

Semper Fi

"THE SCUTTLEBUTT"

<http://www.mcltraecoheedet115.org/>

January 2013 Edition



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SSgt Walter F. "Trae" Cohee III

Detachment # 115

Salisbury, MD

Original Charter Date May 10, 1970

DETACHMENT OFFICERS

2012 - 2013

Commandant: Bill Marsich

Senior Vice Commandant: Temporarily Vacant

Judge Advocate: Ed Hearthway

Paymaster: Andy Bouma

Sgt-At-Arms: Walt Cohee

Junior Vice Commandant: Ed Elder

Junior Past Commandant: Andy Bouma

Adjutant: Richard Hyson

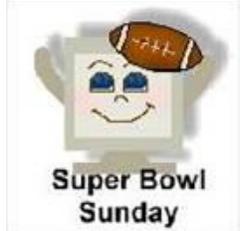
Chaplain: Jim Siegel

Web Sergeant: Don Elseroad

MEETING TIME & PLACE

Meetings are always held on the second Wednesday of each month. The next regularly scheduled meeting will be held on February 13th, 2013 at 1900 (7:00 P.M.) at the American Legion Post 64, 1109 American Legion Road, Salisbury, MD 21801. Please make every effort to attend.

Important Upcoming Dates & Events

February 2	February 3	February 13	February 14	February 18
				

Marine Military Expo South – 11-12 April 2013 – Camp Lejeune, NC

For complete info go here: <http://www.marinemilitaryexpos.com/modern-day-marine.shtml>

April 26 and 27, 2013: Department of Maryland Convention to be held in Ocean City, Maryland. Complete information will be made available at a later date.

2013 MCL National Convention (August 4 through 9, 2013) will be held at the Amway Grand Plaza Hotel, 187 Monroe Ave NW in Grand Rapids, MI. Reservations: 1-800-253-3590. Rooms \$110 plus 14% tax per night includes free hot breakfast, self-parking and Internet in guest room. Complete information will be made available at a later date.

"Sick or in Distress"

MCL Members Bob HORTIE, Jimmy Lee HOWARD, Ralph SMITH, Jim HENDERSON and Joseph BACHTLER are having or have recently had various health problems. Please keep these folks and their families in your thoughts and prayers.

"Membership Happenings"

(Please advise the Editor of any errors or omissions)

<p align="center"><u>FEBRUARY "HAPPY BIRTHDAYS"</u></p> <p>8th Ed HEARTHWAY 10th Louis JONES 14th Betty SANDS 16th Jim HENDERSON 23rd Walter COHEE 26th Sylvia GOSLEE 28th George "Buddy" MURRAY 28th Tom MIFFLETON</p>	<p align="center"><u>FEBRUARY ANNIVERSARIES</u></p> <p>17th Sandra & Andy BOUMA (48 yrs) 23rd Sharon & David MILLS (19 yrs) 28th Nicole & Kyle HEBERE (8 yrs)</p>
<p align="center"><u>FEBRUARY MCL ANNIVERSARIES</u></p> <p>Ed HEARTHWAY (14 yrs) Thomas CORCORAN (1 yr)</p>	<p align="center"><u>MEMBERSHIP RENEWALS DUE IN FEBRUARY</u></p> <p>Thomas CORCORAN</p>
<p align="center"><u>WELCOME ABOARD</u></p> <p>Dena HOLLOWAY (Snow Hill, MD) Lee HOLLOWAY (Snow Hill, MD)</p>	<p align="center"><u>MEMBERSHIP'S RENEWED</u></p> <p>None reported to your editor</p>

DON'T LET YOUR MEMBERSHIP LAPSE

Please send your \$22.00 checks made payable to "MCL Det 115" to our paymaster. Also note we have a new paymaster....

Andy Bouma, Paymaster
32175 Bonhill Dr
Salisbury, MD 21804-1464

Initial dues for a new member are \$27.00 for the first year, thereafter yearly renewal dues are \$22.00.



**DON'T DELAY...JOIN TODAY
THEN CONSIDER GOING 'LIFE'
NOW IS THE TIME TO DO IT**

Myths & Misconceptions: Vietnam War Folklore by Michael Kelley July 1998

Editor's Note: Each edition of the "Sand-Flea" will now contain at least one of the 13 myths and misconceptions as written by Michael Kelley.

Myth #5: Casualties Were a High Percentage of Those Who Served

Fact #5? Casualties were a high percentage of those who served:

An estimated 2.7 million men & women served in the combat zone. DOD figures indicate that about 58,168 died there and 303,678 suffered wounds. At face value, these figures suggest that roughly 2.15% died in combat and 11.2% were wounded.

Closer analysis provides a somewhat different picture. Of the 58,168 who died, about 10,475 were listed as non-hostile, i.e. the result of disease accidents, homicides and etc. Therefore, the actual fatality rate due to combat was closer to 1.7%. The wounded in action statistics are the most misleading. They suggest more than one in ten of all who served in Vietnam were wounded. The actual percentage is far less. The Department of Defense bases its 303,678 wounded total on the number (incidence) of wounds reported during the war.

DOD's figures show 153,303 wounds (not mortal) requiring hospitalization and 150,332 wounds not requiring hospitalization. However, it is very important to understand that it was not uncommon at all for individual soldiers to be wounded two, three, four and even more times during their tour or tours in-country. In other words, the actual number of separate individuals who were wounded had to be significantly lower than 303,678. Based on his own experience, the author would feel comfortable in estimating that as many as 50% of the 303,678 awards were multiple. If that is true, then only about 151,500 separate individuals were wounded during the war. From that perspective, only perhaps 5.6% of the total Vietnam veteran population ever suffered actual wounds. The oft repeated assertion that there were no fronts and that as a result everyone was in constant danger is greatly exaggerated. Of 47,000 Battle deaths, roughly 75% were suffered by maneuver Battalions (Infantry, Armor Artillery and Aviation units attached to ground forces). After subtracting that 75% from 47,000, we are left a remainder of 11,750 deaths that include Air Force and Navy combat pilots. Subtract the Navy's 1,631 combat deaths and the USAF's 1,739 combat deaths and the net total deaths suffered by support troops roughly approximates' 8,380. Of the 2.7 million who served in the combat zone, approximately 80% were not directly involved in combat of any sort; therefore 2.16 million non-combat troops suffered 8,380 hostile deaths. That means only three tenths of 1% of rear echelon troops were killed (8,380 divided by 2,160,000 = .003) by hostile action.

The U.S.S. Barb

In 1972, an Italian submarine was sold as scrap for a paltry \$100,000. The submarine, given to the Italian Navy in 1954, was originally the U.S.S. Barb, a World War II veteran with a unique heritage that you should know. The U.S.S. Barb was a pioneer, paving the way for the first submarine to launch missiles.

It flew a battle flag unlike that of any other ship. A Medal of Honor ribbon at the top of the flag identified the heroism of its Captain, Commander Eugene "Lucky" Fluckey. On the flag's bottom border was the image of a locomotive. The U.S.S. Barb was indeed the submarine that sank a train!

July 18, 1945 - In Patience Bay, off the coast of Karafuto, Japan. It was after 4 A.M. Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the Barb's twelfth war patrol, the fifth under Commander Fluckey. He should have turned the submarine's command over to another skipper after four patrols, but he managed to strike a deal with Admiral Lockwood to make a fifth trip with the men he loved like a father. No one suspected when he struck that deal before his fourth patrol, that he'd earn the Medal of Honor.

Commander Fluckey smiled as he remembered that patrol. "Lucky Fluckey," they called him. On January 8, the Barb emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later, in Mamkwan Harbor, he found the mother lode... more than 30 enemy ships.

In only 30 feet of water, his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

What could possibly be left for the Commander to accomplish? Just three months earlier, he had been in Washington, D.C. to receive the Medal of Honor. He smiled as he looked again at the map showing the rail line that ran along the enemy coastline. Now his crew was buzzing excitedly about bagging a train! The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives, one of the sub's 55-pound scuttling charges. But this early morning Lucky and his officers were puzzling over how they could blow not only the rails, but also one of the frequent supply trains that equipped the Japanese war machine. The Barb's skipper refused to risk the lives of his men. Thus the problem: how to detonate explosives as the train passed without endangering the life of the shore party.

PROBLEM? Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, Billy Hatfield suggested they let the train blow itself up! Billy explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so when the rail sagged, the weight of the train would break them open. To complete the circuit and detonate the 55-pound charge, we wire in a micro switch mounted directly under the steel rail. "We don't set it off, the train will." Not only did Hatfield have the plan, he wanted to go on the volunteer shore party. There was no shortage of volunteers; all they needed was proper weather, a little cloud cover to darken the moon for the sabotage mission ashore.

Commander Fluckey established the criteria for the volunteer party:

1. No married men would go, except for Hatfield,
2. The party would include members from each department,
3. The group would be split evenly between regular Navy and Navy Reserve sailors,
4. At least half of the men had to have been Boy Scouts, experienced in handling medical emergencies, and tuned into woods lore.
5. Finally, Lucky would lead the saboteurs himself.

Those selected were:

1. Chief Gunners Mate Paul G. Saunders, USN;
2. Electricians Mate 3rd Class Billy R. Hatfield, USNR;
3. Signalman 2nd Class Francis N. Sevei, USNR;
4. Ships Cook 1st Class Lawrence W. Newland, USN;
5. Torpedoman Mate 3rd Class Edward W. Klingsmith, USNR;
6. Motor Machinist Mate 2nd Class James E. Richard, USN;
7. Motor Machinist Mate 1st Class John Markuson, USN; and
8. Lieutenant William M. Walker, USNR.

Among those disappointed was Commander Fluckey, who surrendered his opportunity at the insistence of his officers that, as commander he belonged with the Barb, coupled with the threat from one that "I swear I'll send a message to ComSubPac if the Commander attempts to join the shore party!" In the meantime, there would be no harassing of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would 'lay low' to prepare their equipment, practice and plan and wait for the weather.

July 22, 1945 - Patience Bay Sitting in a mere 30 feet of water wore thin the patience of Commander Fluckey and his innovative crew. Everything was ready. For four days the saboteurs anxiously watched the skies for cloud cover. The crew of the Barb crafted and tested their pressure switch. When they realized they needed a pick and a shovel to bury the explosive charge and the batteries, the Barb's engineers cut up steel plates in the lower flats of an engine room and then bent and welded them to create digging implements. The only things beyond their control were the weather... and the limited time. Only five days remained in the Barb's patrol. Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. So, this is the night.

July 23, 1945 – Midnight The Barb crept within 950 yards of the shoreline. If it was somehow seen from the shore, it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore, in such shallow water. Slowly the small boats were lowered to the water and the eight saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland. Stumbling through noisy waist-high grass, crossing a highway, and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards; Markuson was assigned to examine a nearby water tower. The Barb's auxiliary man climbed the tower's ladder and then stopped in shock when he realized it wasn't a water tower but an enemy lookout tower... an occupied enemy lookout tower! Fortunately the Japanese sentry was peacefully sleeping. And Markuson was able to quietly withdraw to warn his raiding party. The news from Markuson caused the men digging the placement for the explosive charge to work quieter and slower. Twenty minutes later, the demolition holes had been carved by their crude, hand-made tools and the explosives and batteries hidden beneath the soil. During planning, the saboteurs agreed that when the explosives were in place, all would retreat a safe distance while Hatfield made the final connection. If he messed up during this dangerous procedure, he would be the only life lost. But on this night, it was the only order the sub's saboteurs refused to obey. All of them peered anxiously over Hatfield's shoulder to be sure he did it right. They had come too far to be disappointed by a bungled switch installation.

1:32 A.M. Watching from the deck of the submarine, Commander Fluckey allowed himself a sigh of relief when he saw the flashlight signal from the beach announcing the departure of the shore party. Fluckey had daringly, but skillfully guided the Barb to within 600 yards of the enemy shore. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be extra close in case trouble arose and a rescue of his saboteurs was necessary.

1:45 A.M. The two boats carrying the saboteurs were only halfway to the Barb when the sub's machine gunner yelled, "Captain! There's a train coming!" The Commander grabbed a megaphone and yelled across the water, "Paddle like the devil!" He knew they couldn't reach the Barb before the train hit the trigger.

1:47 A.M. The darkness was shattered by brilliant light... and the roar of explosion! The locomotive's boiler

blew, sending pieces of the engine 200 feet into the air. Behind it the railroad freight cars accordioned, bursted into flame, and added to the fireworks. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades, and the Barb eased away, slipping back to the safety of the deep.

The Barb had sunk a Japanese train!-Moving at only two knots, it would take a while before the Barb got into water deep enough to submerge. It was a moment to savor the teamwork, ingenuity and daring by the Commander and his crew. Lucky's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display.

August 2, 1945 – Midway The Barb's twelfth war patrol concluded. Meanwhile, U. S. military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly, armed offensive to end the war, on August 6, the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima. A second such bomb was unleashed 4 days later on Nagasaki, Japan. Japan agreed to surrender terms on August 15.

September 2, 1945 - Tokyo Harbor The documents ending the war in the Pacific were signed. The story of the saboteurs of the U.S.S. Barb is a unique, little-known part of World War II. But realize: the Barb's eight sailors conducted the only combat ground operation on the Japanese homeland during World War II.

Eugene Bennett Fluckey retired from the Navy as a Rear Admiral and wore, in addition to his Medal of Honor, four Navy Crosses, a record of heroic awards unmatched by any American in military history. In 1992, his own history of the U.S.S. Barb was published in the award-winning book, Thunder Below. Over the past several years, proceeds from the sale of his book have provided free reunions for the men, and their wives, who served aboard the Barb.

E-15 Gas

Watch this video from Fox Business...if your CAR IS OLDER THAN 2012 you need to AVOID THE NEW E15 GAS that is just starting to show up at gas stations. Most car companies will not honor the warranty on your car if you use this new gas.

<http://video.foxbusiness.com/v/2000862202001/>

RAO Bulletins

Each month your editor attempted to review all RAO Bulletins and put articles deemed important to veterans into our newsletters.

However, what may be important to me may not be important to you and I may very possibly overlook something you as a veteran might like to know about, so I am providing links below that will take you to THE current bulletins so that you might look them over. The below bulletins are dated December 15th and January 1st, 2012.

<http://sjcvets.zymichost.com/Bulletin%20121215%20PDF%20Edition.pdf>

<http://sjcvets.uuuq.com/Bulletin%20130101%20PDF%20Edition.pdf>

EVERY DAY PRAYER REQUEST

Life in Afghanistan is very difficult to bear right now. Our troops need our prayers for strength, endurance and safety. Stop for a moment each and every day and say a prayer for our troops around the world.

"Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. Amen."

The Final Roll Call



The following Marines/Corpsman paid the ultimate sacrifice for God, Country and Corps since the last issue

of 'The Scuttlebutt' was published.

Guillory, Sgt. Michael J.
Slidell, LA

If You Are Not Willing To Stand Behind Our Troops,
Please, Please Feel Free To Stand In Front Of Them!

On behalf of a grateful nation.

FREEDOM IS NOT FREE
Support Our Troops



I pledge allegiance to the flag of the United States of America and to the Republic for which it stands,
One Nation under God, indivisible, with liberty and justice for all.

From your editor

If you are receiving this newsletter via "Snail Mail" and have email capability, please email me at 53usmc73@bvn.net so that I can add you to my address book and cut down on the postage.
Any comments or suggestion on what should be in our newsletter! Articles/information you need! Let me know! The newsletter will go to press on or about the weekend following each meeting.

Don Elseroad, Editor

Quotes about Marines

Freedom is not free, but the U.S. Marine Corps will pay most of your share.

Ned Dolan

LINKS TO CHECK OUT

http://home.comcast.net/~szee1a/Al_overcast/Al_overcast.html

<http://www.youtube.com/watch?v=A8kcsIMzhz4&feature=related>

http://www.youtube.com/watch_popup?v=lgwF8mdQwlw&feature=player_embedded

<http://archive.org/details/TheLastBomb1945>

God Bless America

-- Once a Marine, Always a Marine --