

KEARSAGA

U.S.S. Kearsarge Association Newsletter

ISSUE 70

CV, CVA, CVS-33, LHD-3

SUMMER 2019

President's Message by C. V. Lindley



2020 MILWAUKEE REUNION PLANNING IS UNDERWAY

Greetings and Salutations to Association Members, families and friends of The USS Kearsarge (All).

Spring/Summer has finally arrived here in Pensacola Fl. and warm weather is welcomed. I hope that all of you are enjoying the season and experiencing "good health" and family fun.

Association VP Barry and I along with our wife's Lynda and Jan recently completed our 2020 reunion planning trip to Milwaukee (MKE) Wisconsin. We interviewed 4 different hotels and 3 different Tour/Excursion groups to obtain the very best possible arrangements for next year's reunion. We think that we were successful and I'll provide some basic info now, but the following KEARSAGA'S will contain very detailed information for your planning purposes.

FIRST, save the dates now! May 25 (Mon.) through May 29 (Fri.) 2020.

We will be contracting with another Hilton Double Tree property (as in Jax. Fl. in 2018). I'm still negotiating room rates so all pertinent info will be forthcoming. The hotel is in the "city center" which is convenient to "walkers" who wish to explore the downtown area of MKE. The hotel staff was very welcoming and made us feel like family in their recently renovated property. We are planning for two evening buffet "suppers" (Navy speak) as well as our special Friday night banquet buffet. Breakfast (2 per room) will be included in the room rate.

The complete tour/excursion schedule is still being worked but currently we are planning on 3 events. Specific info will be in future communications but I must tell you about a very-very special trip. We have been invited to be "special guests" at RTC Great Lakes for a Recruit graduation ceremony. We'll receive a "VIP" tour, a visit to "The Kearsarge" barracks as well as lunch on base.

Member David Twiford is the "Command Master Chief" (CMC) at The RTC and is facilitating and sponsoring this great event for us. David was our guest speaker in JAX and had two tours on LHD 3. His last tour was as the ship's CMC, his first tour was from being a SN to PO2.

VP Barry and Sec./Tres. Bill will be representing our Association at The USS Frank E. Evans (DD 754) reunion in late May in Long Beach Ca.. We wish them safe travels and appreciation for their dedication.

In closing, I again, "thank" Jack DeMerit for stepping up and taking on KEARSAGA editor duties.

"IN OMNIBUS PINNACULUM"

C.V.

Trump Picks Navy's Next CNO, VCNO

The president has selected Adm. Bill Moran to replace retiring Adm. John Richardson as the Navy's 32nd chief of naval operations, and Vice Adm. Bob Burke for promotion to full admiral and assignment as the Navy's new vice chief of naval operations. Moran, a native of the Hudson Valley town of Walden, N.Y., currently serves as the Navy's VCNO. He is a graduate of the U.S. Naval Academy and National War College, and is a P-3 Orion pilot by trade. Moran previously served as the Navy's top personnel officer, a position the newly selected VCNO currently occupies. Burke, a submariner by trade, is a native of Portage, Mich., and a graduate of Western Michigan University and the University of Central Florida. Both selectees require Senate approval.

WELCOME ABOARD New Members!

1501 Randolph Malak
Aboard from 1964 - 65

1502 Jim Cerro

1503 Don Miller
Aboard from 1962 - 66



Meet the Secret Service



My name is Jack De Merit. I am the new Editor of the Kearsaga. One of my memorable moments is as follows:

About an hour after landing and tying up in San Francisco, two men in civilian clothes and carrying weapons came into the Print Shop and asked for me by name. I figured that the Officer of the Deck had verified who they were and that they were carrying but, since I had done nothing wrong, I was very curious as to who they were and what they wanted. So, I asked them. They informed me that they had been told to get ME to print some invitations for their boss and handed me two boxes of Invitations. The First Ladies official insignia was on them.

They explained to me that Lady Bird Johnson had heard about me through the Chief Of Information (awardee of the Top 10 Carrier Newsletters) and she wanted me, personally, to typeset and print her invitations for a ceremony that was to take place 2 days after we left port. They gave me the copy to typeset and I made a proof of it when I was finished and they OK'd it.

They sat down and waited for me to finish them, box them up and say goodbye. The whole operation took about one hour to complete.

After they departed from the ship, I got a call from the OOD to find out what the Secret Service wanted with me since they did not arrest me and they did leave the ship without me. After explaining what they wanted we both had a good laugh.

Later that evening while having dinner with the Admiral, I was his Pinochle partner, (more about him some other time) I asked him if he had anything to do with the First Lady requesting me and he said no. He was just as surprised as I. I can only guess that when you're good at something, it is hard to keep it a secret.

Wierd Stuff You Didn't Know!

Many years ago in Scotland, a new game was invented. It was ruled 'Gentlemen Only ... Ladies Forbidden' and thus, the word GOLF entered into the English language.

In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer to sleep on. Hence the phrase... 'Goodnight, sleep tight'

Sailors Bloodshot Eyes



My name is Bernie Rubalcava and I served on board the U. S. S. Kearsarge, CVA 33, from 1957 to 1958. We had a sailor in our Division, V6 where I worked. The Aviation Repair Shop. This sailor decided that after High School he wanted to try ALL the branches of the Military. Before coming to us he did the Marine Corp, the Army as a paratrooper, the Coast Guard and now he was a U. S. Navy sailor. When he would wake up in the morning, his eyes always looked like they were bloodshot.

A friend of mine said, "something is going on. He must be drinking when we go out to sea." We could not figure out where he was getting the liquor from. That was the mystery. We asked him about the bloodshot eyes and he said with a cough, that he was taking cough medication. We asked to see the bottle and he showed it to us. It was a prescription from Sick Bay with his name on it and it said Cough Medicine. So, we believed him and he put it away in his locker.

One day he had an emergency and he had to run off to the Head. He left his locker cracked open a little and my friend and I said, "now we can check out that Cough Medicine. He won't miss a small spoonful and we can try it ourselves." We opened the bottle and smelled it. It was 100% Proof Liquor.

So, now we know where the bloodshot eyes were coming from. We put it back into his locker and when he came back from the Head, we confronted him.

He said, "please don't tell anyone. I don't want to get kicked out of the Navy. I want to finish my four years in the Navy.

That's the story of our friend with the Bloodshot Eyes.

The Missing Welder



I am Steve Ostrander, ATR3. I served onboard from late 1964 to the middle of 1966. The ship was in drydock in 1965 and I had the duty. My job was to follow a welder around the Flight Deck. There were two welders. One working below and one above. I was with the one above decks and the other welder went below. We waited for the guy to come up from below and he didn't. So, we went down to check on him and found the whole room on fire. The welder was gone. We have no idea who he was but he had left the compartment burning and never let anyone know. We put out the fire and tried to find him. We never did. We have no idea where he went or if he showed up later. He just took off.

One of the highlights of my service.

Wreck of WWII Aircraft Carrier Hornet Discovered in South Pacific



The wreck of the World War II aircraft carrier USS Hornet (CV-8) has been discovered off the Solomon Islands by a research organization set up by the late billionaire Paul Allen.

The carrier was located in late January by the crew of the Research Vessel Petrel, resting on the floor of the South Pacific, according to a statement released by Allen's Vulcan organization on Tuesday. Vulcan oversees Allen's network of organizations and initiatives, which includes R/V Petrel's research.

Researchers used information from national and naval archives to find the ship, as well as action reports from other vessels involved in the fateful Battle of the Santa Cruz Islands in 1942. The wreck was found at a depth of nearly 17,500 feet.

Hornet is best known for her role in the famous Doolittle raid on Japan in April 1942. The air attack was conceived in the wake of Pearl Harbor, and was the first raid on the Japanese homeland by U.S. planes. While none of the 16 B-25 bombers launched from Hornet made it to their designated landing strip in China, the raid was an important boost to U.S. morale.

The aircraft carrier was also involved in the decisive battle of Midway in June 1942 when U.S. naval forces defeated a Japanese fleet.

Hornet was sunk during the brutal Battle of the Santa Cruz Islands, which raged from Oct. 25 to Oct. 27, 1942. After enduring relentless attacks from Japanese bombers and torpedo planes, Hornet's crew was forced to abandon ship, Allen's organization noted. Attempts to scuttle the carrier by the U.S. Navy were unsuccessful, and it took four torpedoes launched by two Japanese destroyers to finally sink Hornet in the late evening of Oct. 26. Out of her crew of almost 2,200, 111 sailors lost their lives in the battle.

12 Feb 2019, Fox News | By James Rogers

A Navy Ship Sailed to Hawaii and Back With No One On Board



A 132-foot-long self-driving ship made history by traveling from San Diego to Hawaii's Pearl Harbor and back again without sailors aboard to guide its way. The Sea Hunter, an autonomous trimaran developed for submarine hunting and counter-mine missions, traveled thousands of miles between San Diego and Pearl Harbor last month. Crew members from an escort vessel boarded the Sea Hunter for short durations to check electrical and propulsion systems, according to a press release from Leidos, a science and technology company that designed and built the Sea Hunter. For most of the voyage, though, the ship was unmanned.

"The recent long-range mission is the first of its kind and demonstrates to the U.S. Navy that autonomy technology is ready to move from the developmental and experimental stages to advanced mission testing,"

The Office of Naval Research (ONR), which led the test to and from Hawaii, declined a request for an interview, citing operational security concerns.

Dan Brintzinger, with Leidos' maritime systems division, said the idea isn't to replace ships with vehicles like Sea Hunter, but to free up personnel aboard bigger vessels to take on more complex tasks.

"Autonomous vehicles will likely focus on the 'dull, dirty or dangerous' missions sets and could operate around the world's oceans," Brintzinger said.

When the Navy christened the Sea Hunter in 2016, officials said it could change the nature of U.S. maritime operations. It uses a suite of navigation tools and automated lookouts that allow it to safely sail near other vessels in any weather or traffic conditions during the day or night.

The Defense Advanced Research Projects Agency led the design and construction of the vessel and teamed with ONR for open-water testing. The project was fully transferred to ONR in early 2018 when it moved into a "much more security-sensitive area of research." They are currently building a second Sea Hunter hull. The company was awarded a \$43 million contract to start construction on the ship that will build on some of the first Sea Hunter's capabilities.

Marine Enlistees



Marine Corps poolees at the Recruiting Substation Glen Burnie, Recruiting Station Baltimore take the oath of enlistment during the Military Bowl at the Navy-Marine Corps Memorial Stadium in Annapolis, Md. (Raul Torres/U.S. Marine Corps)

A federal judge has ruled that a men-only draft is unconstitutional, but he stopped short of ordering the Selective Service System to register women for military service. The Houston judge sided with a San Diego men's advocacy group that challenged the government's practice of having only men sign up for the draft, citing sex discrimination in violation of the Fifth Amendment's equal protection clause.

"This case balances on the tension between the constitutionally enshrined power of Congress to raise armies and the constitutional mandate that no person be denied the equal protection of the law," wrote U.S. District Judge Gray Miller of the Southern District of Texas. The lawsuit was filed in 2013 against the Selective Service System by Texas resident James Lesmeister, who later added San Diego resident Anthony Davis and the San Diego-based National Coalition for Men as additional plaintiffs.

The two men had standing to sue the government because they were within the age range of 18 to 26 in which men in the United States are required to register with Selective Service.

Coalition attorney Marc Angelucci said in a statement on Saturday that he is pleased with the court decision. "Forcing only males to register is an aspect of socially institutionalized male disposability and helps reinforce the stereotypes that support discrimination against men in other areas" such as divorce, child custody and domestic violence services, Angelucci said.

"Women are now allowed in combat, so this decision is long overdue," he added. "After decades of sex discrimination against men in the Selective Service, the courts have finally found it unconstitutional to force only men to register."

The government asked the judge to dismiss the suit or stay a decision until a national commission studying the issue of women's draft registration reaches a recommendation.

The judge noted that could take years, and even then Congress isn't required to follow the commission's findings. "Congress has been debating the male-only registration requirement since at least 1980," Miller wrote.

The government pointed to a 1981 U.S. Supreme Court decision that the Military Selective Service Act was constitutional as written, to exclude women, because women restricted from combat were not offered similar opportunities that men had.

Miller found that reasoning no longer applicable, since the Department of Defense lifted all gender-based restrictions on military service -- including combat roles -- in 2015.

The judge likewise disagreed with the government's position that drafting women would be an administrative burden and that far more women than men will be found physically unfit for service after being drafted. Congress has expressed few concerns about female physical ability, but did focus more on societal consequences of drafting young mothers to go off to war, Miller said.

"If there was ever a time to discuss 'the place of women in the Armed Services,' that time has passed," Miller concluded.

*The San Diego Union-Tribune | By Pauline Repard
of*

Support Blue Water Navy Vietnam Veterans

The FRA has signed onto a letter to President Donald Trump with other Veteran Service Organizations, requesting that he direct the Department of Justice NOT to appeal the Federal Circuit decision in Procopio v. Wilkie, decided on January 29, 2019. The letter also urges the president to direct the Secretary of Veterans Affairs to immediately begin implementing this decision so that justice is finally provided to the men and women who served off the coast of Vietnam, suffered from the devastating long-term health effects of Agent Orange exposure, but who are currently denied the benefits and health care they have earned.

A GOOD JOKE

I was eating breakfast with my teenage granddaughter and I asked her, "What special day is it tomorrow?"

Without skipping a beat she said, "It's U.S. Congressman's Day."

"She's smart, so I asked her, "What does that mean?" I was not ready for what she was about to say.

She replied, "U.S. Congressman's Day is when they step out of the Capital Building and see their shadow, and we have four more years of Bull Shit."

You know, it hurts when hot coffee spurts out of your nose.

TAPS!



To Whom Ever Shall Read This: It is with great sadness to say that on April 6th, 2019 at 2:35pm, my Grandfather **William Webb, Sr.** passed away. At the time of this writing, I don't know too much about his time in the Navy. I do know that he served on the CV/CVA/ CVS-33. I know that in past years he went to a number of the reunions until it wasn't viable for him to travel as much. I ask that you please spread the word so that those that knew him, that we've lost contact with, will be informed. For those that did know him, you can contact his wife Gloria (Raye) at (530) 520-6635. Try to leave a message, Say hi or tell a story if you have one. It would all be greatly appreciated.

FRA Recognizes The Outstanding USN Performers

The FRA continued its long-standing tradition of recognizing superior performance, by honoring Navy and Marine Corps personnel who are standouts in their respective fields. FRA's National President (NP) Bob Washington, National Executive Director Tom Snee, and members of FRA's headquarters staff participated in several events honoring the Navy's 2018 Reservists of the Year (ROYs), including a special ceremony at the U.S. Navy Memorial, hosting a luncheon on Capitol Hill, followed by a tour of the Capital Building. NP Washington addressed the awardees during the Recognition Ceremony, thanking their spouses and reserve sailor finalists for their hard work and sacrifices.

The winner of the Reserve Sailor of the Year Program was, PSC-Select Angelitta E. Baggoo. The other finalists were:

PS1 (AW) Mary A. Dube
EM1 (SW) Christopher T. Harris
MA1 Justing C. Monson
HM1 Reginald B. Oden

Washington presented each finalist with an FRA Coin and 2-year FRA Membership. The association has been a supporter of this recognition program since its inception and is proud to continue the tradition of acknowledging excellence.

Navy Ships Will Again Fly the Union Jack

For the first time in nearly 17 years, bright blue Union Jack flags commemorating a pivotal World War II battle will again fly high on Navy ships -- a move meant to symbolize U.S. naval might as adversaries pose new threats across the globe.

Chief of Naval Operations Adm. John Richardson announced the change to the Navy's official maritime flag on Thursday. The blue Union Jack flag, which features 50 white stars representing each state, will return to jackstaves on June 4 in honor of the historic Battle of Midway.

"Make no mistake: we have entered a new era of competition," Richardson said in a statement. "We must recommit to the core attributes that made us successful at Midway: integrity, accountability, initiative and toughness." The Union Jack will officially replace the First Navy Jack, the service's current maritime flag that features red and white stripes with a rattlesnake and the words "Don't Tread on Me." Navy ships began flying that flag in place of the Union Jack on Sept. 11, 2002, while fighting the Global War on Terror.

Sailors around the world will raise the Union Jack on all Navy ships at morning colors on June 4, according to Navy administrative message 039/19, which was signed by Richardson and details the changes.

There's just one exception: Only the Navy's oldest deployable warship -- the amphibious-command ship Blue Ridge -- will be allowed to fly the First Navy Jack.

"The Navy will reestablish the custom in which commissioned ship in active status having the longest total period in active status, other than USS Constitution, will display the First Navy Jack until decommissioned or transferred to inactive status," Richardson wrote.

A version of the Union Jack first flew in 1777 and was updated with new white stars as more states joined the union. It symbolizes "the cumulative strength of our nation and of our Navy, where the whole is greater than the sum of its parts," Richardson said.

Displaying the flag is also a nod to the sea service's rich heritage. "A version of the Union Jack flew when Commodore [Matthew] Perry formally established relations with the Empire of Japan. A version of the Union Jack flew in harbors around the world as the Great White Fleet circumnavigated the globe. A version of the Union Jack flew in ports throughout the Pacific as the Navy island-hopped its way across the vast ocean, and in the Atlantic as the Navy supported operations to liberate the European continent," Richardson said.

The Navy is a symbol that projects American values to the world, he added. "For more than 240 years, the Union Jack, flying proudly from jackstaves aboard U.S. Navy warships, has symbolized these strengths," Richardson said. The new policy won't affect those who wear the First Navy Jack patch as an optional component on certain Navy working uniforms, according to the administrative message.

Navy Names New Ship Class After Navajo Tribe

THE DAILY TIMES by Noel Lyn Smith

FARMINGTON, N.M. — A new class of U.S. Navy towing, salvage and rescue ships will be named Navajo in recognition of the tribe and the Diné people.

Secretary of the Navy Richard V. Spencer announced the name today in honor of the contributions the Navajo people have made to U.S. military forces.

"The Navajo people have fought and served our armed forces with honor and valor in nearly every major conflict since the birth of our nation, so it is fitting and right to name a new class of ship in their honor," Spencer said in a Navy press release.

The release states the new class will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships. The first ship in the class will be named USNA Navajo and designated T-ATS 6, according to the release.

Gulf Island Fabrication Inc. was awarded the \$63.5 million contract for design and construction, which will take place at the company's shipyard in Houma, Louisiana. It is scheduled for completion in March 2021.

"The contract includes options for potentially seven additional vessels, and each additional ship will be named in honor of prominent Native Americans or Native American tribes," the release states.

Former Speaker LoRenzo Bates said in a telephone interview today the proposal to name a vessel after the tribe was started by former Delegate Jonathan Hale during the 22nd tribal council.

When Bates became speaker pro tem in April 2014, his staff started examining initiatives that were shelved, among those was Hale's proposal.

Delegates supported a resolution in November 2014 to have the Navy name the class after the Navajo.

It gained momentum after Bates was elected speaker in January 2015, including tribal lawmakers working with the late U.S. Sen. John McCain, who helped push a measure that contained the name through Congress.

"It was a project that we took on behalf of the nation and the council needed to fulfill. I'm very thankful that it came to reality," Bates said.

Navajo Nation President Jonathan Nez and Speaker Seth Damon commended former leaders for advocating the proposal in a joint press release.

"Throughout our history, the Diné people have always been the caretakers and protectors of our land in every branch of the armed services, so we are very grateful that our people are being recognized through this historic announcement from the Navy," Nez said.

"I extend a strong ahéhee' to the efforts of Secretary Spencer and the late Sen. McCain to advance this effort. Our Navajo people, including several council delegates, have a strong tradition of defense of this land," Damon said.

Legislation to Establish New Agent Orange Presumptive Conditions Introduced

Recent National Academies of Sciences, Engineering and Medicine reports have found an association between exposure to Agent Orange and bladder cancer, hypertension, and Parkinson's-like symptoms. This week, Representatives Westerman, Fitzpatrick, Tipton, Stefanik, Cunningham, Boyle, Thompson and Kuster introduced H.R. 2201, the VFW-supported Keeping Our Promises Act, which adds the new conditions to the list of conditions presumed to be associated with Agent Orange exposure. Adding these conditions to the list would provide veterans exposed to Agent Orange an expedited avenue for care and compensation benefits. The bill would also force VA to evaluate and make a decision on future recommendations. Learn more about the Keeping Our Promises Act. Stay tuned to the VFW Action Corps Weekly for updates on this important bill.

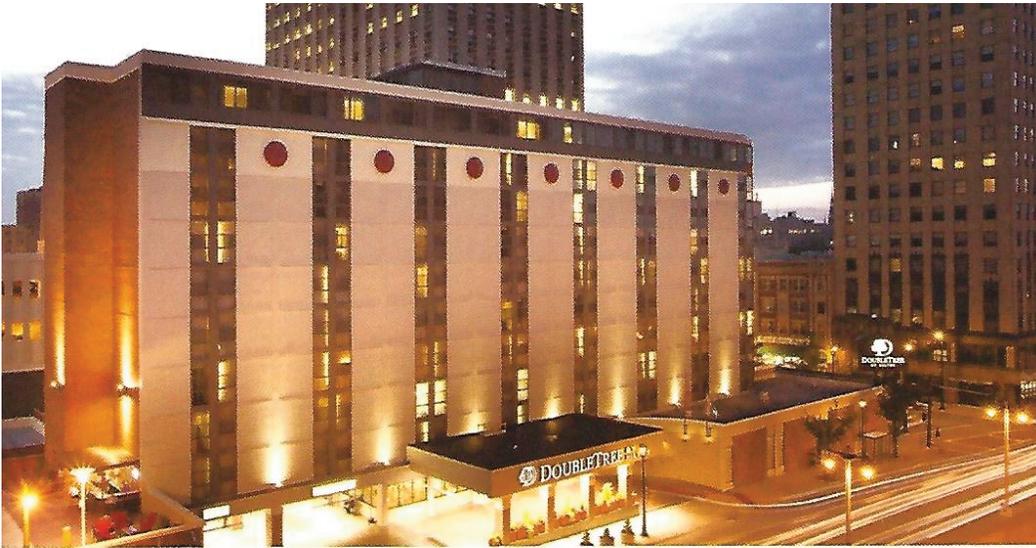
AOBWN Blue Water Navy Bill Introduced in Senate

Senators Kirsten Gillibrand and Steve Daines have introduced the Blue Water Navy Vietnam Veterans Act (S.1195). The bill clarifies that service members who served off the coast of the Republic of Vietnam during the Vietnam conflict have a presumption for filing disability claims with the Department of Veterans Affairs (VA) for ailments associated with exposure to the Agent Orange herbicide. The bill also extends the presumption of herbicide exposure for veterans who served on or near the Korean DMZ between September 1, 1967 and August 31, 1971. The legislation provides health care, vocational training, rehabilitation and monetary allowance to a child who was born with spina bifida if at least one of the child's parents served in Thailand between January 9, 1962 and May 7, 1975. The VA also must determine that at least one of the parents had been exposed to an herbicide agent during that period.

Earlier, the Chairman of the House Veterans Affairs Committee, Rep. Mark Takano introduced the Blue Water Navy Vietnam Veterans Act (H.R.299), which is similar to the Senate bill. Last year's House bill had 335 co-sponsors and passed the House (382-0), only to stall in the Senate Veterans Affairs Committee, and was tabled at the end of the session.

The FRA believes Congress should recognize these veterans who were exposed to Agent Orange herbicide and authorize presumptive status for VA disability claims associated with this exposure. Members are urged to use the FRA Action Center to contact their legislators to ask them to support these bills.

POSSIBLE 2020 REUNION SITE



Nearby

- Convention Center
- Fiserv Forum
- Marquette University
- Miller Park
- Milwaukee Public Museum
- Historic Third Ward
- Milwaukee Art Museum
- Harley-Davidson Museum
- Summerfest Grounds
- Milwaukee RiverWalk

DoubleTree by Hilton Milwaukee Downtown

U.S.S. KEARSARGE ASSOCIATION SHIP'S STORE



Ship's Crest

Cloth CV, CVA,
CVS 33 - \$5.00



Magnetic - CV, CVA,
CVS 33 - \$5.00



Golf Shirts

CV, CVA, CVS 33 - Navy
Med, Large. X-Large, 2X Large-\$29.00



Sweat Shirts

CV, CVA, CVS 33 - Navy
Med, Large. X-Large, 2X Large-\$36.00



Dress Shirts

CV, CVA, CVS 33
Short Sleeve Navy
Med, Large. X-Large, 2X Large-\$29.00

Hat

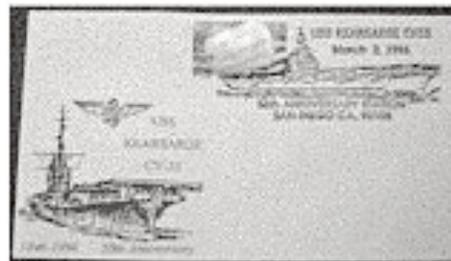


CV, CVA, CVS 33
NAVY - \$14.00

Watch Caps



Navy - CV, CVA, CVS 33
\$11.00



Jackets



The Port Authority Challenger jacket has a Tekon 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 ship's silhouette on the back. Small, Medium, Large & 1X Large for \$57.00 2X Large for \$61.00 - 3X Large for \$65.00



A light weight nylon jacket with mesh lining is also available in Navy with the same stitching on back. Small, Medium, Large & 1X Large for \$53.00 2X Large for \$55.00 - 3X Large for \$57.00

They are 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 Avenue
Ocean Springs, MS 39564

(228) 875-7572
charlottcap@bellsouth.net

KEARSAGA

U.S.S. Kearsarge Association Newsletter

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CHECK MAILING LABEL FOR YOUR MEMBERSHIP EXPIRATION DATE
If it has been highlighted in yellow please renew immediately.

You can now check your membership details on the website roster to determine your expiration date, the date by which your dues are due.



At Sea Onboard The U.S.S. Gerald Ford

DUES and MEMBERSHIP
Annual membership dues are \$15.00
Check payable to the: **Kearsarge Association**
Mail to: **Bill Hollywood**
3059 Crest Ave.
Ketchikan, AK 99901
New members, send your information including:
Name, Address, Phone Number. E-Mail Address,
Rate, Rank, Division, and years serving aboard.

If you are interested in receiving your Kearsaga via E-Mail, go to our website and leave a message stating: "Send KEARSAGA via E-Mail"
If you do not have a computer, we will continue to send it via U. S. Postal Service.

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