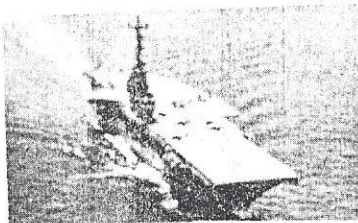


# Kear



# Saga

Vol. I, No. 1

USS KEARSARGE (CVA-33)

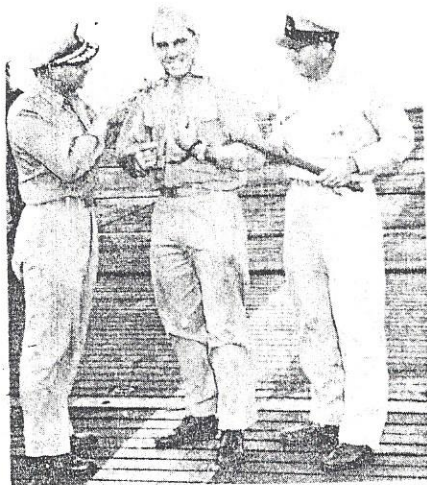
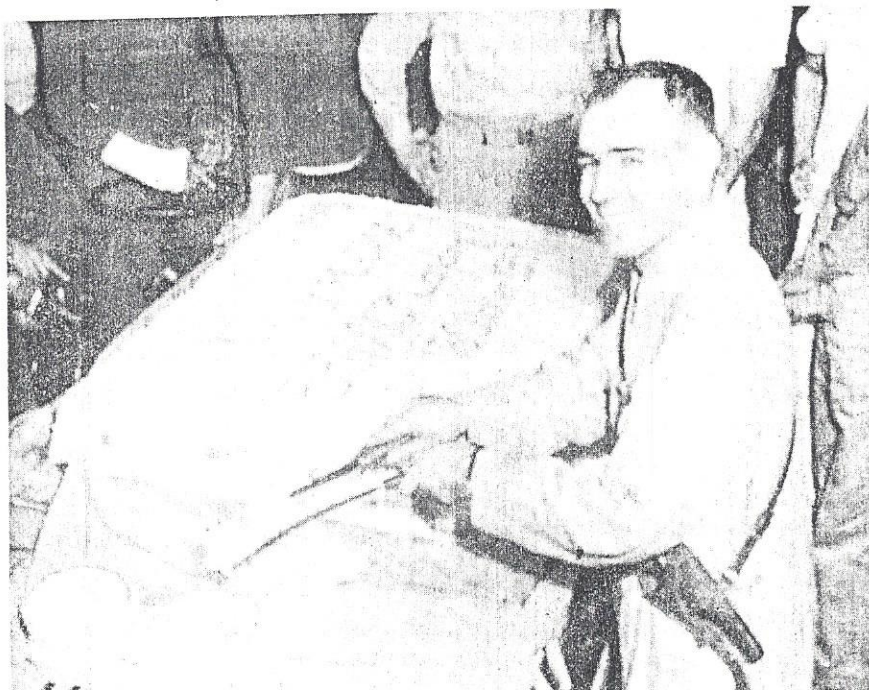
October 24, 1957

## Mighty Kay Chalks Up 55,000th. Landing

### Chaplain Goes AWOL

The entire U.S. Seventh Fleet is still chuckling over the story of how the Catholic Chaplain went "AWOL" to a destroyer, had to be ransomed free, and then was "restricted" to the limits of the ship for four days.

It all began innocently enough Sunday morning when we were refueling the destroyer USS COLAHAN. Chaplain Mahoney was transferred via hi-line to the COLAHAN to celebrate mass for the crew. He was told he had one half an hour before the refueling operation ended. In the meanwhile, however, the KEARSARGE



was forced to pull away in order to recover aircraft. So upon returning to the main deck he saw, much to his dismay, the ship steaming 1,000 yards away.

Thus at 1900 the following

LT Richard E. Case of VAH-6 smiles as he cuts the gigantic cake which was baked for a very special occasion; the 55,000th landing on board the Mighty Kay. LT Case made the landing in an AJ on Oct. 16, 1957.

message was received by a signalman: "FATHER MAHONEY WILL BE COMFORTABLE TONIGHT ON COLAHAN. REQUEST MOVIE 'GIANT' WHEN YOU DELIVER OUR SIX MOVIES AS RANSOM FOR PADRE.

After giving the matter much thought, the executive officer decided to put the poor Padre down as "Awol" and bargain with the upstarts. A short time later the following answer was flashed back to the COLAHAN: "RANSOM EXHORBITANT. FATHER MAHONEY AWOL. WILL CONSIDER SWAPPING 3 MICKEY MOUSES, 1 DONALD DUCK, AND 2 TRAVELOGUE.

See "AWOL" Page 3, Col. 1

A lot of work and ingredients went into this 283 pound cake. It was a mixture of 72 pounds of flour, 39 dozen eggs, 162 pounds of sugar, and 31 pounds of high ratio shortening, plus favoring, coloring, etc.

The cake was the masterpiece of Marvin H. Bisel, CS2, and Edward M. Bishop, CS2. It took them nine hours to complete the job.

But even with this huge 283 pound cake, it didn't take the crew long to put it down the hatch.



**KEAR SAGA**

Commanding Officer  
 Captain Paul E. Emrick  
 Executive Officer  
 Commander F. L. DeLorenzo  
 Officer Advisor  
 Chaplain Robert F. McComas  
 Managing Editor  
 Jerry L. Sutton, SN  
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The KEAR SAGA encourages contributions for its columns; however, the staff cannot guarantee publication or return of manuscripts not personally solicited.

The editor reserves the right to make any changes or corrections which he might consider necessary, to comply with existing regulations which govern the publication.

All photographs are taken by the USS KEARSARGE Photo Lab and are official U.S. Navy unless otherwise indicated.

## Capt. Paul E. Emrick

Commanding Officer



Captain Paul E. Emrick, USN, assumed command of the KEARSARGE Sept. 23, while the ship was moored in Yokosuka.

Born in Butler, Pa., on April 1, 1910, he is a son of the former Emma Louise Keck and the late Edgar A. Emrick.

Capt. Emrick graduated from the U.S. Naval Academy with the class of 1932 and was commissioned Ensign on June 2 of that year. His first assignment was the cruiser USS CONCORD, where he served until Sept. 1934.

In Nov. 1934 he became a student aviator at NAS, Pensacola, Fla. Fifteen months later he had his wings. Capt. Emrick then served aboard the cruiser USS HOUSTON, flew with Torpedo Squadron TWO, and served as a flight instructor at NAS, Pensacola and NAS, Miami, Fla.

Early in WW II he served as XO of the famed Torpedo Squadron EIGHT, Torpedo Squadron NINE, and then CO of Torpedo Squadron NINE. From Sept. to Dec. 1943 he skippered Air Group Nine.

Capt. Emrick spent the remainder of the war aboard the ESSEX, first as her air officer and then as navigator.

Following the war from Aug. 1945 to Jan. 1948 he was XO of NAS, Jacksonville, Fla. After attending the Armed Forces Staff College, Capt. Emrick took command of Com- See CAPTAIN, Page 3, Col. 2

## This Is The Chaplain Speaking

The individual or the group; which is the most important? Some would say the group, because it is made up of several individuals, each of infinite value. Others would say the group because of the larger purpose which it serves for the individual in it and society at large. Certain it is that we are all wrapped up in the lives of one another - particularly in a ship where we are so close. A person with unclean habits can endanger the health of many men. A careless smoker can endanger the lives of all his shipmates. Lazy or slovenly men can hamper the team effort essential to effectiveness. Selfish men can make everyone pay for the liberties they take with laws and regulations essential for the welfare of all.

I have seen baseball fans eager for a souvenir reach out of the stands and catch a ball about to drop into the glove of a player. In a very close basketball game I once saw a fan reach out of the balcony and catch the arching ball that might well have meant two points for the visitors and the game.

We all remember the fan who ran out on the football field to tackle the visiting halfback who was in the clear and on his way to an almost certain touchdown.

These antics, though in a sense humorous, put a finger on a weakness of our human nature. Fun is fun. It has its place. There is room in life for a little horseplay, but a thinking man - a mature moral man never has a right to ever forget his responsibility to the larger group and obligate others to pay for his loss of self-control. When we are so selfish, or See CHAPLAIN, Page 3, Col. 2

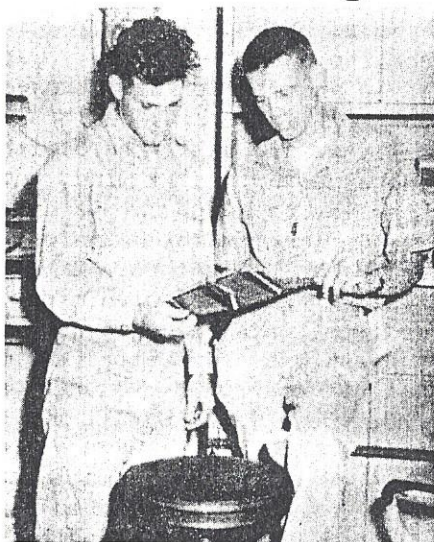
## Welcome Aboard ComCarDiv FIVE



RADM Fitzhugh Lee arrived on board the Mighty Kay Oct. 14 and made her his flag ship for an undetermined length of time. We of ship's company hope the Admiral and his staff will have a very pleasant stay.



## The Fallen Angel



James E. Cooper, AN, (1.) and Lt. (jg) Carter H. Moser look in dismay at a piece of the rotary blade that belonged on the 'late' "Flying Angel."

On October 17, 1957, at 1125 the "Flying Angel" pilot, Lt. (jg) Carter H. Moser, and crewman, James E. Cooper, AN, were hovering over the Mighty Kay, watching the planes as they left the flight deck, ready to come to the rescue if one of them happened to drop in the drink. Little did they realize that on this day they were going to be the rescued instead of the rescuers.

Three minutes later the 'Angel' had an engine failure and dropped into the sea. Within minutes the destroyer USS SHIELDS (DD 596) came to the rescue and had both men safely on board. They were guests of the tin can for three hours and then returned to the KEARSARGE via highline. Both men were uninjured, with the exception of a scratched finger.

"AWOL" Continued...

MY CONTACT WILL BE WEARING DARK GLASSES, HARD HAT AND WILL DRIVE A HUP-MOBILE. SWAP AT APPROX 1130 TOMORROW. YOU ARE WARNED NOT TO INFORM COM-CARDIV 5, 7TH FLT OR CNO OR See "AWOL" - Col. 3

## CHAPLAIN, Continued

thoughtless, we are willing to seek satisfactions for ourselves while the larger group of which we are a part suffers - we are pretty poor sports. Sportsmanship is not self-centered, but team centered. It makes for good esprit de corps. It is the golden rule incarnated. It is close to being the heart of a happy ship. Be a good sport in and off the ship! .....

R.F. McCOMAS

\*\*\*\*\*  
\* SAVE WATER ! \*  
\* AVOID WATER HOURS ! \*  
\*\*\*\*\*

## CAPTAIN, Continued

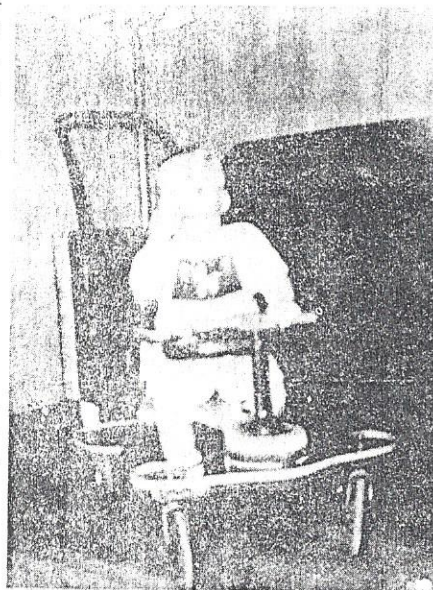
posite Squadron 11, a post which he held until July 1950 when the veteran naval aviator became Chief of Staff to Commander Naval Air Technical Training at NAS, Memphis, Tenn.

In Oct. 1952 he began a tour of duty as Chief of Staff to Commander Fleet Air Hawaii. Twenty one months later he took command of his first ship, the seaplane tender USS SUISUN (AVP-53). Then in Sept. 1955 Capt. Emrick took over the reins as CO of the U.S. Naval Air Station, Whidbey Island, Wash. He remained there until Aug. 1957 when he received orders to the KEARSARGE.

Holder of the Distinguished Flying Cross with Star, the Air Medal with Star, and the Presidential Unit Citation (for duty with Air Group Nine and aboard USS ESSEX during WW II). Capt. Emrick has also earned the following campaign and service medals: American WW II, Pacific World War II, with 12 stars, China Service Medal (Extended) and National Defense Service Medal.

Capt. Emrick is married to the former Loraine Helen Goveert of Berkley, Calif. They have two children, Suzanne, 16, and Paul, 14.

## Tars' Tots



This happy little lad is Lynn Stamps, son of James R. Stamps, LI2, of the Print Shop. He is 15 months old, sports blond hair and brown eyes. Lynn resides with his mother, Marguerite, at the Stamps' home in Coronado, Calif., as Dad is away on a Far Eastern Cruise.

Pictures of crewmember's children will be accepted in the Public Information Office. The same rules apply for this as for Mutie pictures. See page four for information.

"AWOL" Continued...

DEALS OFF AND YOU KEEP PADRE.

Finally about 1130 Monday an agreement was reached and a helo was sent to pick up Father Mahoney.

The good Padre's troubles should end here but they don't. Because on his return he was met by the Exec and the Chief MA, placed in hand cuffs and escorted to the cabin of RADM Lee. RADM Lee then ordered Father Mahoney to see Capt. Emrick, who then told of the charges against the, by now thoroughly disheartened, Chaplain, sentenced him to be restricted to the ship until tomorrow.

BOB WELLS. JOL



*Kear Saga Kutie*

A very lovely 18-year-old Kentuckian has the honor of being the first KEAR SAGA Kutie. She's Miss Doris Linda Keith, sweetheart of Jerry Sutton of P.I.O. Doris is 5' 6," has black hair, brown eyes, and is in her Sr. year of High School. Her favorite subject is Jerry, or so he says.

In every issue of the KEAR SAGA there will be a Kutie. So be sure to submit your pictures to the PIO. They will be judged on contrast of photo, it's ability to reproduce, and of course, last but certainly not least, the beauty of the person herself. Mutilated, cracked, or pictures with writing on them will not be accepted.

DON'T JUMP THE CHOW LINES!

**Kear Saga Returns**

We're back!! A cheery welcome to our new readers. Our style and makeup has changed just a slight bit, but basically we are still here with the same purpose in mind, and that is to keep ship's company of the KEARSARGE informed.

Since we have open minds, we are always ready to accept suggestions for improvement and of course if you have a "hot" news lead, by all means let us know right away. We're located in the Chaplains Office and may be reached by dialing 490 and asking for PIO.

We are in dire need of men who will donate their time working on future issues. If you have any newspaper talent at all please contact us and WE'LL make every issue better than the last.

The KEAR SAGA is YOUR paper! Support it and we are sure each and every issue will reflect with reading enjoyment.  
.....Jerry L. Sutton, Editor

**WANTED!**

A pianist to play for choir practice from 2000 to 2100 every Friday night. Must be able to read music. Contact Cain, of the Chaplains Office.

Division  
USS KEARSARGE (CVA-33)  
c/o Fleet Post Office  
San Francisco, Calif.



To \_\_\_\_\_  
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