beloved Error aboard. The captain sent the word by dispatch throughout the Pacific that Error of the *Terror* was AOL.

Before long, Error was located, and as an early example of unification the Army flew him back to his ship. It was said that he had acquired a family and was rather reluctant to return to duty. He was given captain's mast, but since he hadn't been fully instructed as to when his liberty was to expire, he got off with a warning.

In the Okinawa operation, while *Terror* was at anchor at Kerama Retto, the ship was struck by a Jap suicide plane. Error was right in the middle of things, but got off with superficial wounds.

After his postwar cruise aboard *Hambleton*, Error found duty closer to home – and of a less rigorous nature. He reported aboard the destroyer tender *USS Arcadia* (AD 23) which is tied up alongside the inactivated *Terror*. His present duties consist mostly of barking at the tugs which pass his ship. Tugs are to him what motorcycles and noisy cars are to landlubber dogs. He rarely, if ever, misses one – and can tell when one is coming, even if he is dozing and the tug is soundless to human ears.

Chief Error goes independently on his way and seldom takes orders from anyone. Most of his real friends – those with whom he shared comradeship during the years of combat – are gone. He is left alone to care for the pride of his old buddies and himself – the minelayer *Terror*. Although usually gentle and listless, Error will spring into action with surprising speed – especially if he thinks the old barge needs protection. Recently a high school class visited the Navy Yard and included an inspection tour of *Terror* in their program. Error made such a commotion about strangers being allowed on “his” ship that he had to be tied until the visitors left.

Error is getting a little older, and perhaps wiser. He doesn't go on liberty quite so often now and is getting fussy about his food. If he and the cook aboard *Arcadia* have a falling out over the quality of the chow, Error goes to another ship to eat and is always welcome.

He shows a slight favoritism toward cooks and boatswains mates, but is not a one-man dog. He is a one-ship dog, though – and his ship will always be the *USS Terror* (CM 5).

Written by George V. Johnson JO2, USN

(Note: The preceding story was passed on to us by a *USS Terror* member and was published previously he believed around 1950. We salute the members of the *USS Terror* and Chief Error for their service to our country and JO2 Johnson for this heartwarming story.)

### Did You Know That

Samuel Nicholas of Philadelphia was the first Commandant of the Marine Corps. On 5 Nov 1775, the Continental Congress appointed Nicholas Captain of the Marines. On 10 Nov 1775, the Congress authorized formation of the Continental Marines. On 28 Nov 1775 Nicholas' appointment was confirmed and he became the first commissioned Continental Marine. Captain Nicholas served in the frigate Alfred, the first Continental Navy ship, in command of the Marine Detachment until June 1776. Promoted to Major, he commanded Marines in the Battles of Trenton and Princeton. After the American Revolution, in 1783, Samuel Nicholas returned to civilian life in Philadelphia and died on 27 August 1790. As the first commissioned Marine Officer, Samuel Nicholas is considered to be the first Commandant of the Marine Corps.