

KEAR SAGA

The Newsletter of the KEARSARGE Association

ISSUE 49

CV, CVA, CVS-33, LHD-3

SPRING 2013

When You Look At Your Kearsarge Association Membership Card

If you keep yours in your wallet or tucked away, as do normal people, you probably haven't given this much thought. I keep mine on my dresser along with family pictures and other things I cherish. I picked it up the other day, looked at it closely and knew in a flash there was a KEARSAGA article in the making.

If you look closely at your card you will notice the aircraft elevator aft on the Starboard side is stowed. That means the ship is either entering or leaving port. If it were not in this position it could be in the way of or a hazard to tug boats pushing the ship toward or away from the pier. There were other concerns as well; most having to do with the possibility of the elevator platform striking something were it not in the stowed position.

When I was in V-3 Division one of my duties was to stow this elevator as we entered or left port. Just seeing the elevator in this position brings back so many memories. For example, I had to climb out on the bottom structure of the platform to remove some rather large bolts to facilitate stowing with the ship moving and in many cases picking up speed, pitching, rolling, high winds and one scared stiff Airman.

Down below decks was the elevator machinery room which housed all of the mechanical equipment associated with the elevator platform. Machinist Mates in A-Division operated the equipment there. They opened and closed a series of valves while someone from V-3 Division turned a manual crank causing the elevator to stow or un-stow.

There was a Machinist Mate, Terry Landrum, who worked in the elevator pump room. He was a jovial outgoing shipmate whose friendship I enjoyed. I left the ship in August 1960 and did not expect to see Terry again. Moving fast forward to 1998 my wife and I were attending our first reunion in Corpus Christi, TX. We were boarding a bus headed to the King Ranch. Terry and his wife Margie were on the bus and he recognized me! Hang on this is only the beginning of the story. He and Margie lived in the Houston, TX and so did we! We visited each other often and had a great time being together. We also attended several reunions together with New Orleans being our last. Regretfully, Terry passed away. We got a call about a year ago informing us that Margie too had passed away. She was a precious soul who quietly did so much for others. One of the things she did was making by hand little dresses for deceased infants and small children.

I ask that you pull your membership card out and perhaps look at it through different eyes. There is more to it than a stowed elevator!

John Starnes

V-2,V-3 Division 1956-1960

HOLLYWOOD "FAR EAST"

Throughout the month of February AMC (American Movie Classics) was showing on TV Oscar winners of the past and on Saturday, the night before the Academy Awards, *The Caine Mutiny* was honored.

This takes me back to when the USS Kearsarge was part of 3 major movies from 1953-55. Along with the *Caine Mutiny*, *The Bridges of Toko Ri*, and *The Eternal Sea* were also shot on CVA33 during those years.

The cast of those movies included Humphrey Bogart, Fred McMurray, Van Johnson, Jose Ferrer, William Holden, Grace Kelley, Mickey Rooney, Sterling Hayden and Alexis Smith.

The *Caine Mutiny* takes place during WWII. The executive officer (Van Johnson) and another officer (Fred McMurray) of the *Caine* are aboard a Carrier Flag Ship to air their grievances about the Caine's skipper (Bogart). The two are standing on the bridge catwalk looking down and seeing the crew scurry about on the flight deck. I got a big chuckle when McMurray says to Van Johnson, "Now there's the real Navy," regarding that scene.

The Navy PR got involved with a trailer at the end of the movie stating that there has never been a mutiny on a U.S. Navy vessel.

Bogart also brought his wife (Lauren Bacall) and son aboard. By the way we were operating in Hawaiian waters at the time the *Caine Mutiny* was filmed.

Paul Young

R Division 1952-55

LETTERS TO ASSOCIATION

Enclosed is my check for another year of dues. Thank you much for the KearSaga newsletter. It provides a pleasant diversion from negative newscasts of today.

I recall an incident that occurred prior to our shakedown cruise of the Kearsarge. Some of us from the USS Wake Island, CVE-65, were selected for training at a naval air station in New Jersey. We were between ships at the time, for the Wake Island had been decommissioned. As aspiring plane captains we learned how to check out and taxi naval aircraft and how to direct moving aircraft on the deck of our new ship.

On the last evening, after completion of training, I'd written a letter and retired to my bunk early. Just before, "Lights Out", there was a commotion outside. Then a man in his

underwear kicked the door open and rushed in. He was waving a machete, cursing and hollering. A crazy look in his eyes convinced me we were in harm's way. I lay still, pretending to be asleep and those still up quickly ran away as he walked down a line of bunks, striking the racks with his machete.

That crazed man was halfway to my location. Another couple of steps and I'd have to jump off my top bunk, keeping it between us. But then two S.P.'s came charging in. He stopped his approach and then turned towards them. They were well trained and in a few seconds one S.P. wacked him with his nightstick and he went down and out. They asked if anyone was hurt, no one was, so they left, dragging him by his heels. That was the last we saw or heard about him.

Kenneth H. Wright, SN
V1 Division, 1946 (Plankowner)

I enjoyed the reunion at Pensacola. I've been wintering on the Gulf for five years and that was the first time I had been on a tour of old Pensacola or the Memorial Park and Garden. The folks that put this reunion together get a big, "Well Done", from my wife and I. We enjoyed every event we attended. We had to cut our stay short due to a family emergency, but look forward to the upcoming San Diego trip in 2014.

I was a young pup on the Kearsarge in 1966-68 and only found three attending the reunion from that time period but wish we could get more interest from my shipmates. I still enjoyed the conversations with everyone there and some of the stories just confirmed what I had heard while aboard.

Thanks to everyone for all your hard work making this association what it is.

Melvin Penrod
OA Division, 1966-68

Let me begin by congratulating you on a well written and informative article in the Winter Edition of the KearSaga, entitled Then, Now and the Future. Since I served aboard the old "straight deck" with the open forecastle, I was not aware of all the advances in propulsion and catapult systems.

You asked for stories, and therefore I will submit one of a situation in which many sailors have found themselves. Frequently, they returned from liberty to find some stranger in their bunk.

It was summer of 1954 and the Kearsarge was the only carrier in San Diego. We had been at sea conducting "carquals" all week and returned on Friday afternoon to tie up at the quay wall. Two of my friends, LT Walter Foley, LTJG Robert Gray and I answered the call to liberty at 1600 hours. We returned from a trip to the mainland about 2200 hours via the Coronado Island Ferry, after a "pit stop" at the Mexican Village.

I was walking about 50 yards ahead of my shipmates, miffed at the comments they had made about the Hong Kong tailored sport coat I was wearing. We strode through the island entrance to where the ships tie up to the quay wall. It was a dark night, but the brow was well lit. I climbed the brow to the quarterdeck, saluted the Officer of the Deck and requested permission to come aboard.

Not recognizing me he asked, "are you one of the new officers on board?" In a not so polite tone of voice, I said that I was a LTJG and had been aboard "this bucket of bolts" for 18 months. He then inquired to which ship I was on? I replied, "the Kearsarge, of course." He said, "I'm sorry, but this is the Valley Forge." Embarrassed, I turned and proceeded down the brow while my two friends were at the foot of the brow laughing their sides out.

Unknown to me, The "Happy Valley" had come in and tied up in front of the Kearsarge while we were ashore on liberty. Needless to say I had to apologize to the OOD, a LT. on duty.

Wayne E. Demster, LT, USNR
OI Division, 1953-55

It was a routine flight, no Migs, but I was unable to get my tail hook down. Flight Deck Control sent me to Formosa but while in route I received weather reports that Formosa was below limits for visual landing. They had no Ground Control Approach Equipment so it was back to the ship to crash into the barricade. The Landing Safety Officer got me aboard on the first pass which was good as my fuel was low and the barricade stopped me.

Ho-Hum, it's just another day at sea. George Bernard Shaw said "I want to be thoroughly used up when I die." I'm still not!

Richard Hartman, LTJG
VF-112 "Cougars" 1954-55

Wish we could have come to the Pensacola Reunion but Bobby Lee's dementia is worse and it makes it very hard to travel. Physically he's in pretty good shape. He just lived for his Navy reunions and we had so much fun at all of them. Mobile, Virginia Beach, San Diego, Rhode Island, etc. are some wonderful memories.

Charlotte Lee,
Wife of Bobby Lee
VF-112, 1952-53

After completing I.C. School and Pre Commission School in San Diego, five classmates and I from I.C. School went aboard the Kearsarge in Bremerton Washington. After 39 months which included three tours of the Far East, I was discharged and was employed by Southern Bell Tel & Tel Co. Thirty nine and one half years later I retired as an Engineering Manager. I have no regrets of the Mighty Kay or Ma Bell. Life is good. GOD is good.

R.S. (Sam) Evans
E Division, 1952-55

I served aboard the Kearsarge extending my enlistment while on "Yankee Station" during Westpac'66. I was an ETN3 assigned to OE Division. While I worked on some of the UHF gear on the 09 level with Dan Scharf, most of my time was spent working in the OE Division Office with Dave Young, who I sadly have to inform you lost his battle with lung cancer this past April.

Following a 15 year "break in service", In 1981 I joined ILANG/MOING, and in 1987 transferred to the Naval Reserve. I subsequently retired in 2002 as an ITC with 26 years' service.

My most vivid recollection of time aboard Kearsarge was the Gulf of Tonkin Incident involving the USS Maddox and the USS Turner Joy. I recall we had just flown off the aircraft of VS-21, VS-29, HS-6 and VAW-11 and tied up in Yokosuka, Japan. I was in the radio room across the passageway from our shop when HICOM came up with Flash Traffic for "Stonewall" (CINCPACFLT in Hawaii). Shortly thereafter we were underway headed south not to see Yokosuka until December on our way back to CONUS.

James Johnson
OE Division, 1963-66

Sea Stories to Share

A large part of Kearsarge reunions are spent telling sea stories and reminiscing about those people, places and events former crewmembers recall. We are asking that you put these stories in writing to share in the Kear Saga. No matter the size of your article please share it in the Kear Saga as you can be sure there is another former Kearsarger who will really enjoy reading it.

Please submit to: John Work, address and email on back cover.

Thanks to those who sent letters with stories for the Kear Saga

Paul Czesak, Kear Saga Editor

Paul Czesak, Rear Admiral NYNM died December 22, 2012 in Schenectady, N.Y. at the age of 82. Paul is survived by his wife Anne and daughter Jody. Paul served on active duty in the US Navy aboard the USS Kearsarge in the Engineering Department from 1952 to 1956. Paul then served in the US Naval Reserves from 1956 to 1983 and the New York State Naval Militia until 1996.

Paul was very active with the Destroyer Escort Historical Museum USS Slater, DE-766 and a mentor to many of the members.

Despite Paul's busy schedule he found time to an active member of the Kearsarge Association doing jobs such as being a mentor to the association officers and being the editor of the Kear Saga. Paul attended the first reunion in Mobile, Al and you could count on seeing Paul at the reunions until his health prevented it. Paul was a true gentleman and you could always count on him to help the association any way he could.

TAPS

Ray Hall, LT, passed away February 14, 2012
VA 145, 1952-53

Robert F. Dinkelacker passed away March 13, 2013.
Bob served in the Marine Detachment as a Captain's Orderly aboard the Kearsarge in 1954-1955.

Al Fiscus passed away January 1, 2013
Al served in the Marine Detachment aboard the Kearsarge in 1953-54

Bob Darney died on 10/23/12, at home in Pearland TX.
Bob served in the Marine Detachment aboard the Kearsarge in 1954-1955.

Daniel W. Heath, Jr. With sadness I report to you the death of my father, Daniel W. Heath, Jr. He was a very proud veteran and served on the Kearsarge 1946 to about 49 I think. He moved in with me in Appomattox when he retired in 2009. I've heard many of his stories about his travels all around the world while in the Navy. He wore his Kearsarge hat daily and I will wear a new one I found in his closet with pride. His remains were interred in the Virginia Veterans Cemetery in Amelia VA

SHIPS STORE LIST

Golf Shirts	Blue or White	Med, Large, X Large, 2X Large	\$29.00
Sweat Shirts	Blue or White	Med, Large, X Large, 2X Large	\$36.00
Hats			
	CV,CVA,CVS 33	Navy	\$14.00
	Marine	Red	\$14.00
	LHD-3	Navy	\$ 7.00
Watch Caps	Navy	CV,CVA,CVS 33	\$11.00
Ships Crest			
	Cloth	CV,CVA,CVS 33	\$ 5.00
	Magnetic	CV,CVA,CVS 33	\$ 2.50
Zippo Lighters			
	CV,CVA,CVS 33	Chrome Ships Crest or Ship	\$15.00
	LHD-3	Chrome Ship	\$15.00
		Brass Ship	\$15.00
50th Anniversary First Day Covers			\$ 1.50
Dawn of Glory Print	Watercolor print of LHD 3		\$20.00

Jackets

The Port Authority jacket has a Teklon nylon durable water repellent outside with a poly-filled body with heavyweight fleece lining. It has rib knit cuffs and waistband, zippered pockets outside and one zippered pocket inside. It comes in Navy with a Navy lining with USS KEARSARGE, CV,CVA,CVS 33 and the ship silhouette on the back.

Sizes- Medium, Large, X Large \$57.00, 2X Large \$61.00 3X Large \$65.00

A light weight nylon jacket with a mesh lining is also available in Navy with the same stitching on the back

Sizes- Medium, Large, X Large, \$52.00 2X Large \$54.00 3X Large \$55.00

The jackets are a special order item and all sales are final. We have to order 6 at a time so when I get 6 orders I will place my order.

All prices include shipping and handling

Make checks payable to The Kearsarge Association

Charles Patton, 9125 Live Oak Ave, Ocean Springs, MS 39564

Phone 228-875-7572 E-Mail charlotteap@bellsouth.net

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Dues and Membership

The annual dues for the Kearsarge Association are \$10.00

To pay dues, send a check payable to the **The Kearsarge Association** to John Work.

To sign up a new member, send information to John Work, including
name, rate/rank, division, years aboard, address and phone number

President John Starnes, 2815 Springs Oaks Dr, Highland Village, TX 75077 Ph: 972-317-0286, Email: pstarnes2815@Verizon.net

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John Work's Cell Phone numbers: 1-330-205-8056 and 1-330-205-0129

Membership-Vacant

Ship's Store Charles Patton, 9125 Live Oak Ave., Ocean Springs, MS 39564, Ph228-875-7572, Email: charlotteap@bellsouth.net

Honorary President Kenneth McDaniel (Deceased)

President Emeritus - John Bennett

Past President - Ed McKee