



SHIPS

NAMED

KEARSARGE

# SHIPS NAMED KEARSARGE

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# **SHIPS NAMED KEARSARGE**

## **NAVY DEPARTMENT OFFICE OF THE CHIEF OF NAVAL OPERATIONS NAVAL HISTORY DIVISION (OP-09B9) SHIPS' HISTORIES SECTION**

### **HISTORY OF SHIPS NAMED KEARSARGE**

USS **Kearsarge** (CVS-33) is the third ship of the fleet to bear the name of a mountain in Merrimack County, New Hampshire, and perpetuates the name of two earlier ships.

**Kearsarge** is a term derived from the Passamaquoddy dialect of the Algonquin language. It means "next to largest mountain" and is a correlative of Katandin in the Penobscot dialect which means "great mountain" or "greatest mountain." The name of the 2,950 foot mountain appears on several early maps. The elaborate English map by Blanchard and Langdon made from surveys in 1761 and published in 1768 gives the name "Kyasage." The-Holland map of 1784 gives the name "Kyarsarga."

The best reference for proof that the first ship **KEARSARGE** was named for the mountain in Merrimack County is found in the History of Warner by Walter Harriman, published in 1879. General Harriman, a statesman and soldier, was a native of Warner. In the history he gives several forms of the name **Kearsarge**, from Carsaga to Kaysarge, variations of which go back two hundred years.

In his book Gen. Harriman indicates how the name "**Kearsarge**" given to the sloop of war on September 11, 1861, was for the mountain in Merrimack County. The name had been suggested by Henry McFarland, the editor of the Concord Statesman in a letter to G.V. Fox, Assistant Secretary of the Navy. Secretary of the Navy Gideon Welles accepted the name and Mrs. McFarland was chosen as the ship's sponsor.

In 1875 G.V. Fox, a summer resident of North Conway, claimed that the ship had been named at the suggestion of his wife for the mountain in Carroll County. He published the following statement in *Johnson's Cyclopaedia*: "Kearsarge Mount, a conspicuous mountain in Carroll County, New Hampshire. On suggestion of the wife of the

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Assistant Secretary of the Navy, a daughter of Levi Woodbury, of New Hampshire, the Secretary, in 1891, named the vessel which sunk the Alabama in 1864 after this mountain. Another one of the same name in Merrimack County, New Hampshire, formerly called Kya-Sarga, has been erroneously claimed for this honor. .. G.V. Fox."

Much controversy resulted from the persistence of Mr. Fox and his friends. In the 1876-77 session the New Hampshire Legislature referred the matter to a special committee which resulted in finally having written testimony from Navy Secretary Gideon Welles that the matter had been brought before the Cabinet and settled by President Lincoln upon the testimony of Treasury Secretary Chase, a native of New Hampshire.

In 1879 Mr. McFarland published a pamphlet titled: "Kearsarge Mountain and the Corvette named for it." In this publication he gives much history about the names of both mountains. He states that the Carroll County Mountain was not called Kearsarge (or Kiarsarge) until after 1765 when the first settlers came from Merrimack County and that many of them continued to call it "Pequawket", after the Indian tribe there. This pamphlet contains a thorough study of the historical facts supporting the naming of the **Kearsarge** for the mountain in Merrimack County.

He quoted many historians and sources of maps, accounts in many newspapers and had copies of letters of members of the crew stating they knew the ship was named for this mountain He observes that it is strange that Mr. Fox did not initiate this controversy until after Admiral Winslow had died.

Both, the histories of Harriman and McFarland, cite incidents that confirm that Captain Winslow knew which mountain his ship had been named for. In 1865 a large hotel was built on the Wilmot side of Kearsarge Mountain and named "Winslow House" in his honor. Admiral Winslow was given a reception at which he presented the owner with bibles for each room. This building was destroyed by fire and rebuilt on a larger scale. The Admiral, present at the opening of the second hotel on August 12, 1868, gave the owner another set of bibles, a stand of colors, and a picture of the battle. Many local, state and national notables were present at both events. Harriman wrote:

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"Nobody whispered that we were on the wrong mountain."

Many papers and rulings have been presented affirming that the naming of the KEARSARGE was indeed for the mountain in Merrimack County, including The Appalachian Club in 1877; and the New Hampshire Historical Society in 1879 (Mr. Fox presented a minority report in opposition to their ruling).

The old matter was re-opened after the shipwreck of the **Kearsarge** in 1894 by articles in the press.

Mr. McFarland published a Second Edition of his pamphlet in 1906. In 1915 U.S. Senator Gallinger from New Hampshire, who had a summer home in Salisbury Heights, made a request of the United States Geographic Board for a statement on the proper naming of the two mountains. Their report was given to the 64th Congress in Feb. 1916 titled: "Mount Kearsarge and Mount Pequawket.

A recent account of the naming of the **Kearsarge** was by William Marvel, a freelance writer from South Conway. who wrote a story published in the Historical New Hampshire, Spring & Summer 1986 issue titled: "The Pride of Portsmouth: The Cruise of the USS **Kearsarge**", a detailed account of the **Kearsarge** from the time of her launching and subsequent actions at sea to being shipwrecked. He also addresses the controversy about the naming of the ship and defends the claim of G.V. Fox in several pages of his story. He concludes by stating: "The weight of evidence leans toward Mrs. Fox as the actual source, and as Welles pointed out in his corroboration of her story, she alone was qualified to state which mountain she associated with the ship." For all of that, the Navy records to this day state that the name **Kearsarge** is derived from "a mountain in Merrimack County, New Hampshire".

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## First Kearsarge SLOOP-OF-WAR 1861-1894



The first **Kearsarge** was launched 11 September 1861 by the Portsmouth Navy Yard, Portsmouth, New Hampshire, under the sponsorship of Mrs. McFarland, wife of the editor of the "Concord Statement." She commissioned 24 January 1862, Captain Charles W. Pickering commanding.

The wooden bark rigged, screw sloop of war had an overall length of 214 feet, 3 inches; a waterline length of 198 feet, 8 inches; a beam of 33 feet, 10 inches; a draft of 15 feet, 9 inches, and a displacement of 1,461 tons. Her two horizontal back-acting engines were built by Woodruff and Beach, Hartford, Connecticut, and were powered by two Martin vertical, water tube boilers. In June 1864, the ship was armed with one 20 pounder rifle; two 9-inch Dahlgren smoothbores and four 32 pounders. The ship's cost was \$298,049.22.

**Kearsarge** departed Portsmouth 5 February 1862 for the coast of Spain; thence sailed to Gibraltar to join the blockade of Confederate raider **SUMTER** forcing her abandonment in December. However, **SUMTER**'s commanding captain, 'Raphael Semmes, soon commissioned Confederate raider **ALABAMA** on the high seas off the Azores.

**Kearsarge** prepared for her fight with **ALABAMA** at Cadiz (November 1862-March 1863), then searched for the raider from along the coast of Northern Europe to the Canaries, Madeira, and the

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Western Islands. Arriving at Cherbourg, France, 14 June 1864, she found ALABAMA in port and took up patrol at the harbor's entrance to await Semmes' next move.

On 19 June, ALABAMA stood out of Cherbourg Harbor for her last action. Careful of French neutrality, **Kearsarge's** new commanding officer, Captain John A. Winslow, took the sloop-of-war well clear of territorial waters, then turned to meet the Confederate cruiser.

ALABAMA opened fire first while **Kearsarge** held her reply until she had closed to less than 1,000 yards. Steaming on opposite courses, the ship moved around a circle as each commander tried to cross his opponent's bow to deliver deadly raking fire. The battle quickly turned against ALABAMA, for the quality of her long-stored powder and shells had deteriorated. **Kearsarge**, on the other hand, had been given added protection by chain cable triced in tiers along her sides abreast vital spaces. One hour after she fired her first salvo, ALABAMA had been reduced to a sinking wreck. Semmes struck his colors and sent a boat to **Kearsarge** with a message of surrender and an appeal for help. **Kearsarge** rescued the majority of ALABAMA's survivors; but Semmes and 41 others were picked up by British yacht DEERHOUND and' escaped in her to England.

The **Kearsarge** returned to New York City and the Captain and her crew were honored by the Chamber of Commerce. Seventeen of the crewmen received the Medal of Honor for valor during the battle. They were: Michael Aheam (Paymaster's Steward), John F. Bickford (Captain of the Top), William Bond (Boatswain's Mate), James Haley (Captain of the forecastle), Mark G. Ham (Carpenter's Mate), George H. Harrison (Seaman), John Hayes (Coxswain), James H. Lee (Seaman), Charles Moore (Seaman), Joachim Pease (Seaman), Thomas Perry (Boatswain's Mate), William B. Poole (Quartermaster), Charles A. Read (Coxswain), George E. Read (Seaman), James Saunders (Quartermaster), William Smith (Quartermaster), and Robert Strahan (Captain of the Top).

**Kearsarge** steamed along the French coast in an unsuccessful search for CSS FLORIDA, thence proceeded to the Caribbean before turning northward for Boston where she decommissioned 26 November 1864 for repairs. She recommissioned 1 April 1865 and sailed on the 14th for the coast of Spain in an attempt to intercept

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STONEWALL; but the Confederate ram eluded Federal ships and surrendered to Spanish authorities at Havana, Cuba, 19 May. After cruising the Mediterranean and the English Channel south to Monrovia, Liberia, **Kearsarge** decommissioned 14 August 1866 in the Boston Navy Yard.

**Kearsarge** recommissioned 16 January 1868 and sailed 12 February to serve in the South Pacific operating out of Valparaiso, Chile, on 22 August she landed provisions for destitute earthquake victims at Africa, Peru. She continued watch over American commercial interests along the coast of South America until 17 April 1869. Then she sailed to watch over American interests among the Marquesas, Society, Navigators (Samoa), and Fiji Islands. She also called at the ports of New South Wales and New Zealand before returning to Calao, Peru, 31 October 1869. She resumed duties on the South Pacific Station until 21 July 1870, then cruised to the Hawaiian Islands before decommissioning in the Mare Island Navy Yard, California, 11 October 1870.

**Kearsarge** recommissioned 8 December 1873 and departed 4 March 1874 for Yokohama, Japan, arriving 11 May. She cruised on Asiatic Station for three years, protecting American citizens and commerce in China, Japan, and the Philippines. From 4 September to 16 December 1874, she carried Professor Hall's scientific party from Nagasaki, Japan, to Vladivostok, Russia, to observe the transit of Venus. She departed Nagasaki 3 September 1877 and returned to Boston 30 December via the Suez Canal and Mediterranean ports. She decommissioned at Portsmouth, New Hampshire, 15 January 1878.

**Kearsarge** recommissioned 15 May 1879 for four years of duty in the North Atlantic ranging from Newfoundland to the Caribbean Sea and the coast of Panama. She departed New York 21 August 1883 to cruise for three years in the Mediterranean, Northern European waters, and along the coast of Africa. She returned to Portsmouth, New Hampshire, 12 November and decommissioned in the Portsmouth Navy Yard 1 December 1886.

**Kearsarge** recommissioned 2 November 1888 and largely spent her remaining years protecting American interests in the West Indies, off Venezuela, and along the Central Americas. She departed Haiti 30 January 1894 for Bluefields, Nicaragua, but was wrecked on Roncador Reef off Central America 2 February 1894. Her

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officers and crew safely made it ashore.

Congress appropriated \$45,000 to raise **Kearsarge** and tow her home; but a salvage team of the Boston Towboat Company found that she could not be raised.

The name of **Kearsarge** was struck from the Navy List in 1894. Sloop of war **Kearsarge** earned the following campaign award:

**Navy and Marine Corps Expeditionary Medal** (Awarded to individuals from **Kearsarge** who actually landed):



Haiti: Navassa Island:  
2 May-20 Jun 1891.

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## Second Kearsarge BB5 1898-1920



The second **Kearsarge**, Battleship Number 5, was authorized by Act of Congress approved 2 March 1895 which directed that she be named **Kearsarge** in commemoration of the famed sloop of war. She was built by the Newport News Shipbuilding Company of Newport News, Virginia. Her keel was laid 30 June 1896 and she was launched on 24 March 1898, under the sponsorship of Mrs. Herbert Winslow, wife of Lieutenant Commander Winslow and daughter-in-law of the man who had command of the first **Kearsarge** during her fight with the Confederate raider ALABAMA. The battleship commissioned at Newport News, Virginia on 20 February 1900, Captain William M. Folger, USN, in command.

**Kearsarge** had a length overall of 376 feet, 4 inches; extreme beam of 72 feet, 3 inches; a normal displacement of 11,540 tons; mean draft of 23 feet, 6 inches; designed speed of 16 knots; and a designed complement of 40 officers and 513 enlisted men. The designed indicated horsepower of her engines was 10,000 and her original armament was four 13-inch .35 caliber guns; four 8-inch .35 caliber guns; fourteen 5-inch .40 caliber guns; twenty 6-pounders; eight 1-pounders, and four .30 caliber guns. Her total cost for construction was \$2,441,616.49.

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**Kearsarge** conducted preliminary training in waters off the Virginia Capes and was repaired and painted in the New York Navy Yard before joining the North Atlantic Squadron at Newport, Rhode Island, on 9 June 1900. She sailed on the 14th for battle practice and tactics with the squadron in the Caribbean Sea and participation in Army-Navy landing exercises in Pensacola Bay, Florida. On 27 October 1900, **Kearsarge** became flagship of the North Atlantic Station, a service that continued until 31 March 1905 except for a brief period in 1903 when she was temporarily assigned to the European Station.

**Kearsarge** sailed from New York on 3 June 1903 and reached Southampton, England, on the 14th to join the European Squadron for service as flagship during a visit to Kiel, Germany. Rear Admiral C. S. Cotton, commanding the European Squadron, broke his flag in **Kearsarge** on 16 June and she arrived at Kiel on the 22nd to be received with marked cordiality and courtesy with other ships of her squadron. Accompanied by, his staff, the German Emperor paid a visit to **Kearsarge** on 25 June 1903, remarking on the pleasure which the visit of the United States Squadron had afforded and his appreciation of the fine condition in which he found the American ships. The squadron left Kiel astern 30 June and arrived at Portsmouth, England, 6 July 1903. The commander in chief and officers were entertained by the Mayor of Portsmouth and on 13 July the flagship was visited by the Prince of Wales. Admiral Cotton transferred his flag to USS **CHICAGO** on the 17th and **Kearsarge** got underway for Bar Harbor, Maine, where she arrived 26 July 1903.

On 1 August 1903 Rear Admiral A. S. Barker transferred his flag to **Kearsarge** and the battleship resumed her duties as flagship of the North Atlantic Fleet. On the 17th the whole fleet was assembled at Oyster Bay for a review by the President. The ships were anchored in four columns and as **MAYFLOWER**, with the President, Secretary of the Navy, and the Admiral of the Navy aboard, steamed between the columns each ship manned the rails and fired a salute of 21 guns. Following the review the fleet proceeded to the coast of Maine and engaged in Army and Navy maneuvers.

After repairing at the New York Navy Yard, **Kearsarge** sailed from Tompkinsville, New York, 1 December 1903 for Guantanamo, Cuba, where on 10 December formal possession was taken of the naval reservation conceded by the Republic of Cuba.

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The squadron operated in the West Indies and Gulf of Mexico, engaging in exercises, maneuvers and record target practice, until 15 May 1904 when it sailed from Guantanamo for a cruise in European waters. The North Atlantic Battleship Squadron, under command of Rear Admiral A. S. Barker, composed of **Kearsarge** (flagship), ALABAMA, MAINE and IOWA, arrived at Lisbon, Portugal, 1 June. Here the commander in chief and his officers were royally entertained and 11 June, the King of Portugal visited **Kearsarge** and inspected the ship. The squadron then proceeded to Greece, arriving in Phaleron Bay 30 June. The commander in chief and other officers were given a special audience by the King of Greece in his palace in Athens and on the 4th of July the King, Prince Andrew, Princess Alice, and several members of the court dined on board the flagship. The squadron visited Corfu, Greece; Trieste and Fiume, Austria, exchanging courtesies with various government officials, before sailing for home 30 July. The ships arrived off Newport, Rhode Island, 20 August 1904, having stopped at Gibraltar and the Azores en route.

**Kearsarge** was overhauled at the New York Navy Yard, 22 September-28 December 1904 and on the latter date sailed for southern waters. During the following three years she cruised with the North Atlantic Fleet on the east coast, in the Gulf of Mexico and Caribbean, engaging in tactical exercises, maneuvers and record target practice and promoting friendly relations with Cuba. On 31 March 1905 **Kearsarge** was relieved as flagship by USS MAINE but continued operations with the fleet, which on 1 January 1906 was renamed U. S. Atlantic Fleet. A disastrous incident occurred on the ship 13 April 1906 while engaged in target practice off Cape Cruz, Cuba. The accidental ignition of three sections of the powder charge of a 13-inch gun resulted in the death of two officers and eight men and serious injuries to four men.

**Kearsarge** was one of the battleships of the U.S. Atlantic Fleet which cruised around the world. Attached to the Second Squadron, Fourth Division, she sailed with the Great White Fleet for Hampton Roads 16 December 1907 for Trinidad, British West Indies, and thence to Rio de Janeiro, Brazil; Sandy Point, Chile; Callao, Peru; Magdalena Bay, Mexico and up the west coast, arriving at San Francisco 6 May

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1908. Departing that port 7 July 1908, the Fleet visited Honolulu, Hawaii; Auckland, New Zealand, Sydney and Melbourne, Australia; Manila, Philippine Islands; Yokohama, Japan; Colombo, Ceylon; and arrived at Suez, Egypt 3 January 1909. Their word was received of the earthquake in Sicily and flagship CONNECTICUT with battleship ILLINOIS and supply ship CULGOA were dispatched to Messina, Sicily, to render assistance to victims of the earthquake. **Kearsarge** steamed in company with WISCONSIN from Suez for a visit to Valletta, Malta, thence to Algiers, Algeria, arriving 21 January 1909.

She rejoined the Fleet at Gibraltar 1 February for passage to Hampton Roads, Virginia. There President Roosevelt reviewed the Fleet as it passed into the roadstead 22 February 1909. **Kearsarge** got underway for the Philadelphia Navy Yard 7 March 1909. She was placed in reserve 31 March and placed out of commission at Philadelphia 4 September 1909.

During 1909 and 1910 **Kearsarge** underwent extensive modernization. Her bridge was modified and the then-modern basket masts replaced her old pole masts. Much changed in appearance, she was again placed in full commission at Philadelphia 23 June 1915, Commander H. H. Cristy, USN, in command. She spent the summer in training cruises along the Atlantic coast for the benefit of Massachusetts and New York Naval Militia. On 17 September she left the Philadelphia Navy Yard to embark a detachment of Marines at Pensacola, Florida, for service at Vera Cruz, Mexico. She anchored off that city from 28 September 1915 to 5 January 1916, ready to act in protection of American interests. After a stop in New Orleans to debark her Marines, she rejoined the Atlantic Reserve Fleet at Philadelphia where she was placed "in commission in reserve" 4 February 1916.

**Kearsarge** resumed her training cruises for the Massachusetts and Maine Naval Militia. When the United States entered World War I the somewhat elderly battleship was assigned to the .Important duty as a training ship for engineers of the Navy along the eastern seaboard of the United States. She was in Boston on 6 April 1917, Commander George E. Gelm, USN, in command. On that day, armed crews from the battleship assisted in taking over for the United States, the German ships AMERIKA, CINCINNATI, KOLN and WITTEKIND, all of the Hamburg-American Line, and the German steamer

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OCKENFELS. On 7 April she received 449 men of various ratings from the Massachusetts Naval Militia to prepare for her career as an Engineering training ship. She reached her base in the York River, Virginia 27 April, embarking nearly 400 student mechanics from various ships at one time for training which was largely carried out in the Chesapeake Bay. Intervals of upkeep and repair were spent in the Boston Naval Shipyard. On 11 June 1918 she left Hampton Roads on a training cruise that included stays at Charleston, South Carolina; Key West and Pensacola, Florida. She returned to Hampton Roads 11 July and left the York River 18 August for repairs in the Boston Navy Yard. That evening she rescued twenty-six survivors of the Norwegian Bark NORDHAV which had been sunk by German Submarine-U-117 the previous day in Latitude 35°-42' North; Longitude 740- 04' West. These brave men had fought the sea in open boats for twenty-nine hours. They were landed in Boston by **Kearsarge** the evening of 20 August 1918.

**Kearsarge** was present in New York 26 December 1918 when President Wilson circled the Grant Fleet in review on board MAYFLOWER in celebration of the return from European waters. A great welcome by the City of New York to all sailors was followed by battle practice with the fleet in waters that took **Kearsarge** to Cuba and the Virgin Islands. She spent the spring of 1919 as an engineering training ship in the Chesapeake Bay and arrived at the Naval Academy 29 May to embark a large number of Midshipmen for a summer cruise among ports of the West Indies, and the eastern seaboard of the United States. She debarked her Midshipmen at Annapolis 29 August 1919 and entered the Philadelphia Naval Shipyard the following day to prepare for a new career.

The battleship **Kearsarge** earned the following campaign award:



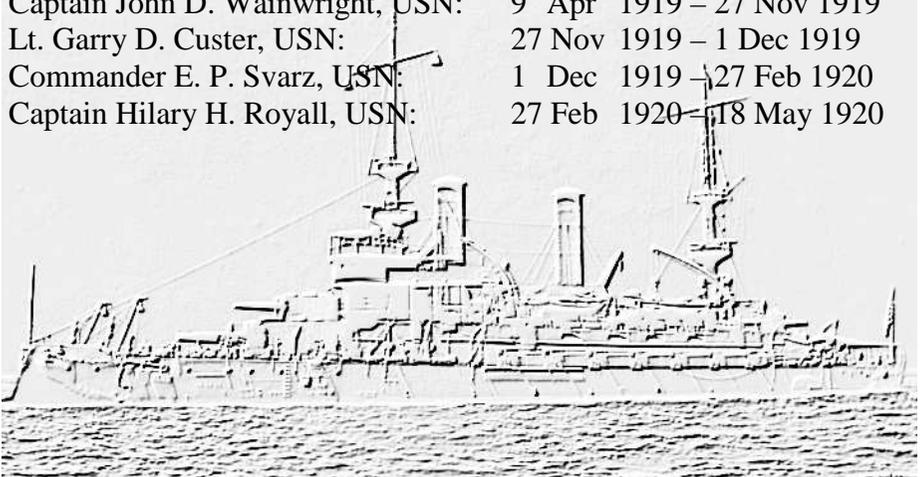
**World War I Victory Medal (Atlantic Fleet Clasp)**

25 May – 8 Nov 1918

# SHIPS NAMED KEARSARGE

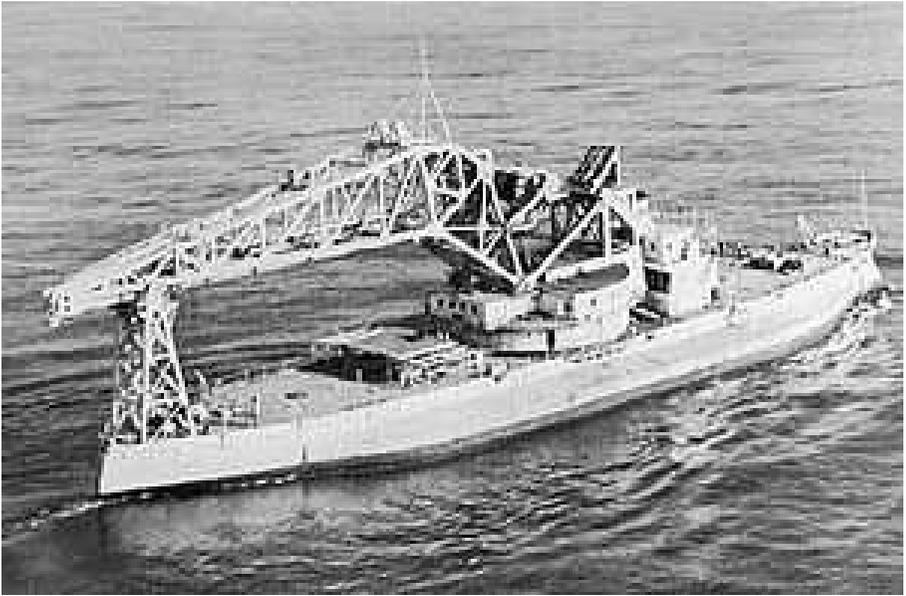
## LIST OF COMMANDING OFFICERS - BB-5

Captain William M. Folger, USN:	20 Feb 1900 – 14 May 1901
Lt. Commander G. A. Merriam, USN:	14 May 1901 – 14 Jul 1901
Captain B. H. McCalla, USN:	14 Jul 1901 – 10 May 1902
Captain Joseph N. Hemphill, USN:	10 May 1902 – 30 Apr 1904
Captain Raymond P. Rodgers, USN:	30 Apr 1904 – 23 Dec 1905
Captain Herbert Winslow, USN:	23 Dec 1905 – 1 Nov 1907
Captain Hamilton Hutchins, USN:	1 Nov 1907 – 6 Feb 1909
Lt. Commander N. C. Twining, USN:	6 Feb 1909 – 9 Jun 1909
Captain Benjamin Tappan, USN:	9 Jun 1909 – 4 Sep 1909
Lt. D. L. Selfridge, USN:	17 Jun 1912 – 28 Jun 1912
Captain Edwin T. Pollock, USN:	28 Jun 1912 – 7 Apr 1913
Lt. Levin J. Wallace, USN:	7 Apr 1913 – 1 Nov 1913
Commander J. L. Latimer, USN:	1 Nov 1913 – 15 Apr 1914
Lieutenant Charles H. Bullock, USN:	15 Apr 1914 – 14 May 1914
Lt. Cdr. W. H. Roper, USN:	14 May 1914 – 17 Sep 1914
Lt. Cdr. Pope Washington, USN:	17 Sep 1914 – 9 Nov 1914
Lt. Charles H. Bullock, USN:	9 Nov 1914 – 6 Feb 1915
Lt. Cdr. R. W. Vincent, USN:	6 Feb 1915 – 19 Feb 1915
Commander P. Norton, USN:	19 Feb 1915 – 24 Mar 1915
Lt. Cdr. R. W. Vincent, USN:	24 Mar 1915 – 30 Apr 1915
Lt. Cdr. C. E. Courtney, USN:	30 Apr 1915 – 13 May 1915
Lt. D. P. Wickersham, USN:	13 May 1915 – 14 Jun 1915
Commander H. H. Christy, USN:	14 Jun 1915 – 29 Aug 1915
Commander L. R. de Steiguer, USN:	29 Aug 1915 – 26 Jun 1916
Commander G. E. Gelm, USN:	26 Jun 1916 – 9 Apr 1919
Captain John D. Wainwright, USN:	9 Apr 1919 – 27 Nov 1919
Lt. Garry D. Custer, USN:	27 Nov 1919 – 1 Dec 1919
Commander E. P. Svarz, USN:	1 Dec 1919 – 27 Feb 1920
Captain Hilary H. Royall, USN:	27 Feb 1920 – 18 May 1920



# SHIPS NAMED KEARSARGE

## Second Kearsarge AB1 1920-1941



She was decommissioned there on 10 May 1920 for conversion to a crane ship and was designated **Kearsarge** (AB-1), 5 August 1920. As a crane-ship, **Kearsarge** was stripped of her 10,000-horsepower triple expansion engines, war gear and military trappings that were reminders of her proud life as a battleship. In their stead she received an immense revolving crane with a rated lifting capacity of 250 tons, as well as a "blister" which gave her stability and a 21-foot increase in her 72-foot beam. The 10,000-ton crane-ship rendered valuable service for the next twenty years, one highlight of excitement being the raising of the sunken submarine **SQUALUS** off the New Hampshire coast. On 6 November 1941 she lost her illustrious name which was reserved for a newly authorized aircraft carrier. Now designated **CRANE SHIP NO.1**,- she gave a full measure of service in contributing toward the American victories of World War II. She handled guns, turrets, armor and other heavy lifts on the new battleships **INDIANA** and **ALABAMA**; veteran cruisers **SAVANNAH** and **CHICAGO**, and guns on the old battleship **PENNSYLVANIA**.

In 1945 the crane ship was towed to the San Francisco Naval Shipyard where she was assisted in the work on the **ESSEX**-Class aircraft

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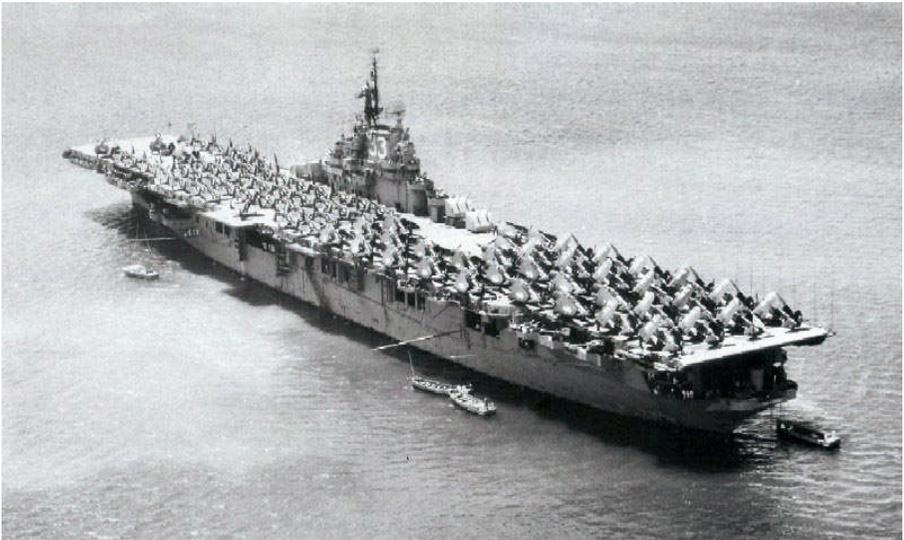
carriers HORNET and BOXER, as well as SARATOGA. She left Long Beach in 1948 to finish her career in operations out of the Boston Naval Shipyard. Joe McDonald, master rigger in charge of lifting done by the crane-ship, described her as "a big gray hulk of a thing" which was "pulled around by two or three tugs" on the job. "But the old girl has brought millions of dollars' worth of business to Boston. Without her we would never have been able to do many of the big jobs that cost millions of dollars." He referred to the former battleship lifting a gantry crane intact at the South Boston Naval Dry-docks and transporting it to Charleston where she placed it on crane tracks to be driven away by public works operators. As CRANE SHIP NO.1, her name was struck from the Navy List 22 June 1955 and she was sold for scrapping 9 August 1955.

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## Third Kearsarge

CV/CVA/CVS 33

1946-1974



The third **Kearsarge** was built as a heavy aircraft carrier (CV-33) by the New York Naval Shipyard. Her keel was laid 1 March 1944 and she was launched 5 May 1945, under the sponsorship of Mrs. Aubrey W. Fitch, wife of Vice Admiral Fitch, USN. The aircraft carrier was commissioned at New York 2 March 1946, Captain Francis J. McKenna, USN, in command.

At commissioning the ship had an overall length of 888 feet; an extreme beam of 147 feet, 6 inches; a full load displacement of 40,800 tons; a maximum draft of 28 feet, 7 inches; a designed complement of 360 officers and 3,088 men. She was armed with twelve 5-inch/38 caliber guns and 18 quadruple 40mm anti-aircraft mounts.

**Kearsarge** made Norfolk, Virginia, her home port and spent her first year in operations along the eastern seaboard and in the Caribbean Sea. On 7 June 1947 she stood out of Norfolk on a midshipman training cruise that marked her first calls in European ports. She paid visits to Rosyth, Scotland, Goteborg, Sweden; and Weymouth, England; departing the last named port on 18 July to train her midshipmen in company with a task force in the Caribbean Sea before debarking them at Annapolis 11 August 1947. On the 30th, she

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passed out to sea from Quonset Point and catapulted two of the Navy's newest "Phantom" FD-1 jet fighters for participation in the National Air Races at Cleveland, Ohio. Her training continued out of Newport in waters reaching to Cuba until 1 June 1948. On that day she stood out of Hampton Roads with over 400 men of the 21st Marines embarked, bound for the Mediterranean as the flagship of Carrier Division SIX. She arrived in Souda Bay, Crete 14 June and spent the following months in readiness with the powerful Sixth Fleet as she took part in maneuvers and tactics with intervening liberty in ports of Italy, France, Algeria.

**Kearsarge** returned from the Mediterranean to Quonset Point, Rhode Island, 2 October 1948. She cleared port 1 November for special cold weather exercises with a carrier task force that steamed as far north as the Davis Straits and returned to Newport from this cruise on the 30th. After training that found her in waters reaching from Nova Scotia to Haiti, she repaired in the Boston Naval Shipyard (22 August 1949-27 January 1950), then transited the Panama Canal and proceeded by way of San Diego to enter the Puget Sound Naval Shipyard 23 February 1950. She was decommissioned in that yard 16 June 1950 for modernization overhaul that would enable her to handle the new and higher performance jet aircraft.

**Kearsarge** was recommissioned 15 February 1952, Captain Louis B. French, USN, commanding. She left Puget Sound astern 18 April for shakedown training out of San Diego that was intervened by final alterations in the Puget Sound Naval Shipyard. On 5 July she stood out of San Diego for intensive flight training in the Hawaiian area until 29 August, then set course to assist the United Nations Forces in the fight against aggression in Korea. The flagship of Carrier Division Five, she reached Yokosuka, Japan, 8 September and departed the 14th to join the Fast Carrier Task Force 77 off the east coast of Korea. Nearly six thousand sorties rose off her flight deck for combat missions against Communist forces in North Korea by 23 February 1953 when she arrived in Yokosuka to prepare for the voyage home. She put to sea on the 28th and returned to her home base of San Diego, California 17 March 1953. During this cruise, 1 October 1952, her hull classification was changed from heavy aircraft carrier (CV-33) to attack aircraft carrier (CVA-33). **Kearsarge** conducted operations off the coast of California until 1 July 1953 when she again sailed for the Far East. Proceeding by way of the Hawaiian Islands she arrived in Yokosuka on 3 August and departed three days later to patrol with the fast carrier force during the uneasy

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truce in Korea. She also helped to keep watch over the waters that separated the Nationalist Chinese on Taiwan from the mainland of Communist China. This Far Eastern cruise terminated at San Diego on 18 January 1954.



**The Caine Mutiny filming - Van Johnson, Fred MacMurray, Robert Francis**

When the Korean War ended, the last 23 months serving aboard the Kearsarge was a 180 degree turn-around! During that time it became a new era which I call "Hollywood Far East."

**Kearsarge** took part in three (3) major movies: *The Caine Mutiny*, *The Bridges of Toko Ri*, and *The Eternal Sea*. The casts of these movies included Humphrey Bogart, Van Johnson, Fred McMurray, Lee Marvin, Jose Ferrer, William Holden, Grace Kelly, Mickey Rooney, Sterling Hayden and Fredrick March. All "A" list stars of the 50's. The "Caine" was awarded Oscars at the Academy Awards in 1955. The **Kearsarge** played Admiral Halsey's flagship.

Some stars brought their families aboard. While at sea Bogart and his wife and son were aboard. Many of the crew got to meet Lauren Bacall, which was a big deal!

**Kearsarge** was overhauled in the San Francisco Naval Shipyard (30 January 6 July 1954). After refresher training off the southern coast of California, she departed San Diego on 7 October for another tour of duty with the Seventh Fleet. Proceeding by way of

## SHIPS NAMED KEARSARGE

Hawaii and the Philippines, she joined a carrier task group that included the USS WASP (CVA-13) in the South China Seas as the Chinese Communist forces began concentrated attacks on the Chinese Nationalist—held Tachen Islands located 120 miles northeast of Taiwan. Operating from Subic Bay in the Philippines, she stood by for possible assistance to the Nationalists in evacuating the Tachens. On the morning of 6 February 1955, orders came from the President to proceed with the operation. During the next seven days **Kearsarge** supported units of the Seventh Fleet and the -Chinese Nationalist Navy in the successful evacuation of more than eighteen thousand civilians and twenty thousand military personnel from the islands.

**Kearsarge** visited Hong Kong on conclusion of the Tachens evacuation, then continued her watchful patrol out of Subic Bay in the Philippines until 19 April 1955 when she entered the Yokosuka Naval Base for Voyage repairs. She left that port on 27 April to touch at Pearl Harbor on her way to San Diego where she arrived on 12 May 1955. After exercises along the coast of California she again sailed for the Far East on 29 October for a rigorous schedule of training and readiness with the Seventh Fleet in waters ranging from Japan to Okinawa, Taiwan and the Philippines.

She returned from this cruise to Sari Diego on 17 May 1956 and was overhauled in the Puget Sound Naval Shipyard (5 July 1956-7 February 1957) as a first step in a program to keep her modern by replacement of vital and obsolete equipment, and to provide better habitation facilities for her crew. She received a new angle deck, hurricane bow, deck edge elevator. The spring and summer found **Kearsarge** along the western seaboard until 9 August 1957 when she set course by way of the Hawaiian and the Marianas Islands for Yokosuka, Japan. **Kearsarge** arrived in Yokosuka on 22 September 1957. During this cruise she steamed some 43,000 miles and launched 2,351 sorties during operations highlighted by participation in the Seventh Fleet's cold weather readiness exercise "Castle Rock" and large scale amphibious warfare landing operation "Strong back." Her air group had two weeks of intensive flying from the Naval Air Station at Cubi Point in the Philippines, and she twice acted as hostess for two groups of Japanese government, military and press representatives on a day's cruise to observe air operations. Her busy schedule took her to Guam, Yokosuka, Kobe, Iwakuni, Yokohama, and Hong Kong. She

## SHIPS NAMED KEARSARGE

also kept on the alert in the direct support of the defense of Taiwan as the Chinese Communist shelled the Kinmen Group of islands, near the Chinese mainland, across the strait from Taiwan.

**Kearsarge** returned to San Diego from the Far East on 2 April 1958 and was fitted out as an antisubmarine warfare support aircraft carrier in the Long Beach Naval Shipyard. Her hull classification and number were changed from CVA-33 to CVS-33, effective on 1 October 1958, and she came out of the yard for sea trails on 9 May 1959. Underway training took up her time until mid-June, then **Kearsarge** turned to the task of qualifying her antisubmarine squadrons until 5 September when she again sailed to join the Seventh Fleet.

Typhoon Vera passed over the central part of the mainland of Honshu on 26 September 1959. The city of Nagoya and surrounding area absorbed the brunt of Vera's fury which left some eighteen thousand injured, three thousand dead, and over a million persons in distress. Two days later United States authorities directing the disaster relief work in Nagoya requested aid and **Kearsarge**, some three hundred miles at sea from her destination of Yokosuka, diverted her course to render relief. Proceeding at 29 knots, she launched aircraft to the mainland with advanced parties of medical and supply representatives to establish liaison and make preliminary preparations to integrate **Kearsarge's** efforts into the relief of Nagoya. She reached the disaster area on 30 September to combine her efforts with Marine helicopter units from Oppama and Air Force and Army units stationed in Japan. This Navy—Marine participation in relief efforts which continued through 5 October, resulted in the evacuation of 4,610 persons, the airlift of 148,000 pounds of relief supplies; the inoculation of 17,750 Japanese, the administration of 8,000 sulfadiazine tablets and the treatment of sixty injured. In addition, **Kearsarge** and her air groups donated \$3,020.00 and 3,000 pounds of clothing to the disaster victims.

As **Kearsarge** resumed her voyage to Yokosuka, Chief of Naval Operations, Admiral Arleigh A. Burke, flashed a message to the antisubmarine warfare carrier:

*"Your prompt and spirited action in providing humanitarian relief to the unfortunate typhoon victims in the Nagoya area was an impressive demonstration of*

## SHIPS NAMED KEARSARGE

*the Navy's willingness and capability to relieve suffering...: the aid you rendered in Nagoya will be long remembered. Well Done."*

In November 1959 she participated in weapons demonstrations for Asian Leaders embarked at Subic Bay in two fast attack carriers. The demonstration, planned to cover the full range of offensive capabilities of the ships and aircraft of the Seventh Fleets took place on route to Buckner Bay, Okinawa. Here, the Asian leaders were flown ashore to the Marine, Army and Air Force, phases of the weapons demonstration. Represented were Australia, Cambodia, Nationalist China, France, Indonesia, Japan, South Korea, Laos, Malaya, New Zealand, Pakistan, Philippine Republic, Thailand, South Vietnam, United Kingdom and the United States.

After training with the Seventh Fleet that included readiness exercises with units of SEATO nations, **Kearsarge** arrived at Nagoya, Japan, on 18 February 1960. Over the week—end her sailors got the chance to meet friends they made five months previous but whom most of them never saw. Governor Mikine Kuwahara of the Aichi Prefecture was the first to thank the Navy, adding that a great portion of the relief supplies consisted of California—grown rice and that much help came from Los Angeles which had declared itself Nagoya's Sister city in March 1959. Nagoya's Mayor Kissen Kobayashi, told how work on restoring the Nagoya Castle, built in 1612 by Shogun Iyeyasu Tokugawa, had been interrupted by the typhoon Vera damage. He pointed out, however, that one effect of the typhoon was to "advertise Nagoya around the world, together with its tourist— attracting fortress." **Kearsarge**, with two Navy destroyers and an attack transport, was opened to general visiting during this visit. Nagoyans who were unable to visit the antisubmarine warfare support carrier were given a full briefing by way of television after a team of television newsmen had toured her.

**Kearsarge** arrived in Yokosuka from Nagoya on 22 February to prepare for the voyage home. She passed out to sea on 3 March 1960 and was in stormy waters some 1200 miles off Wake Island on 6 March when her helicopter plucked four Russians from a disabled 50-foot landing craft which had drifted for forty-nine days from the Kurile Island north of Japan. It was estimated they had drifted about 1,020

## SHIPS NAMED KEARSARGE

miles, subsisting throughout their 49-day ordeal on three cans of jerky beef, one loaf of bread and what water could be gathered from rain fall. The Russians gave their names as Master Sergeant Victor Aygonschi, 21; Private Anthony Kruchowske, 22; Private Philip Poplaski, 20; and Private Fredor Ivan, 20.

**Kearsarge** provided food and medical attention for the Russians until she reached the pier of the Naval Air Station, Alameda, California, on 15 March 1960. From the West Coast the four were flown to New York, thence to Moscow where they received a "heroes" welcome for their remarkable feat. They sent back to **Kearsarge** by radio message from Odessa, Russia, a relay of thanks:

*"Let us greet you for saving our compatriots  
who returned to their country and would like to shake  
hands with you. OIdunov."*

**Kearsarge** spent almost a year in operations along the western seaboard of the United States. On 3 March 1961 she departed San Diego for the Hawaiian Islands, thence to the Gulf of Siam off Bangkok where the Seventh Fleet was concentrating and prepared to deal with the communist threat to Thailand in conjunction with the crisis in Laos. After easing of the threat in the Southeast Asia area, she resumed readiness operations with the Seventh Fleet until 5 September 1961 when she sailed from Yokosuka for return to Long Beach, California, on the 19th. She entered the Puget Sound Naval Shipyard on 1 November for the second phase of her modernization conversion and was met by a huge welcoming committee headed by Bremerton's Mayor H. O. "Whitey" Domstad who presented her with a key to the city. On hand to entertain **Kearsarge** was the music and precision marching of the West High School Band of Bremerton, Washington. Four days later **Kearsarge** celebrated the 100th anniversary of the commissioning of the first **Kearsarge**. Her second phase of modernization was complete by 19 June 1962 when she arrived in San Diego for refresher training. She shifted to Long Beach from that port on 2 August and sailed the same day for the Hawaiian Islands.

**Kearsarge** arrived in Pearl Harbor 7 August 1962 for operations on the Pacific Missile Range that would prepare her for a key role in the six-orbit journey of American Astronauts Walter M. Shirra, Jr., who was sent into space from Cape Canaveral, Florida, at 7:15 Eastern

## SHIPS NAMED KEARSARGE

Standard Time, Wednesday, 3 October 1962. After a flawless 160,000 mile flight of six orbits, the astronaut set down in the Pacific nine hours and 14 minutes later, only nine thousand yards from his rescue aircraft carrier, USS **Kearsarge** (CVS-33). This historic flight that provided space officials with data wanted to check out the design, production and operations of space systems for longer duration flights, came on the eve of the fifth anniversary of the Space Age. On 4 October 1957, the Soviets ushered in the new era by sending Sputnik I into orbit.



Recovering Sigma 7

Schirra landed his "Sigma 7" space capsule at 4:29 p.m., electing to remain warm and dry inside while swimmers placed a flotation bag underneath and helicopters hovered overhead. **Kearsarge's** whaleboat towed "Sigma 7" alongside-to be hoisted aboard the carrier in little more than half an hour since touching water. As a part of naval tradition, Commander Schirra asked the Commanding Officer of **Kearsarge**, Captain E. P. Rankin, for permission to come aboard. Captain Rankin, a neighbor of Schirra during the aviation days at Patuxent, Maryland, said: "Permission granted." His "sweet little bird", the globe-circling "Sigma 7" which had been picked up by **Kearsarge** some 275 miles northeast of Midway Island was unloaded from **Kearsarge** on that island 4 October 1962, destined to be flown by a C-130 cargo plane for return to Cape Canaveral, Florida.

## SHIPS NAMED KEARSARGE

Schirra received congratulations from President Kennedy for his wonderful and historic achievement and also was congratulated by Vice President Johnson who made a date for a hunting trip on his Texas ranch. Fellow astronauts joined him for the leisurely cruise to Honolulu during which he gave them and space officials the complete story of his six orbits around the world. Captain Rankin plotted a round-about route to Honolulu for his former neighbor in order that scientists would have plenty of time to talk to Schirra and to give him a chance to rest if he desired. On arrival in Honolulu 6 October 1962, the Astronaut left **Kearsarge** by helicopter to be flown to the Space Administration Center at Houston, Texas.

**Kearsarge** resumed training exercises, continuing these for 6 months before arriving Pearl Harbor 29 April 1963 to once again take part in the space program. The carrier repeated her earlier recovery by plucking astronaut Gordon Cooper on 18 May 1963 after he orbited the earth 22 times in his capsule "Faith 7." She returned the space hero to Pearl Harbor, and then departed 4 June on her eighth cruise to the Far East. Operations with the 7th Fleet included keeping watch on the unsettled problems in Southeast Asia. **Kearsarge** returned Long Beach 3 December for training exercises off California.

Six months later, 19 June 1964 the antisubmarine carrier was deployed on her ninth Far Eastern cruise. Arriving Yokosuka 30 July, **Kearsarge** was dispatched to the South China Sea, following the North Vietnamese patrol boat attack on U.S. destroyers in the Gulf of Tonkin. While U.S. Navy planes destroyed North Vietnam oil and supply depots, **Kearsarge** provided antisubmarine protection for the 7th Fleet. The decisiveness of American action persuaded the Communists to delay their objectives for the time being; and **Kearsarge** returned Long Beach 16 December.

After overhaul during the first half of 1965, **Kearsarge** operated off the West Coast until sailing for the Far East 9 June 1966. Steaming via Hawaii and Japan, she reached "Yankee Station" 8 August and operated off Vietnam through 24 October. The next day she headed in the Kuala Lumpur area and anchored in the Strait of Malacca on the 30th. She returned via Subic Bay to "Yankee Station" 5 November and operated there through the 23rd. The next day the carrier started home via Hong Kong and Japan, arriving San Diego 20 December. She operated on the West Coast until departing San Diego 18 August 1967, and reached Pearl Harbor ten days later to participate in exercises in the Hawaiian operating areas.

## SHIPS NAMED KEARSARGE

Following training she departed for duty in the Western Pacific. While entering Sasebo, Japan, 23 December between periods of duty on "Yankee Station", a severe fire was discovered in an aviation storeroom and an adjacent compartment. Three men were killed and two injured in the fire, although the ship's operational capability was not affected.

More info goes here.....

At 07:00 on April 4, 1969 **Kearsarge** was already in sight of the beautiful state of Hawaii. At 07:30, the ship began to enter Pearl Harbor. The filming of the movie "Tora! Tora! Tora!" began at about this time. Twentieth Century Fox was making a movie about the bombing of Pearl Harbor. The ship was to be filmed entering Pearl Harbor at dawn. She arrived at Hawaii on the afternoon of the day before but stayed out to sea all night so Hollywood could film a carrier entering port at dawn. The USS **Kearsarge** played the part of the USS Enterprise as she entered Pearl Harbor after the Japanese attack. The ship's number "33" was painted over so it would not show up in the movie. There were two cameras, one on the shore and one in a helicopter. In the harbor, they had imitation sunken battle ships and made up after effects of the bombing. Hollywood had done such a good job with all the props that it really did feel as if she was arriving into Pearl Harbor right after the bombing.



**Kearsarge entering Pearl Harbor**

There was smoke and fires were burning all over. There were soldiers who were dressed in WWII uniforms manning machine guns behind sand bags along the shoreline. There was a full size mockup of the battleship Nevada at Ford Island, and three Japanese zero aircraft were

## SHIPS NAMED KEARSARGE

flying in the area as we entered the harbor. It was the last scene in the movie. They filmed for 15 to 20 minutes as she entered port and used two to four seconds of it in the movie. By 08:30, the filming was complete and **Kearsarge** was in port.

More info goes here..... 1969 cruise

During the SEATO exercise, the USS Frank E. Evans DD754, was operating with the Australian carrier, HMAS Melbourne. In the early morning of Jun 3, 1969, the Melbourne collided with the Evans, striking her dead amid ship and cut the destroyer in two. The forward half of the Evans sank in ten and a half minutes with heavy loss of life. USS **Kearsarge** and her aircraft took part in the rescue operations. The survivors were brought aboard and were taken to Subic Bay.

The SEATO exercise "Sea Spirit" formed by seven countries making up a task group of 22 ships off the coast of Borneo, came to a smashing halt at 02:30. The Evans was cut in half just aft of the forward stacks. Being this time of the day, most of the crew of the Evans was sleeping. It has been said, by a few of the crewmembers, they were better off being asleep. If there had been more men awake and moving about there would have been more persons in the area of the cut. The Evans had a crew of 273 men and it had been reported that 199 were rescued. There has only been one man reported dead, the rest of the crew are missing at sea. The Melbourne had no fatalities. The Melbourne was badly damaged in the bow and therefore was not capable of staying out at sea.



**The aft section of the Evans**

## SHIPS NAMED KEARSARGE

The bow of the Melbourne was designed for ramming. It was made of solid steel with a sharp wedge front and a reinforced backing.

There is no possible way of recovering the Evans bow, the water is 7200 feet deep. So far, man is only capable of going 300 feet. The aft portion of the Evans is still afloat. The USS Larson DD-830, (a ship of equal size) is tied alongside the remains.

The task force was in transient to Bangkok Thailand for a debriefing of the SEATO exercise. During this transient, the task group was going through tactical anti sub maneuvers. The Evans had been operating with Melbourne as a plane guard. The Melbourne had radioed the Evans twice, telling them that they were on a collision course. When the initial maneuvers had started, the ships were 1300 yards apart and somehow they managed to get together. The men of the Evans were tossed from their racks and were not warned in any way that a collision was eminent. Many of the men had jumped overboard. The waters were shark infested, but it is not known that they harmed anyone.

At 04:00, the crew was awaked by public address announcement requesting for emergency blood donors. Again, at 04:30 the captain informed us of what had happened. The **Kearsarge** was 43 miles away and it arrived at the scene by 05:00 but had stopped about six miles away, within a seeing distance, but things were small on the horizon. **Kearsarge** planes and boats searched the area for about 48 hours. After all known survivors had been rescued, **Kearsarge** pulled in closer, and all persons were transferred from the Melbourne to the Kearsarge.

**Kearsarge** was not due back into Subic Bay until June 11; however, it was now going to be in on June 5, 1969. At 18:00, memorial services were held on the flight deck of the USS **Kearsarge** with a 21-gun salute and taps.

One of the survivors had just gotten out of boot camp and had only been aboard for 18 days. All of the survivors will be given a new issue of uniforms and \$500 with thirty days leave and a choice of their next duty station.

More info goes here..... Decommissioned.

The ship's nickname is "Mighty Kay."

# SHIPS NAMED KEARSARGE

## Other Ships Named Kearsarge

The name **Kearsarge** (CV-12) was changed to HORNET, 24 Jan 1942.



# SHIPS NAMED KEARSARGE

USS Kearsarge (CV/CVA/CVS-33) earned these medals and awards



## **Meritorious Unit Commendation**

11 Jul – 11 Dec 1966

12 Oct 1967 – 28 Mar 1968

## **China Service Medal (extended)**

30 Oct 1952

24 Jan-13 Feb 1955

1 Feb 1956

4-5 Apr 1956

## **Navy Occupation Service Medal**

Europe 8 Jun-24 Sep 1948

## **National Defense Medal (with star)**

Korea 1950-1954

1 Star/Vietnam 1961-1969

## **Korean Service Medal**

1 Star/Korean Defense

Summer-all, 1952

16 Sep-18 Oct 1952

31 Oct-30 Nov 1952

1 Star/Third Korean Winter

1 Dec 1952-30 Apr 1953

1-4 Dec 1952

18 Dec 1952-4 Jan 1953

19 Jan-22 Feb 1953

# **SHIPS NAMED KEARSARGE**

## **Armed Forces Expeditionary Medal**

LAOS: 2-11 May 1961

KOREA: Jan 1968

## **Vietnam Service Medal**

1 Star/Vietnam Advisory Campaign

1 Aug-24 Sep 1964

4-8 Oct 1964

1-8 Nov 1964

1 Star/Vietnam Counter offensive Campaign, Phase II

12 Aug-3 Sep 1966

12 Sep-22 Sep 1966

29 Sep-7 Oct 1966

18-25 Oct 1966

6-24 Nov 1966

1 Star/Unnamed Campaign:

23 Oct-4 Nov 1967

6 Nov-12 Nov 1967

29 Nov-19 Dec 1967

7-20 Jan 1968

2-19 Feb 1968

## **Republic of Vietnam Gallantry Cross**

1966-1969

## **United Nations Service Medal Korea**

27 Jun 1950 – 27 Jul 1954

## **Republic of Vietnam Campaign Medal**

1960-1969

## **Korean Presidential Unit Citation Badge**

8 Sep 1952-28 Feb 1953

# **SHIPS NAMED KEARSARGE**

## LIST OF KEARSARGE COMMANDING OFFICERS

### **CV-33**

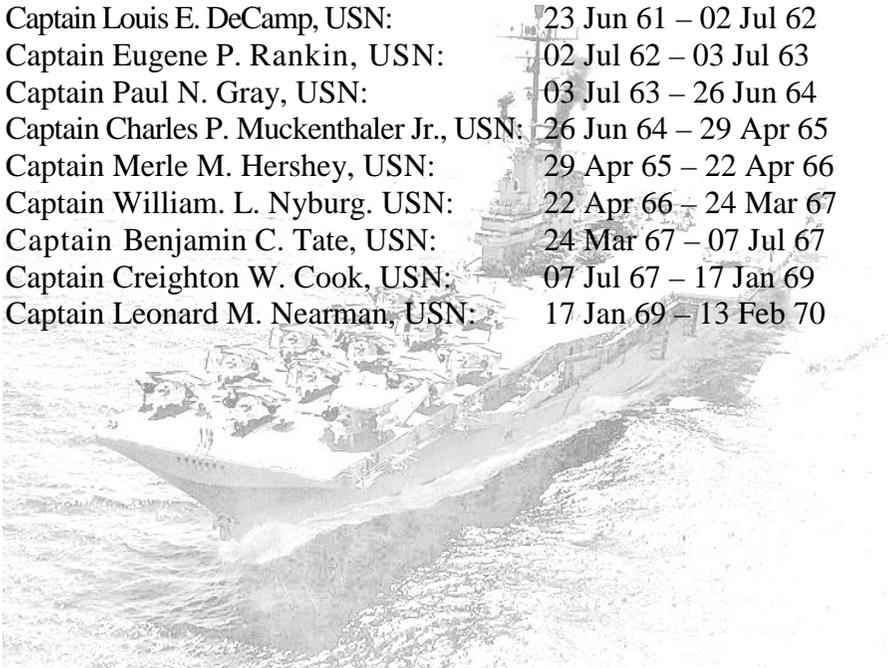
Captain Francis J. McKenna, USN:	02 Mar 46 – 16 Apr 47
Captain William T. Rassieur, USN:	16 Apr 47 – 15 Jan 48
Captain Curtis Stanton, USN:	15 Jan 48 – 01 Dec 48
Captain Walter Vieweg	01 Dec 48 – 01 Sep 49
Commander Harlan T. Johnson, USN:	01 Sep 48 – 16 Jun 50
Decommissioned	16 Jun 50 – 15 Feb 52

### **CVA-33**

Captain Louis E. French, USN:	15 Feb 52 – 06 Feb 53
Captain Thurston B. Clark, USN:	06 Feb 53 – 19 Dec 53
Captain Thomas B. Neblett, USN:	19 Dec 53 – 13 Sep 54
Captain William L. Kabler, USN:	13 Sep 54 – 10 Sep 55
Captain Edwin O. Wagner, USN:	10 Sep 55 – 18 Sep 56
Captain Ward T. Shields, USN:	18 Sep 59 – 23 Sep 57

### **CVS-33**

Captain Paul E. Emrick, USN:	23 Sep 57 – 30 Aug 58
Captain William A. Dean Jr., USN:	30 Aug 58 – 26 Jun 59
Captain Robert L. Townsend, TEN:	26 Jun 59 – 23 Jun 60
Captain Percival W. Jackson, USN:	23 Jun 60 – 23 Jun 61
Captain Louis E. DeCamp, USN:	23 Jun 61 – 02 Jul 62
Captain Eugene P. Rankin, USN:	02 Jul 62 – 03 Jul 63
Captain Paul N. Gray, USN:	03 Jul 63 – 26 Jun 64
Captain Charles P. Muckenthaler Jr., USN:	26 Jun 64 – 29 Apr 65
Captain Merle M. Hershey, USN:	29 Apr 65 – 22 Apr 66
Captain William L. Nyburg, USN:	22 Apr 66 – 24 Mar 67
Captain Benjamin C. Tate, USN:	24 Mar 67 – 07 Jul 67
Captain Creighton W. Cook, USN:	07 Jul 67 – 17 Jan 69
Captain Leonard M. Nearman, USN:	17 Jan 69 – 13 Feb 70



# SHIPS NAMED KEARSARGE

## Fourth Kearsarge LHD3 1991-current



The Navy's newest ship is the fourth ship named for our Mountain. The mission of the USS **Kearsarge** is the embarkation, deployment, and support of a Marine Landing Force. This WASP Class ship is 844 feet long with a beam of 106 feet and displacement of 40,500 tons. Two steam propulsion plants, developing a combined 70,000 horsepower, drive the ship to speeds in excess of 20 knots. This LHD carries a complement of nearly 2,000 troops and a ship's force of 98 officers and 983 enlisted men. The USS **Kearsarge** has six fully-equipped operating rooms and a 600 bed hospital for combat support, as well as for humanitarian missions.

These new LHD multipurpose amphibious assault ships are designed to accommodate the Harrier H Short Take Off/Vertical Landing (STO/VL) jet aircraft and the Navy's air cushion landing craft (LCAC). At the same time, the ships are equally adaptable to the full range of Navy/Marine Corps helicopters, conventional landing craft

## **SHIPS NAMED KEARSARGE**

and amphibious assault vehicles, along with all of the tanks, vehicles, artillery, ammunition, and other supplies necessary to fully support the assault. USS **Kearsarge** will carry a mix of 30 Marine helicopters and jet attack Harriers on her flight deck, and 800 members of a Marine expeditionary unit's air-ground team of 2,000 Marines. She will provide true over-the-horizon striking power with the three air cushion landing craft carried in the well deck below. With her dynamic command and control system, the LHD is truly the most versatile amphibious ship ever built and qualified as a flag command ship. The USS **Kearsarge** is assigned for duty with the Atlantic Fleet with Norfolk, Virginia, as her home base.

The USS **Kearsarge** (LHD-3) is the third in a series of seven of this newest Navy amphibious ships to be built at the Ingalls Shipyard in Pascagoula. Nearly four years are required from the start of fabrication to the commissioning. Mrs. Alma Powell, ship's sponsor and wife of Joint Chief of Staff Chairman General Colin L. Powell, USA, christened the new ship as "**Kearsarge**", May 16, 1992. As part of the Commissioning, Mrs. Powell gave the command: "Officers and crew of the **Kearsarge**, bring this ship to life".

The USS **Kearsarge** honors three previous ships named **Kearsarge**, an historical lineage that extends to the Civil War. Captain David J. Montgomery, USN, assumed command in very impressive commissioning ceremonies. Commander Craig W. Wilson, USN, a native of Nashua, is the Executive Officer. Seven other members of the crew are from New Hampshire and became Plank-owners of the USS **Kearsarge**.

### **PLANK-OWNERS - A Navy Tradition**

In a time-honored tradition dating back to the days of wooden deck ships, the officers and men who serve on the USS **Kearsarge** (LHD-3) at the time of commissioning earn the title "Plank owner." Every member of the commissioning crew will hold this distinction for life, and each is entitled to "a clear, free, open, and unencumbered title to one plank of the deck" upon the ship's decommissioning. With this privilege lies a great deal of pride and responsibility. The members of this crew who come from a wide range of backgrounds and Navy experiences, were carefully selected to bring the **Kearsarge** to life. As a team, they worked diligently for many months to prepare this majestic warship to the nation's service, and they will continue to set

## SHIPS NAMED KEARSARGE

the standard for those **Kearsarge** sailors who will follow them.

USS **Kearsarge** plank owners have each received a plaque crafted from red oak trees from the sides of Mount Kearsarge in Warner, New Hampshire. The wood was cut on February 9, 1993 from a stand of mature trees located near the entrance of Rollins State Park at the base of Mount Kearsarge. The original USS **Kearsarge** was built at the Portsmouth Naval Shipyard in 1861 from red oak from this mountain. White oak and other timbers for the frame of the original ship came from Hopkinton and other nearby towns, all in view of Mount Kearsarge.

The plaques were a gift to the crew of the USS **Kearsarge** made possible by a cooperative effort of many agencies and individuals. The Navy had contacted the New Hampshire Department of Resources and Economic Development for the possibility of acquiring red oak from the same mountain and namesake of the original Kearsarge, to be used for plank-owner plaques. John Twitchell, a forester from the Division of Parks & Recreation, was coordinator for the project, and with Howard Lewis and Ken Demarais of the Division of Forests & Lands, selected and harvested the trees.

The completed plaques were provided to the Navy without cost as a gift from New Hampshire and its industries; labor and expenses for the entire project were done on a volunteer basis. The Selectmen of Warner waived the timber yield tax on the harvested logs. Local farmer and horse logger, Peter Messer, of New London, pulled the logs from the woods to roadside. Scott Hill, log hauler, of South Newbury, hauled the logs to the HHP sawmill. HHP Inc., a hardwood sawmill in Henniker, sawed the logs into boards and shipped them to Monadnock Forest Products, Inc. in Jaffrey where the wood was kiln-dried and the individual plaques made. These 6 x 12 inch blanks were then sent to Beaver Woodworkers in Milford for final milling and finishing before being turned over to the Navy for engraving.

MCT Cable, Merrimack County Telephone's sister company, documented the entire project from the felling of the trees to the finished plaques. Will James of Hi Tech Video in Grantham produced the films that were shown on local TV Channels 13 in Warner and 10 in New London as part of their Kearsarge Valley Magazine programs. Copies of this documentary film were presented to local Libraries and to the

## SHIPS NAMED KEARSARGE

Warner Historical Society by the telephone company.

On December 16, 1993 Captain Montgomery, Commanding Officer of the USS **Kearsarge**, was guest of honor at a luncheon in Concord, co-sponsored by Commissioner Steve Rice of the New Hampshire Department of Resources, and Economic Development and Norman Hanson, President of Monadnock Forest Products, Inc. Invited guests included representatives from the Governor and Council, several New Hampshire Departments, individuals and members of the companies involved in the Plank-owner Plaque project. The luncheon was coordinated by Allison McLean, Information Officer of the Division of Parks & Recreation. Captain Montgomery, assisted by Lieutenant Commander Martens, made presentations of Honorary Plank-owner plaques to a number of the people present in recognition of their generous contributions. In addition, special presentations were made to the Town of Warner and to DRED. for their assistance.

Alderic O. "Dick" Violette, Chairman of MCT, Inc. and its subsidiary companies, exhibited a piece of timber from the original USS **Kearsarge** that was salvaged from its shipwreck and given to the Pillsbury Free Library in the 1890's and now is kept at the Historical Society. He also exhibited photos he had taken at the Commissioning Ceremony. Dick has compiled an Album on the original **Kearsarge** from information found at the Library, Historical Society and other historical sources. History of the USS **Kearsarge**, from its launching on September 11, 1861 at the Portsmouth Shipyard and its memorable victory over the Confederate Ship ALABAMA during the Civil War to being shipwrecked on February 2, 1893, is well documented in this Album. He presented three copies to Captain Montgomery for the ship's library in addition to the documentary video about the Plank-owner Plaques, titled, "From Mount **Kearsarge** to the USS **Kearsarge** - An Odyssey of Wood". Dick has maintained contact with the ship's Public Affairs Department, responding to requests for photos of street signs showing "Kearsarge" and "Kearsarge Mountain. Road". Lt. David Page, Public Affairs Officer, has provided additional items and information. After the luncheon Captain. Montgomery and Lieutenant Commander Martens visited Warner and the **Kearsarge** Mountain site where the red oak had been harvested.

The people of Warner should be proud of this latest activity that

## SHIPS NAMED KEARSARGE

adds another episode to the history of Warner and of Mt. Kearsarge. Copies of the Albums, Commissioning Ceremony Books, Documentary Video Tapes, and other information on the USS **Kearsarge** (LHD-3) and the three other ships named **Kearsarge** were presented to the Warner Historical Society and Pillsbury Free Library and Selectmen's Office. An exhibit of this information and mementoes of the Commissioning of the USS **KEARSARGE** will be on exhibit, from time to time, on a rotation basis, at the business office of Merrimack County Telephone in Contoocook and Warner.

But wait! The name **Kearsarge** lives on. USS **Kearsarge** (LHD-3) keel was laid down on February 6, 1990 at Litton-Ingalls Ship building Corporation of Pascagoula, Mississippi.

Ingalls built the USS **Kearsarge** using efficient pre-outfitting and modular construction techniques. Hundreds of smaller sub-assemblies containing piping, ventilation ducting and other hardware, as well as major machinery equipment, generators, and electrical panels, were constructed. The sub-assemblies were then joined with others to form assemblies, which were in turn welded together, to form five completed hull and superstructure modules. These giant modules, each weighing thousands of tons, were joined together on land to form the completed ship's hull. The result of this early outfitting was a ship that was over 70 percent complete at launch.

She was launched on March 26, 1992 in a ceremony attended by then Chairman of the Joints Chiefs of Staff General Colin Powell. The warship was christened on May 16, 1992, and commissioned on October 16, 1993. This will be another story all its own.

