

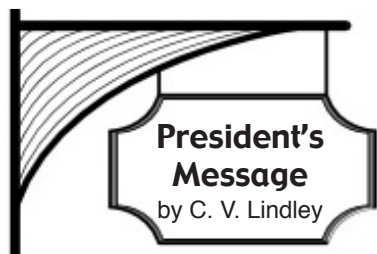
KEARSAGA

U. S. S. KEARSARGE ASSOCIATION NEWSLETTER

ISSUE 83

CV, CVA, CVS-33, LHD-3

WINTER 2022



KEARSARGE SHIPMATES, FAMILIES & FRIENDS

Here's hoping that all of you are enjoying good health and the nice "fall weather." It's a bit premature but here's wishing you all a great holiday season with a "MERRY CHRISTMAS AND VERY HAPPY NEW YEAR". I'll be staying close to home here in sunny Pensacola Florida with Jan and hoping that you folks in the "Cold" part of our Country stay close to the heater.

Our Association membership continues to dwindle unfortunately but we've also received a few new member requests. They just seem to come out of the "woodwork" unexpectedly.

I hope that everyone is enjoying the new KEARSAGA format with more KEARSARGE stories and articles. Jack is striving to make it interesting to all era's for those Sailors that served at different times on the "old boat." I know that all of us "Shipmates" have tales and some great KEARSARGE "sea stories" to tell so get them on paper on whatever form that you can and send them to Jack or any Association Officer.

In this issue you will find ICC (SW) Steve Norton's bio on page 7, elected in Branson as Association VP. I'm very appreciative of Steve and grateful for his willingness to serve

his shipmates.

A short column for this issue so I wish all of you good health and happiness for this Holiday Season, The "Happiest Time of All. C. V.

"IN OMNIBUS PINACULUM

SHIPMATES!

Jack De Merit, Editor

I would like to wish all of you a Merry Christmas, Happy Chanukah, Happy Kwanza and a very Happy and safe New Year. We wish all of you will be safe for next year and for many more to come. Be CAREFUL!

I also wanted to let you know that the next issues will cover some of the major events that occurred in each of the decades we are highlighting.



KEARSARGE IN THE 1940'S

THE BIRTH OF THE KEARSARGE WE SERVED ON

The third Kearsarge (CV-33) was launched 5 May 1945 by the New York Naval Shipyard, New York; sponsored by Mrs. Aubrey W. Fitch; and commissioned on 2 March 1946, Captain Francis J. McKenna in command.

Kearsarge arrived at her homeport in Norfolk 21 April 1946, and for the next year engaged in training operations along the East Coast and Caribbean. She cleared Norfolk 7 June 1947 on a midshipmen training cruise to the United Kingdom. Upon her return to the United States in August, the carrier engaged in maneuvers for 10 months before departing Hampton Roads on 1 June 1948 for duty with the 6th Fleet. During her tour in the Mediterranean. Units of the 6th Fleet were placed on alert to insure peace in the Arab Israeli area. Kearsarge returned to Quonset Point, R.I. on 2 October and operated along the Atlantic Coast and the Caribbean until 27 January 1950 when she sailed for the West Coast. The carrier arrived at Puget Sound Navy Yard 23 February and was decommissioned there on 16 June 1950 for a modernization overhaul that would enable her to handle the new jet aircraft.

KEARSARGE IN THE 1950'S

A WHOLE NEW KEARSARGE

Kearsarge recommissioned 15 February 1952, Captain Louis B. French in command. Following shakedown the carrier cleared San Diego 11 August for intensive flight training in the Hawaiian Islands. Her readiness complete, she sailed for the Far East to engage in combat missions in the Korean war. Arriving in Yokosuka on 8 September, Kearsarge joined the fast carrier Task Force 77 off the east coast of Korea 6 days later. For the next 5 months the carrier's planes flew nearly 6,000 sorties against Communist forces in North Korea, unleashing considerable damage on enemy positions. She completed her tour in late February 1953, returning to her homeport, San Diego 17 March. While serving in Korea her classification was changed to CVA 33.

Kearsarge sailed again for the Far East on 1 July 1953 and operated with the 7th Fleet fast carrier force during the uneasy truce in Korea. The "Mighty Kay" also kept watch over the Formosa Straits to prevent the Communists from interfering with the Chinese Nationalists on Taiwan. Kearsarge returned to San Diego on 18 January 1954 to resume training operations off California. Clearing San Diego on 7 October, she steamed toward her third deployment to the Far East. While operating with the 7th Fleet, the carrier stood by to assist the Nationalist Chinese in the evacuation of the Tachen Islands.

From 6 to 13 February 1955 Kearsarge supported units of the fleet in the successful evacuation of 18,000 civilians and 20,000 military personnel from the islands. Her cruise ended at San Diego on 12 May and for the next 3 years operated on the annual deployment schedule to the Far East and training operations off of California.

During the summer of 1958 Kearsarge was fitted out as an Anti Submarine Warfare support carrier and reclassified CVS-33. Following intensive training in her new role the carrier sailed on 5 September 1959 for 7th fleet operations in the Far East. Early in her tour, Japan was hit with a violent typhoon and Kearsarge played an important role in providing relief to the victims. Her planes landed parties of medical and supply units, while her crew and air group donated clothing and money to the distressed people. After participating in SEATO exercises and 7th Fleet operations, she cleared Yokosuka on 3 March 1960 for her homeward voyage. Three days later in stormy waters 1,200 miles off Wake Island, four Russians were rescued after drifting 49 days on a disabled landing craft. They were flown back to their country after Kearsarge arrived in Alameda, Calif. on 15 March; and the carrier received thanks from the Soviet Union for this gesture.

KEARSARGE IN THE 1960'S

HER FINAL CRUISES

A Year of training operations preceded her next deployment from San Diego which began on 3 March 1961. The anti submarine carrier steamed to Southeast Asian waters as the Communists intensified their effort to overthrow the government in Laos. The power and determination of the 7th Fleet was observed by the enemy and the crisis eased. Peace prevailed. After 6 months in the Far East, Kearsarge arrived at Puget Sound on 1 November for the second phase of her modernization.

Upon completion of repairs and training, Kearsarge departed Long Beach on 1 August 1962 to station herself in the Pacific missile range as a recovery ship in the Mercury orbital space flight of astronaut Walter Schirra. On October after a flawless flight, the carrier played her role in the "Space Age" by retrieving Schirra and his capsule and returning him to Honolulu for a flight back to the States.

Kearsarge resumed training exercises, continuing these for 6 months before arriving back at Pearl Harbor on 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, then departed on 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 then returned to Long Beach on 3 December, for training exercises off the coast of California.

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

After overhaul during the first half of 1965, Kearsarge operated off the West Coast until sailing for the Far East again on 9 June 1966. Steaming via Hawaii and Japan, she reached "Yankee Station" on 8 August and operated off Vietnam through 24 October. The next day she headed for the Kuala Lumpur area and anchored in the Strait of Malacca on the 30th. She returned via Subic Bay to "Yankee Station" on 5 November and operated there through the 23rd. The next day the carrier started home via Hong Kong and Japan, arriving in San Diego on 20 December. She operated on the West Coast until departing San Diego on 18 August and reached Pearl Harbor 10 days later to prepare for future action.



ODD BALL FACTS:

If you stood at the bottom of a well, you would be able to see the stars even during the daytime.

Grapes will explode if you put them in the microwave.

Cats have better memories than dogs.

The largest number of children born to 1 woman 69.

If you keep a goldfish in a dark room, they eventually turn white.

Clouds fly higher during the day than at night.

One human brain generates more electrical impulses in one day than all the world's telephones put together.

The Bloodhound is the only animal whose evidence is admissible in American courts.

On average, 13 people die each year from vending machines falling on them.

An elephant can throw a baseball faster than a human.

Arachibutyrophobia is the fear of peanut butter sticking to the roof of your mouth.

Mozart wrote "Twinkle Twinkle Little Star" when he was 5 years old

There are 3 golf balls sitting on the moon

A zebra is actually white with black stripes.

You are more likely to be killed by a champagne cork than a spider.

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Sweat Shirts

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Dress Shirts

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Med, Large. X-Large, 2X Large-\$29.00

Hats



CV, CVA, CVS 33
NAVY - \$16.00

Watch Caps

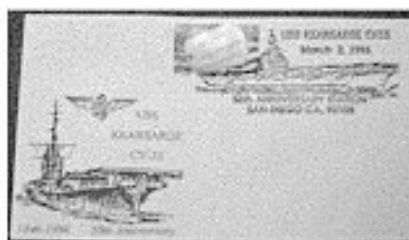


Navy - CV, CVA, CVS 33
\$11.00



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Anniversary
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LIBERTY IN HONG KONG

By Kearsarge Member Richard Takahashi

My first port call into Hong Kong ended up a disaster. One of my fellow officers aboard the Kearsarge, Clarence Fong, was the very first officer of Chinese descent to graduate from the Naval Academy. He had also been to Hong Kong on a previous cruise, so I asked him to be my tour guide.

All of the ship's officers, except those on duty, were invited by the Hong Kong American Correspondent's Club for a reception immediately after our arrival. Clarence and I joined the rest of the ship's officers at the reception. As I was interested in starting on my tour, I asked Clarence to leave early. Besides, I was a Tea-totaler. Clarence decided to indulge in more of the free drinks.

We finally left, and he said we should first go and have dinner....at one of the finer French Restaurants that most of the officers were sure to go to. We jumped in a cab and went there. While sitting and looking at the menu, Clarence decided he needed to use the Head. I waited and waited, and Clarence was still in there, so I finally went to check on him. He said he would be right out.

Soon, most of the ship's officers started coming into the restaurant and Clarence was still in the head. It was a 'one-holer,' and then I saw our Admiral making his way to the head, but then returned to his table as Clarence was still in there.

I went into the head and told Clarence that he had better get out of there as the Admiral needed to use the head. Again, he said he would be right out....he was in there trying to throw up on an empty stomach. Soon the Admiral once again went into the head, and we heard Clarence saying, "Oh, Go Away!"

The Admiral came storming out and yelled to all of us, "Who the hell is in there?" Before I could once again try to get Clarence out, one of the senior officers ran into the head, and I saw him climbing on one of the urinals, poking his head into the stall and telling Clarence to get out!

Clarence finally got out and returned to my table, where I had been sitting waiting to order, but had lost my appetite by that time. Clarence then said he needed to get out and get some fresh air. We left as all the other officers stared at us. I walked Clarence down the street, and he decided to sit on some steps in front of a large bank, saying he would be fine in a few minutes. I patiently waited the very long 'few minutes.' Then I saw some of the officers had already finished dinner and were coming out of the restaurant.

The Admiral soon followed, and he hired a Rickshaw, and went right by us. I tried hiding behind the bank pillar we were sitting against, but just as he was abreast of us, Clarence fell over onto his side.

The Admiral noticed the movement, recognized me and Clarence, and yelled at the Rickshaw driver to stop. He then leaped over the guard rail between the side walk and the street, came up to Clarence, grabbed him by his necktie, and then turned to me, saying, "You take him down to the dock where my Barge is and take him right back to the ship on it!" He then hailed a cab, and physically threw Clarence in the back seat, and said, "I'll see you two in the morning !!!"

We got to his barge where the Boat Officer and his Coxswain were waiting, and I told the officer what the Admiral had just ordered me to do...take Clarence back to the ship on his Barge. He kept saying, "Ya, Right!" and "No Way!" I finally convinced him and he reluctantly allowed us aboard. Clarence kept trying to get up to get 'some fresh air,' obstructing the Coxswain's view, and I had to keep hauling him back to the seat.

After getting back to the ship, I practically carried him to his stateroom, where he had a good night's sleep while I spent a very restless and hungry night thinking of the morning wrath that was sure to come. I never got the call from the Admiral, and neither did Clarence. The Admiral must have done his share of drinking, and all but forgot about the previous evenings events. I avoided the Admiral for the rest of my time aboard the Kearsarge. So much for my tour of Hong Kong.

Clarence was the Navy equivalent of GOMER PYLE. He got out as soon as he finished his commitment in the Navy. I kept in contact with him until his passing a few years back.

OLD SAILORS

A Little Nostalgia

Old sailors sit and chew the fat bout things that used to be, Of things they've seen, the places they've been, when they ventured out to sea.

They remembered friends from long ago, the times they had back then. The money they spent, the beer they drank, in their days as sailing men.

Their lives are lived in days gone by, with thoughts that forever last. Of bell bottom blues, winged white hats, and good times in their past.

They recall long nights with a moon so bright far out on a lonely sea. The thoughts they had as youthful lads, when their lives were wild and free.

They knew so well how their hearts would swell, when old glory fluttered proud and free. The underway pennant such a beautiful sight as they plowed through an angry sea.

Continued...

They talked of chow Ol' Cookie would make and the shrill of the Bosun's Pipe. How salt spray would fall like sparks from hell when a storm struck in the night.

They remember old Shipmates already gone who forever hold a spot in their heart, when sailors were bold, and friendships would hold, until death ripped them apart.

Their sailing days are gone away, never again will they cross the brow. They have no regrets, they know they are blessed, for honoring a sacred vow.

Their numbers grow less each passing day as the final muster begins, there's nothing to lose, all have paid their dues, and they sail with their shipmates again.

I've heard them say before getting underway that there's still some sailing to do, they'll say with a grin that their ship has come in and the Lord is commanding the crew.

U.S. FIRM PURCHASES THE FORMER NAVY SHIPYARD IN SUBIC BAY, PHILIPPINES

By Wyatt Olson, Stars & Stripes

Military vehicles from the 402nd Army Field Support Battalion are downloaded from the USNS Red Cloud at Subic Bay, Philippines, on February 24, 2022. (Kevin Martin/U.S. Army)

The U.S.-based private equity firm Cerberus Capital Management has completed its purchase of the Subic Bay shipyard in the Philippines, laying to rest concerns of a possible sale to interested Chinese companies.

"The completion of the Subic Bay shipyard will rebound to benefits for the country, bring jobs to the local communities, increase economic activity, and at the same time, fortify our strategic security measures," Jose Manuel Romualdez, Philippine ambassador to the United States, said in a news release.

"Working with the United States on this project will help ensure that we are able to protect our interests not only for our country but the whole region," he said.

The sale of the former U.S. Navy base is an "important example of U.S.-Philippine public-private partnership," Ely Ratner, assistant secretary of defense for Indo-Pacific security affairs, said in a tweet.

"Great to see the completion of the acquisition of Hanjin shipyard in Subic Bay by a U.S.-based firm," he wrote. The date and purchase price of the sale were not included in the news release. Agila Naval Inc. will operate the ship-

yard, according to reports last month in Philippine media. Further information on Agila was unavailable.

Reuters reported last month that Cerberus was buying the shipyard for \$300 million. Cerberus did not respond to a request for comment from Stars and Stripes.

Several Chinese companies were among eight parties that expressed interest in 2019 in buying the shipyard, which holds strategic importance because of its deep-water port and proximity to the contested South China Sea.

The Subic Bay shipyard had been operated by Hanjin Philippines, a South Korean firm that defaulted on loans of \$1.3 billion in 2019, according to Reuters. Hanjin's shipbuilding activity employed about 20,000 workers.

Cerberus, based in New York, has approximately \$55 billion in assets in credit, private equity and real estate, according to its website. A potential partner in the deal, Australian shipbuilder Austal, was not involved in the final agreement and is no longer a tenant at the shipyard, according to a March 9 report in Maritime Executive.

The purchase by a U.S. firm represents a full circle in American-Philippine military relations.

The U.S. occupied the Philippines in 1898 after defeating Spain in the Spanish-American War.

Naval Base Subic Bay and the nearby Clark Air Force Base became key strategic hubs for the U.S. through the end of combat operations in the Vietnam War in 1973.

A growing tide of Philippine opposition to America's military presence — as well as the cataclysmic eruption of Mount Pinatubo in 1991 that decimated Clark — led the U.S. to leave both bases by the end of 1992.

The two countries, however, have continued bilateral training exercises in the decades since then. That military relationship has become more crucial in recent years as the Philippines and China have clashed over competing claims of sovereignty on portions of the South China Sea.



THE CARRIER'S CENTENNIAL

By Wikipedia



The Navy has been around since 1775. Due to the introduction of the Aircraft Carrier to its fleet in the 20th century, the service's maritime strategy has changed substantially in the last 100 years. This year is the 100th anniversary of the Aircraft Carrier.

The U.S.S. Jupiter was launched from Mare Island Naval Shipyard in Vallejo, California in 1911. She was the first turbo-electric powered ship of the Navy. She was converted into the first US aircraft carrier at the Norfolk Naval Shipyard, Portsmouth, Virginia and on 11 April 1920, she was renamed Langley and given the hull number CV-1.

After completing sea trials, she was recommissioned on 20 March 1922. Her commanding officer was Commander Kenneth Whiting.

The era of the aircraft carrier was born, introducing into the Navy what was to become the vanguard of its forces in the future. With Langley underway nine days later, Lieutenant Commander Godfrey de Courcelles Chevalier made the first landing, in an Aeromarine 39B. On 18 November, Commander Whiting was the first aviator to be catapulted from a carrier's deck.

Langley fought in World War II. On 27 February 1942, while ferrying a cargo of USAAF P-40s to Java, she was attacked by nine twin-engine Japanese bombers of the Japanese 21st and 23rd naval air flotillas and so badly damaged that she had to be scuttled by her escorts.

USS Langley (as AV-3) earned two battle stars on its Asiatic-Pacific Campaign Streamer: One for the Philippine Islands Operation, 8 December 1941 – 6 May 1942; and one for Netherlands East Indies Engagements, 23 January – 27 February 1942.

The Langley was the first of a long line of aircraft carriers that have been instrumental in giving the United States a well earned place in Military history by introducing the first Nuclear Powered Carrier, the USS Enterprise. Let us celebrate this Centennial event. If history repeats itself, it won't be the last centennial.

FLEET READINESS

Kearsarge Amphibious Ready group, 22nd MEU Kick Off Deployment Elements from the Kearsarge Amphibious Ready Group and embarked 22nd Marine Expeditionary Unit deployed this week.

The Kearsarge (LHD-3), ARG, which includes the amphibious transport dock ship Arlington and dock landing ship Gunston Hall, completed its composite training unit exercise in early February. Training included testing the transfer of command authority between a Navy numbered fleet and Naval Striking and Support Forces NATO. The drill marked the first time an amphibious ready group and Marine expeditionary unit completed training under NATO control.

"During the course of a comprehensive six month training program, the Kearsarge Amphibious Ready Group and the 22nd Marine Expeditionary Unit have built a closely integrated and well-trained naval expeditionary force," said Col. Paul Merida, commanding officer of the 22nd MEU, in a Navy news release. "We stand ready for any mission or challenge that comes our way."

The Kearsarge, the Arlington and the 22nd MEU departed Norfolk, Virginia, and Camp Lejeune, North, Carolina. The Gunston Hall is poised to join the rest of the amphibious ready group later this month.

The Navy did not specify where they are headed, but noted that it is a routine deployment meant to provide increased theater operations for an array of military missions. Commands embarked with the amphibious ready group include Amphibious Squadron 6, Fleet Surgical Team 2, Tactical Air Control Squadron 22, Helicopter Sea Combat Squadron 28, Assault Craft Unit 2, Assault Craft Unit 4, Naval Beach Group 2 and Beach Master Unit 2.

The Kearsarge ARG wrapped up its last deployment in 2019, and included landing platform dock Arlington. "The Navy has increased government oversight at the shipyard to preserve and mitigate further schedule delays."

Amid these challenges, Newport News Shipbuilding has been working on a record number of carriers at once. It is building carriers John F. Kennedy, Enterprise and Doris Miller and had been working on Gerald R. Ford's first planned incremental availability, which ended on March 1. And decommissioned carrier Enterprise (CVN-65) is also at the yard awaiting disposal.

Stennis' was pushed from January 2021 to May and is now 17.9% complete. According to Defense News.com, the carrier, George Washington is currently running more than a year behind schedule.



KEARSARGE 1954 - 1955 CRUISE

From Kearsarge Member Donald Erdmann



I don't think we should forget another one of the stars that was in the movie The Eternal Sea. This movie was made on board the Kearsarge in 1954.

Dean Jagger had to be one of the friendliest & nicest movie stars ever. As one of Captain Kabler's Orderlies, I had the pleasure of spending some time with him. When we returned to the US, he picked several of the Marine Orderlies up & took us out to dinner! I know I will never forget him. Some of the other "stars" thought they were far better than the crew. I have this picture and a copy of the movie and thought I would share it with you.

Another thing caught my attention. The 1954-55 cruise went to Singapore and of course crossed the equator. This was not mentioned in your article. The one thing that stood out was when cans full of garbage were poured into plastic sleeves and pollywogs had to crawl through them. I was on the bridge that morning on duty and said to Captain Kabler, "that isn't very sanitary, is it Captain?" He responded, "If you get sick, the ships doctor and nurse will take care of you." I thought I would send you pictures of the doctor, nurse, & undertaker!! Captain Kabler was a good man with a sense of humor.

It was a fun time. One other incident comes to mind. A Navy LT. had a handlebar mustache. They shaved half of it off!! Funny but not for the LT.

STEVE NORTON

Kearsarge Assn. Vice President

Steve joined the Navy in May 1964, did RTC at Great Lakes followed by IC 'A' school. He reported aboard the Kearsarge in April 1965 in Long Beach.

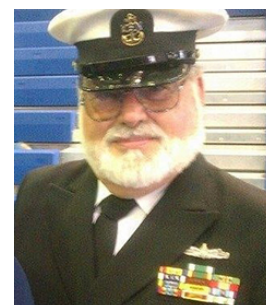
He deployed to WestPac in 1966, '67 & '68. He served on a number of different ships including a DD, DE, AO, DDG, CGN, AVM-1 and three FFG's.

He attended IC/C school Mark 19/23 Gyro Repair, PreComm FFG-51, assigned to the Naval Hospital, Millington, TN, attached to Fleet Hospital Unit 5 for Desert Storm, '78 - '79 WestPac, '80 - '84 to Central America, '84 - '86 in the Persian Gulf.

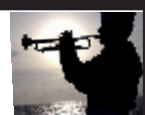
1990 - 2021 employed by L. A. County MTA in various supervisor roles, involved in 8 rail line start up systems of over 200 miles of subway and light rail lines.

Member of IEEE Overhead Catenary Systems and Traction Power Substation, Standards Committees for past 20 years as Vice Chairman and current Chairman of the OCS group and member of the TPS group.

Currently volunteer with Retire Actives Office in the Fleet and Family Support Center at 32nd Street. Naval Base, Giving information and support to family members upon the death of retired service members.



TAPS!



Don Michaelson '67-'68 Fox Div. 1407

Edwin D. Gloyd '59-'60 V1 Div. 1307

Phil McDowell '67-'69 R Div. 1440

Cye C. Reed '59-'63 V6 Div. 1408

Herb Bostrom '44-'46 VT Div. P1293



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KEARSAGA

U. S. S. Kearsarge Association Newsletter

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% Bill Hollywood
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All KEARSARGE Association Members, Please be attentive to your membership expiration date that's on the address label. We don't want to be forced to drop a single member for any EXPIRED dues.

SHIPMATES, PLEASE CHECK THE MAILING LABEL ABOVE FOR YOUR MEMBERSHIP EXPIRATION DATES.

If it has been highlighted in yellow, please renew immediately.

You can also check your membership details on the website roster to determine your membership expiration dates. That is the date on which your dues payments are due and payable.



DUES and MEMBERSHIP

Annual membership dues are \$15.00

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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 my 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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