

# **KEARSARGE II**

## **The Newsletter of the Kearsarge Association**

**Summer**

**CV CVA CVS 33 LHD3**

**1993**

### **COMMISSIONING**

October 16, 1993 will be the commissioning date for the new Kearsarge LHD 3. At last we can make plans to attend the ceremony, meet old friends and make new ones. We will be staying at the LaFonte Inn, Pascagoula Mississippi. The schedule as of now is:

- Friday October 15 at 1830 The Marine Detachment will have their banquet at the LaFonte Inn.
- Saturday October 16 at 1100 the new Kearsarge will be commissioned at Ingalls Shipbuilding, Pascagoula Mississippi. The ceremony will take place on the flight deck with General Car Mundy (Commandant of the Marine Corps) as guest speaker. Also in attendance will be General Colon Powell and his wife, Alma. A reception is to follow on the hanger deck and tours of the ship will be available. We will car pool to the shipyard from the LaFonte Inn leaving at about 0930.
- At 1800 we will have a seafood buffet at the LaFonte Inn for the Kearsarge Association. A non seafood entree will also be available. The price will be \$16.00 which includes tax and gratuities, to be paid at the buffet. We will try to have a speaker to amuse you with a few words of "wisdom" or a few sea stories. If you plan to attend you must let me know as I have to finalize reservations with the LaFonte Inn.
- Sunday October 17 from 1000 to 1100 Captain Montgomery will have tours of the new ship for the Kearsarge Association.

Art Killian, our Ships Store Man will have many items to sell with the association logo such as hats, golf shirts, coffee mugs, license plate holders and other items. Art will post the times he will be open for business and would like a few volunteers to help him sell the merchandise.

### **COMMISSIONING PAINTING**

Jerry Baum has completed the painting "DAWN OF GLORY" of the new Kearsarge to be presented to the new ship. The painting includes charcoal sketches of the Kearsarge Sloop of War, the BB5, and the CV-CVA-CVS 33. The Kearsarge Association has signed prints of this painting which measure 17"x24". To make sure you get one of these beautiful prints send a check for \$35.00 made out to:

The Kearsarge Association  
815 Savannah Drive  
Columbus, Oh 43228-2944

This price includes shipping and handling. If you are to attend the commissioning bring your print with you and Jerry Baum will be on hand to personalize it for you.

## KEARSARGE PLAQUE DONATIONS

Plaque donations are a little behind what we expected at this time, but you still have time to be part of this. I have the proofs of the plaque and I know you will be pleased with it. The Kearsarge Association will have all donors names on a poster that will be framed and displayed at the reunions. The Plankowners Plaques are to be given to donors of \$250.00 are very nice and the Honorary Captain Certificates for donations of \$100.00 and the Honorary Chief Certificates for donations of \$50.00 would also look great on your wall. Donations should be sent to:

Commissioning Committee  
P.O. Drawer P  
Pascagoula, MS 39568-0480

All donations that were sent to me will be turned over to this fund.

## ANGELS OF MERCY

The incident I'm about to relate to you took place in May or June of 1952. The place was Bremerton Washington in the early morning at the local locker club.

Myself and two shipmates I was stationed with at the Bremerton Reserve Fleet were sitting around nursing a drink from the night before when another sailor in civilian clothes told us he was in deep trouble. We asked him what kind and he said "Missing Ships Movement".

It seems he was stationed on a ship that was visiting the Tacoma area. Looking at my watch I realized it was 0520 and his ship was to get underway at 0700.

I assured him we would give it the Ole Navy Try and get him back. Tacoma was about 42 miles over land so I put the pedal to the metal and we got to the Naval Reserve Base at 0635 but he had forgot to tell me the ship was at anchor. Now what could we do? A quick look around revealed a 60 foot motor launch tied to the pier. With a MR3 at the tiller and a IM3 as my bow hook I turned over the engine and at full speed headed out to the ship.

As we were half way out the ships whistle sounded, the windlass started pulling up the anchor and everyone on the launch started to holler, whistle, and wave their arms. Personnel at the after brow finally saw us and lowered the half raised gangway. Shouting orders to my motley crew we got along side the gangway after three feeble tries.

The much relieved sailor jumped on the gangway and sped aboard. The Junior OD kept asking "Who are you men and where are you from?" I turned and answered his question with "We are angels of mercy, Sir and are from the Blue Jackets Locker Club, Sir."

To this very day I never knew who that sailor was nor did I ever run in to him when I reported aboard the USS Kearsarge CV33 on July 3, 1954.

ROD A. AMELOTTE  
870 SAN PEDRO CT.  
POINCIANA, FL 34758-4014

## THE BEST KEPT SECRET

The year was 1952 and the Kearsarge was going through recommissioning at the Naval Shipyard Bremerton, Washington.

A small group who would eventually be part of the V-4 Division were maintaining the ship's planes which consisted of an SNJ and two SNB's. They were used by the pilots assigned to the ship.

I was the plane captain on the SNJ and as such handled all the maintenance on it. I



was most familiar with the plane. At some point in time I decided that I was going to fly it. I mentioned this to a couple of the guys and they thought I was some kind of nut. Maybe so. Finally the day came and I worked very hard to make sure that all of the guys would be gone. Finally about 6 PM there were only three of us there: Slim Wadlington, Dishon Ali and myself.

Finally I told Slim I was going to do it. I headed down to our line shack, got a parachute, walked out to the plane, pulled the chocks, got in, started the engine and immediately started to taxi.

In the meantime when Dishon heard the engine start he headed for the line shack. Slim thought he was going to call the ship but he was getting the crash truck. I took off and then flew around for about half an hour, made one buzz job and then came around and landed. I taxied back to the ramp with Dishon right behind me. I parked the plane, Dishon put the chocks in place and then proceeded to rip me a new butt.

That was the last I heard about it until one evening during our first deployment to Korea. I was working in the metal shop when Lieutenant Commander Peterson (the maintenance officer) came in, grabbed a cup of coffee and sat down and started talking with me. (I had previously worked for him at Point Mugu). All of a sudden he comes out with "I understand that you like to fly SNJ's". Boy! You could have heard a pin drop in there. I couldn't think of what to say but finally came up with "Who all knows?" He says "Everyone". The Captain? "Yep". What happens now? Nothing, but I don't think I would make a habit of it.

That was the last I ever heard about it and I'm a 20 year man.

I owe a great deal to the officers and men of the Kearsarge and especially Captain French and Lieutenant Commander

Peterson. They could have hung me out to dry.

P. S. I might add that I did know how to fly, having owned a "Stearman" and two SNV's which were all Navy trainers.

CLIFFORD G. WEIRICK  
4820 NORTHERLY ST.  
OCEANSIDE, CA 92056

## ZOO DUTY

In Sept. 1945 I was transferred to the PreCom detail of the USS Kearsarge at the Brooklyn Navy yard. This was a completely new experience for me and being responsible for getting a ship of this size started out on the right foot was something I hadn't planned on.

My Senior Medical Officer was CDR. C.C. Robinson a fine officer and a gentleman. Between he and a good crew of corpsmen we were ready in plenty of time for a shakedown cruise to Panama. Having never been there I did not know what to expect and wasn't ready for what happened. Everything went well until our first liberty, then it happened. Early the next morning I heard my name announced over the ships intercom, CHIEF HOSPITAL CORPSMEN WALTERS REPORT TO CAPTAIN McKENNA ON THE BRIDGE, ON THE DOUBLE. As you know if you have ever heard these words they can make your blood run cold and began to think "what have I done now ?" It seems our beloved Kearsarge had become a Noah's Ark. We were loaded with monkeys, birds, spiders, snakes and several other specimens I dare not mention. I was given the difficult task of ridding the ship of these undesirable stowaways immediately. Needless to say I was not very popular with the "pet owners."

GEORGE C. WALTERS  
20 NORTON RD.  
OTTO, NC 28763

# KEAR SAGA<sup>II</sup>

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USS Kearsarge Association  
815 Savannah Drive  
Columbus, Ohio 43228

FIRST CLASS  
U.S. POSTAGE  
**PAID**  
COLUMBUS OH  
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YOUNG AMERICA, MN 55397



## SHIPS STORE

KEARSARGE HATS CV,CVA, OR CVS  
\$12.50

LICENSE PLATE BRACKETS CVA,CVS  
\$6.50

VIDEOS OF REUNION ARE ALMOST 2  
HOURS AND INCLUDE OPERATIONS  
ON BOARD DURING THE 50'S.  
\$20.00

ALL PRICES INCLUDE SHIPPING  
MAKE CHECKS PAYABLE TO

ART KILLIAN  
3632 SPRINGHILL LAKE  
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205-553-2710

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