

KEAR SAGA

The Newsletter of the KEARSARGE Association

ISSUE 52

CV, CVA, CVS-33

FALL 2014

SCHEDULE OF REUNION EVENTS

This schedule of events for our San Diego reunion is intended to accomplish two things. One, for those who did not attend you will at least get to read about what you missed. Two, those in attendance can simply say thanks for the memories.

Our first gathering was in the evening of the first day where we met for a time of good food and even better fellowship.

On Tuesday Sept the 2nd we were picked up by Trolleys at the hotel. I expect this was a first for most, if not all of us. We were taken to the USS Midway for a three hour tour. Following was a Trolley tour of down town San Diego. My, how it has changed! We had our business meeting when we got back to the hotel. It was orderly and productive!

Wednesday Sept the 3rd we began our day at the Cabrillo National Monument, Rosecrans Cemetery, where we had a memorial service. Following was a quiet time for everyone. There is something very special about this sacred place. We had lunch at the Bali Hai restaurant; a narrated harbor excursion and returned to the hotel. We had a raffle in the hospitality suite Wed. night. Would you believe our association took in \$631.00? Mae Lewis made by hand a beautiful quilt, donated it to be auctioned and then bid on it.

Thursday Sept the 4th we took a bus ride to Long Beach. We toured the USS Iowa and the Queen Mary. I am still trying to understand why I would pay to tour a Navy ship.

Friday, Sept the 5th we went to La Jolla to see the Veteran's Memorial at Mount Soledad and the Stephen Birch Aquarium. We had a very nice lunch at Tom's Lighthouse restaurant and returned to the hotel. In the afternoon, we decommissioned our model ship of the USS Kearsarge. The ceremony was impressive, well attended, and enhanced by a 20 piece Navy Band.

We ended our day with a farewell dinner and an impressive guest speaker Captain Mark Cedrun USN (ret). Captain Cedrun was the Commanding officer of the USS Boxer (LHD-4) and deeply involved in dealing with the pirates as they attempted to take over the Maersk Alabama.

Minutes of Kearsarge Association Business Meeting
San Diego, CA Reunion September 2, 2014

John Starnes called the meeting to order and read the minutes of our 2012 business meeting in Pensacola, FL. There were no questions.

He opened the new business by addressing the need to replace members in several positions and perhaps adding a new position.

John Work, who for many years has held the position of secretary/treasurer, intends to resign by the end of this year. (See addendum)

President John Starnes was nominated and re-elected for another term

Ed McKee, our vice president, cannot continue in his position due to health issues. Calvin Lindley, V6 Division 1959-61, was nominated, elected and accepted the position.

We have not had a KearSaga editor since Paul Czesak passed away in 2012. No one has taken on this important task. You would not be receiving the KearSaga now were it not for John Bennett. No one took the position.

John Starnes suggested a new position be created to keep track of members who have not paid their dues and to keep members information up to date. A motion was made that if John felt such a position was needed he should create it with no need for a vote.

It was suggested that a web site would be helpful in locating Kearsarge crew members. Following much discussion a motion to create a web site was voted on and carried. Dale Maddy was elected to be the Webmaster. At this time the site will be used to locate new members. In the future it could also be used to distribute the KearSaga.

John Starnes received complaints about registration fees charged at reunions. It was explained that fees are used for reunion expenses and are needed to put together a first class reunion. No one at the meeting objected to the fees. In fact, at this time it was noted that expenses for the association have gone up, and we have not increased yearly dues since the association was founded 22 years ago. A motion was made to raise the dues from \$10.00 to \$15.00 per year starting in 2015. A vote was taken and the motion passed.

Over the years due to deaths and bad health of key people in the organization, the association has suffered and it is time to get it back on track. John Starnes and Calvin Lindley have agreed to get the bylaws of the association up to date as well as write descriptions and list the duties of all the Kearsarge Association positions.

John Bennett read the treasury report. As of July 31, 2014, there is a balance of \$15,271.47 with outstanding debts of \$1060.98.

John Starnes called for nominations regarding the 2018 reunion location. The cities nominated were Virginia Beach, VA, Jacksonville, FL, and Charleston, SC. A vote was taken. The majority voted for Jacksonville, FL. (The 2016 reunion will be held in San Antonio, TX.)

A motion was made to adjourn the meeting. The motion carried. The meeting was adjourned.

ADDENDUM

Following the business meeting, William Hollywood IV, OE Division, 1968-69, returned to the room and said he would accept the position of Secretary/Treasurer. He will begin working with John Work in October to assume his new position.

TAPS

John Deward Davis, S-2 Division, 1958-62

John loved his time working in food service, loved his time in service and loved his shipmates.

Charles Shaw, 5th Division, 1946-49, Plank Owner

Charles passed away July, 22, 2014

John Bishop, VF-112, 1953-54

John passed away May 19, 2014 at the age of 83. John and his wife Bobbie will always be remembered for passing out road runners (New Mexico State Bird) to stick on our name tags at the reunions. John was the first president of the association and played a large part in getting the association up and running. He was also very generous with money when the association had none.

Art Killian, BTC, Ret, B Division, 1957-69

Art passed away August 30, 2014 at the age of 77. Art and his wife Betty got the Ships Store up and running when the association got started and operated it for many years. Art also ran the Ships Store at the reunions when there were many items for sale. Art served aboard the Kearsarge two different times and worked in the boiler rooms.

Daniel Lovell, V-6 Division 1952-55

Daniel passed away May 2013

Kenneth Wright, V-1 Division, 1945-46, Plank Owner

Kenneth passed away February 12, 2014 and was a staunch supporter of the KearSaga and his ship. He and his buddy proudly skipped out of their high school graduation ceremony to join the Navy and after training were assigned to the Kearsarge. During the high school ceremony there were two sailor hats on each of their chairs. After college he spent fifty+ years as a surveyor in the rocky cliffs of Alaska.

Deborah Ezzati, Daughter

Richard F Wicks, S-3 Division, 1954-59

Served aboard the Kearsarge, US Navy Air Station Barbers Point and the Korean War, Okinawa and many ports in the Far East. Richard enjoyed reading the newsletter and passed away in his sleep at home on July 16th, 2014 at the age of 82. He was a great man and will be missed.

Helga Wicks, Wife

William Kozar, OE Division, 1946, Plank Owner

William passed away January 21, 2014

Neal Reed, 5th Division, 1952-53

Neal passed away September 25, 2012

Walter Ipsen, R Division, 1953-54

Walter passed away January 11, 2014

Richard Kraus, LTJG, G Division, 1962-64

Richard passed away August 2013

Frank L. DeLorenzo, Captain, U.S. Navy (Ret.)

Captain DeLorenzo passed away on May 27, 2011 at the age of 96. He entered flight training in 1939 and became a pilot in 1940. In 1956 he was the Operations Officer aboard the Kearsarge and later became the Executive Officer. Space prohibits the full obituary but go to Legacy.com and type in his name and search under the years 2010-2014 to read the full career of this amazing man.

There is one favorite story of DeLo's and the Far East Cruise of 1956. I was 11 years old and DeLo not having any hair was easy to see when he would lift his hat as he stood on the Bridge as the ship approached the pier at Coronado and seeing his bald head my Mother would know where he was.

The one strange thing about the ship we noticed as she approached was the Japanese gate that had been built where the crew brow attached. There were all new fathers waiting to get off first but there was a geisha girl standing there first in line to get off. My Mother and I had seen an officer on the bridge lift his cap and show his bald head so we were not paying much attention to anything else.

As the lines were attached, the first person off the ship was the geisha girl and the ship's company cheered. The girl walked up to my mother and we recognized her as my dad. Today, with women on ships it would not be noticed but back then it was.

Tony DeLorenzo, Son

SCUTTLEBUTT

I joined the Navy in 1948 and after boot camp and Machinist Mate school I was assigned to the Big K when it returned from a European tour. I remember the aft engine room and our trip through the Panama Canal. I enjoyed the time I spent in Seattle when the Kearsarge was being prepared for upgrades. Then I spent the rest of my 5 years on DD-747 (Samuel N Moore) with 3 trips to Korea and then almost 25 years in the reserves as a MMC.

Retirement brings back memories and fades many others but the "K" stands out.

Richard Griffith, M Division, 1948-50

I served aboard the USS Kearsarge, CVS-33 from 1967-1969 after basic training at Great Lakes, IL. For 2+ years I worked in the print shop, under LIC Michael Vaillancourt, as an AA and advanced to LI-3 before being transferred to the Defense Intelligence Agency (printing facility) at Arlington Hall Station, VA where I finished my 4-year enlistment. I have so many fond memories aboard the Kearsarge, and a few painful ones like the USS Evans being hit by the HMS Melbourne. We printed the monthly Kearsaga and many other documents, and I was fortunate to have kept 13 issues from June, 1967 to September, 1969. I still have them. Do you have copies of the Kearsaga in the ship's museum?

Lastly, I would love to see a Kearsarge Association website. It would be an even better way to keep members up to date with members and the association, and relive their great memories through photos and stories to other members. Since the association has always included all four Kearsarge ships it would seem right to include the LHD-3. However, my personal interest would be primarily CVS-33 content.

In closing, I would like to thank all the volunteers who work so hard to make the Kearsarge Association one of the best out there.

Bob Arthur, LI3, X Division Print Shop, 1967, 69

I served aboard the Kearsarge from November 1959 until September 1961 in V-6 Division. During that time I sailed on two West Pac cruises. I would not trade that experience for anything. Many good memories including travel, the sailing, some flying on the ships COD and yes even mess cook duty. Many other memories to share as my wife and I would like to attend your 2014 gathering. Would like to hear from any friends that I worked and lived with.

Kent Weiser, email Berniceweiser@yahoo.com

THE OTHER KEARSARGE

As most of us have heard, the original USS Kearsarge was named after a mountain in New Hampshire. It turns out there are actually two mountains in New Hampshire named Kearsarge, one in Merrimack County, and one in Carroll County. Shortly after the USS Kearsarge gained

fame by sinking the confederate ship CSS Alabama, a controversy arose over which of the two mountains gave its name to the ship. It was decided that the credit should go to the 2,937 ft. mountain in Merrimack County, though the folks in Carroll County never accepted this decision.

There is a third mountain named Kearsarge, this one in California, about 15 miles north of Mt. Whitney, the highest point in the lower 48 states and about 8 miles west of the town of Independence, California, located along U.S. Highway 395 which runs up the east side of the Sierras. However, rather than giving its name to the ship, this mountain was named for the famous ship.

During the Civil War, at the time the confederate ship Alabama was having great success sinking merchantmen who were supplying the Union Army, a group of miners, these Union sympathizers, succeeded in naming a range of low hills the "Alabama Hills" after the confederate ship. These hills parallel Hwy. 395 between the towns of Lone Pine and Independence. The name "Alabama Hills" still appears on detailed maps of the area. After the Union ship USS Kearsarge sunk the Alabama, another group of miners, these Union sympathizers, were able to get a large mountain in the area named Kearsarge Peak. At 12,598 ft. it towers over the Alabama Hills, and, by the way dwarfs the two mountains in New Hampshire. Also in the same area is Kearsarge Pass, an 11,800 ft. pass on a trail entering Kings Canyon National Park from the east and connecting to the John Muir Trail. There are no roads over the Sierras in this part of the state. Adjacent to the pass are the Kearsarge Lakes and the Kearsarge Pinnacles, all named for the ship. In the late 1800s there was an old mining town called Kearsarge just east of Independence, CA, but the buildings are all gone and all that's left is a dot on some old maps.

The CSS Alabama was the most successful ship in the Confederate Navy. It succeeded in capturing, burning, or sinking a total of 65 ships, most of them merchantmen supplying the North. Today, 150 years later, it's difficult for us to appreciate the significance of the success of the original USS Kearsarge, but at the time it was considered a tremendous achievement and gave a huge boost to the morale of those supporting the Union. In addition to this very high mountain in California, a number of other places, streets and roads have been named Kearsarge to honor this great ship.

Jim Dempsey, First Division, 1965-67

KEAR SAGA EDITOR

We are still looking for someone to step up and accept the position of Kearsaga Editor. The first to contact John Starnes and volunteer will get the position. Don't be left out! Please help!!

DUES

Continue to send your dues to John Work until the next Kearsaga comes out to give John and the new treasurer, Bill Hollywood, time to change over. Bill lives in Alaska and has been on vacation in the lower 48 for the last month or so. Remember that dues will be \$15.00 next year.

REUNION BOOK

Charlotte Patton has put together a reunion book in color that is 8 1/2"x 11" and consists of 26 pages that are spiral bound and costs \$32.00. Make checks out to Charlotte Patton at the Ships Store address.

SHIP'S STORE LIST

Golf Shirts			
CV,CVA,CVS 33	Navy or White	Med, Large, X large, 2X large	\$ 29.00
Sweat Shirts			
CV,CVA,CVS 33	Navy or White	Med, Large, X large, 2X large	\$36.00
Dress Shirts (short sleeve)			
CV,CVA,CVS 33	Navy only	Med, Large, X large, 2X large	\$29.00
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
Ship's Crest	Cloth	CV,CVA,CVS 33	\$ 5.00
	Magnetic	CV,CVA,CVS 33	\$ 2.50
Zippo Lighters			
CV,CVS,CVS 33	Chrome	Ship's Crest (3 left)	\$ 15.00
LHD 3	Chrome	Ship	\$ 15.00
	Brass	Ship and Crest	\$ 15.00
50th Anniversary 1st Day Cover envelope			\$ 1.50
"Dawn of Glory" print	LHD 3 with inserts of previous ships		\$ 20.00

The Port Authority Challenger 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 a zippered inside pocket. We are offering it in Navy with a Navy lining with USS KEARSARGE, CV,CVA,CVS and the ship silhouette on the back.

Sizes available ---- small, medium, large and 1X large for \$57.00
 ---- 2X large for \$61.00
 ---- 3X large for \$65.00

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

Sizes available ---- small, medium, large and 1X large for \$53.00
 ---- 2X large for \$55.00
 ---- 3X large for \$57.00

They are a special order items only and all sales are final. When I have 6 orders I will place the order with the supplier. We need a minimum of 6 to be eligible for the above mentioned prices.

ALL PRICES INCLUDE SHIPPING AND HANDLING

Make checks payable to the Kearsarge Association and send order to:

Charles Patton

9125 Live Oak Ave

Ocean Springs, MS 39564

Phone # 228-875-7572

email- charlotteap@bellsouth.net

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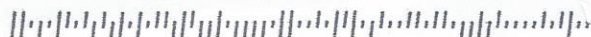
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CHECK MAILING LABEL FOR YOUR DUES EXPIRATION DATE

Dues and Membership

The annual dues for the Kearsarge Association are \$10.00 (\$15.00 January 2015)

To pay dues, send a check payable to **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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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)