

KEAR SAGA^{II}

The Newsletter of the Kearsarge Association

REUNION

CV, CVA, CVS-33, LHD-3

1996

USS KEARSARGE, CVA 33, ARRIVING AT SAN DIEGO

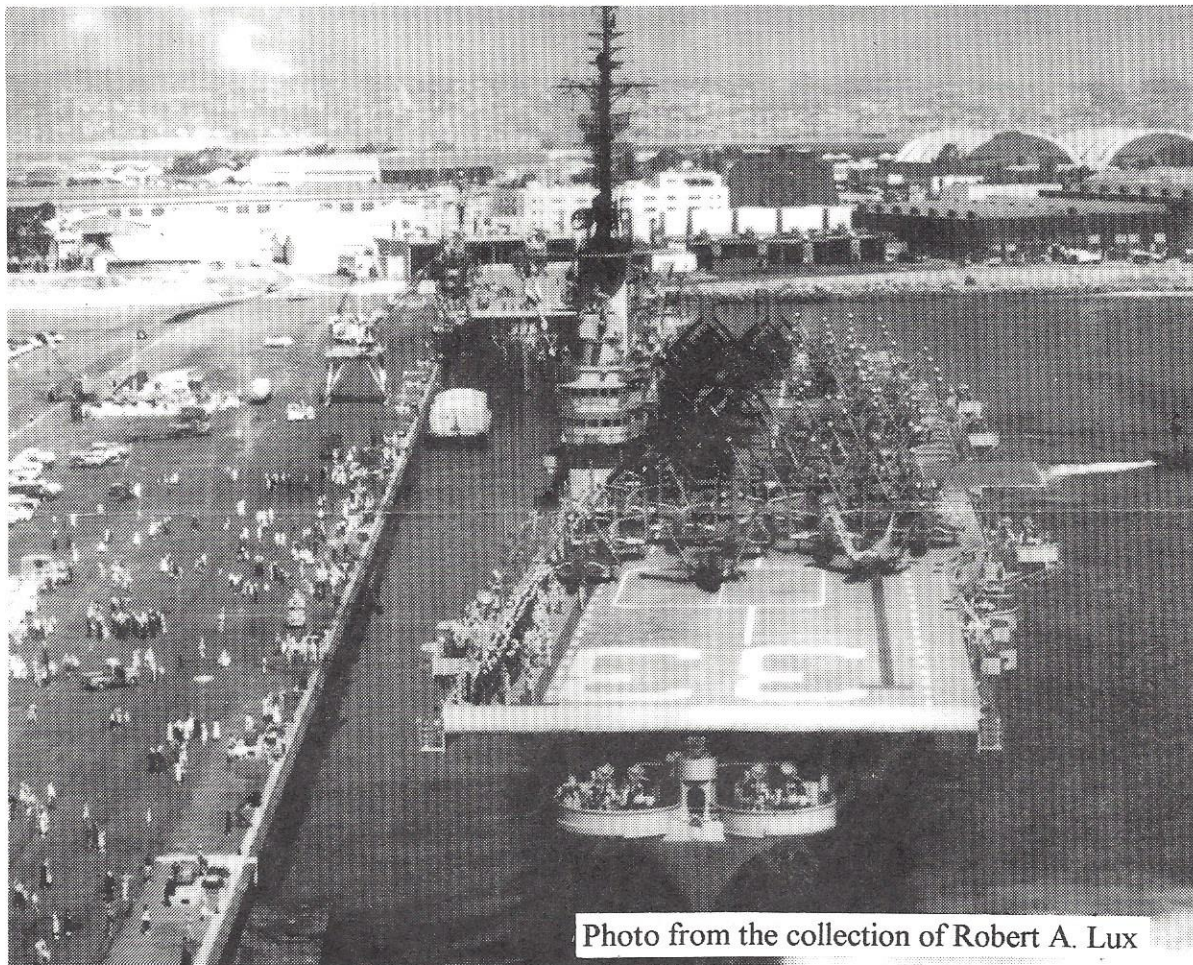


Photo from the collection of Robert A. Lux

SHOULDN'T YOU BE GOING TO SAN DIEGO?

Kearsarge reunion news update, direct from San Diego, Calif. 1/5/96

Your volunteer "working party" is putting the finishing touches on the needs required for your leaders to offer a memorable reunion. Four, Fun Filled days of activities await you here in San Diego, starting @ 9 am 2/28/96...four days you will regret missing, should you not be able to attend.

San Diego City has always been known to be a Great Liberty Port for visiting sailors, no matter what their age. Like yourselves, she has only improved with the passing of time. Come join your former shipmates in reunion celebration, share some sea stories and renew old friendships of your sailing days. On behalf of my volunteer working party, allow me to welcome you to San Diego, it has been fun getting things ready for your arrival, Feb. 28th '96"

Sincerely,

Dan Deibert 1-5-96

Dan Deibert, West Coast "working party" Crew Chief

USS KEARSARGE ASSOCIATION REUNION AGENDA

Wednesday, February 28, 1996

Register with reunion and pick up packet (upon arrival)

0900 - 1400 Tour 1: Stephen Birch Aquarium and La Jolla Shopping
1800 - 1900 Hotel Sponsored "Mai Tai" Reception and launching of USS Kearsarge
1900 - 2300 Social Time In Hospitality Room

Thursday: February 29, 1996

Register with Reunion and pick up packet (upon arrival)

0900 - 1400 Tour 2: Tijuana, Mexico Shopping
1800 - 2300 Munchies and Social Time In Hospitality Room

Friday: March 1, 1996

Register with Reunion and pick up packet (upon arrival)

0900 - 1500 Tour 3: Wild Animal Park and Winery
0730 - 1500 Tour 4: Marine Recruit Graduation and Depot
1800 - 1900 Business Meeting (Members Only)
1900 - 2300 Social Time and Raffle in Hospitality Room

Saturday: March 2, 1996

Register with Reunion and pick up packet (upon arrival)

0800 - 1630 Tour 5: Point Loma/ Rosecrans/ Harbor Tour
1800 - ? Photographs for Reunion Book
1900 - 2000 Cash Bar in Ballroom
2000 - 2100 Buffet Dinner
2100 - 2400 Dance/ Party Time!

REUNION WORKING PARTY

Dan T. Deibert - Local Reunion Co-ordinator, "Crew Chief", M Division '47 - '50

Ed Kellner - Activities Chairman, V3 Division '45 - '49

Bob Prestwood - Membership Publicity, H Division '49 - '50

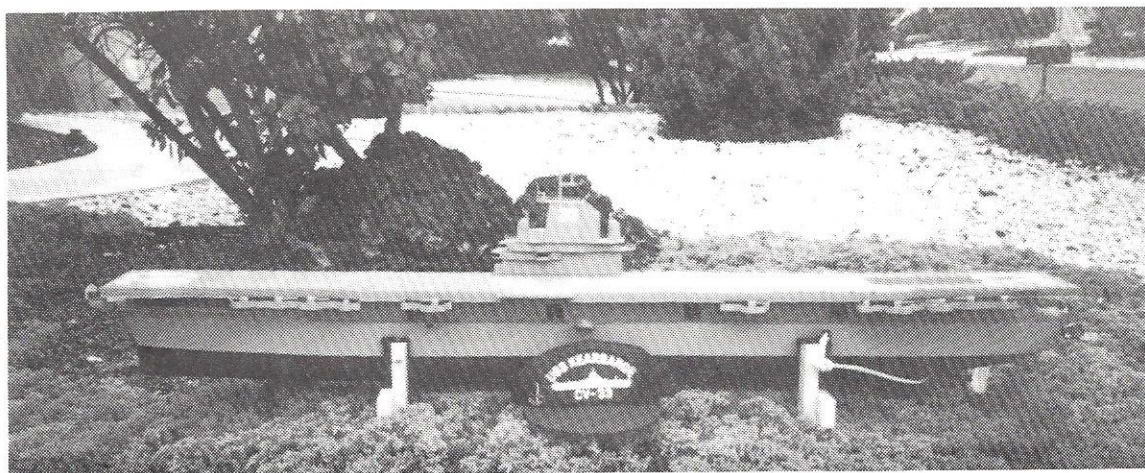
Clifford Weirick - Kearsarge Model Builder, V4 Division '52 - '54

Paul Young - Kearsarge Postal Cancellation Stamp, R Division '52 - '55

Jim Nall - Hospitality Room Chairman, OI Division '52 - '54

Chuck Willess - Flowers & Decorative Needs, V1 Division '51 - '53

Allan Rollins - Hospitality Room, E Division '54 - '57



KEARSARGE CHRISTENING AND LAUNCHING

The above photo is of a remote controlled model of the *Kearsarge* CV-33 built by Clifford Weirick and is scheduled to be christened and launched in the Hanalei Hotel swimming pool on Wednesday, February 28th at 1800. This ship has passed sea trials and has been proven seaworthy. Dan Deibert has arranged for a special representative to christen the *Kearsarge* with some bubbly.



CACHET AND SPECIAL CANCELLATION

The picture above is of a special cancellation with a March 2, 1996 postmark (the 50th Anniversary date) that was designed by Paul Young and has been approved by the U. S. Post Office to cancel letters mailed from the reunion. Any outgoing mail that you wish to have this special cancellation, should be given to Paul as he will be making a daily mail run to the main post office. Paul has also ordered envelopes with a cachet of the *Kearsarge* that will have the special cancellation, which can be purchased at the reunion. For those not able to attend the reunion, information for ordering these special envelopes and the special March 2nd cancellation will be in the next Kear Saga.

REGISTRATION FEE

There is a \$5.00 per person registration fee for everyone attending the reunion. This fee helps defray the costs of special reunion mailings, name tags and other miscellaneous expenses associated with the reunion. Bruce Covington has received a few registrations without this registration fee. If you failed to send yours please submit to Bruce as soon as possible.

A LESSON FROM AN OLD SALT

On a beautiful sunny afternoon around the first of April 1961 we were in transit from Pearl Harbor to Subic Bay for Kearsarge's seventh WestPac cruise. I was the Navigator and my Chief Quartermaster was W. G. Noel, QMCS. Chief Noel remarked that with such a clear sky this might be a good time to get a three celestial body daytime fix. This was long before the days of satellite navigation and other electronic goodies. We would be passing through a group of islands during the night and wanted to get a good current position. The chief said we should be able to see Venus. I could see that the Sun and Moon were certainly very visible - but Venus? Chief Noel consulted the almanac and found that, yes, Venus should have the right azimuth and elevation for our general location. We took our sextants out on the wing of the bridge where he told me to position myself alongside a part of the vertical superstructure of the ship so that an edge of the superstructure would line up with the bearing of Venus from true North. Then he said to lift my eyesight to the approximate elevation that Venus should be above the horizon. This I did but could see nothing. Chief Noel said to concentrate on looking at that position keeping the edge of the ship's superstructure aligned with computed position of Venus. After concentrating for several minutes lo and behold, there it was - a beautiful white crescent like a miniature new moon. It looked so big that I couldn't understand why I couldn't see it every day. Apparently, including the ship's superstructure in the field of view gives one some optical advantage.

While we were taking our readings with our sextants, Captain P. W. Jackson, the Commanding Officer who had been observing us while seated at his chair on the bridge asked "What are you guys doing? What are you sighting on in that direction? Pretending that we do this regularly, I said " Oh! We're just taking a sight on Venus to give us a three celestial body fix. "You're pulling my leg" he remarked. "You can't see Venus during the day!" "Oh yes you can" I replied. Here, we'll show you." joining us at our location and concentration on the spot in the sky he suddenly exclaimed "Well, I'll be damned! There it is."

The moral of this story is that we can always learn a lot from the "Salts" in our life if we only keep an open mind. Chief Noel was an excellent quartermaster and taught me many things that they didn't teach me in the short navigation school I was sent to before reporting aboard.

Trygve A. Holl, Commander, U.S. Navy (Retired) '60 - '62

SASEBO FIRE

At about 11:30 hours I was told to go to compartment C-313-L by Damage Control Chief Don Gardner to make sure no one smoked where the oxygen leak was. When I arrived there Hennkle and Mr. Long were already in C-411-A talking about how they were going to fix the broken pipe. They asked me if I thought a plastic patch would work and how much heat it would put out. They said there was a 2 pound pressure force going through the line. I said that I wasn't sure but I would go get Chief Gardner and ask him. At that time Mr. Ashly came down to C-411-A and told me to get Chief Gardner. I went to the lounge and got the Chief and we both returned to the compartment. Chief Gardner, Mr. Ashly, Mr. Long and Hennkle talked of how

long and if it could be fixed that day or not. Mr. Long told Hennkle to drain the 150 gallons of liquid oxygen over the side so they could work on the break. Hennkle asked Mr. Ashly how long before he could work on it. Mr. Ashly replied whenever you get done with the draining he could work on it. We all left the area. This was about 1230 when we all left. I asked the Chief if I could get ready to go ashore as we were coming into Sasebo, Japan. He gave me the OK to leave. Before I got away the air dale that was down there asked me if we were through. I said as far as I knew we were through as of right now. As I started to leave I glanced down there and saw that he was locking up.

My day was normal until the fire started. I was getting ready to go on liberty when a sailor named Herbstritt came back to compartment C-319-L saying fire, fire up here in a storage compartment. I ran out of C-319-L and forward and found DC2 Willmont running down the passageway. He was yelling that there were men down there. He also said My God My God please help them. I got hold of him and threw him on the deck of the crews lounge and called for a corpsman to come and help him. Two people came in and took over for me. I then ran out to the hatch that led to C-313-L. I grabbed a OBA out of a locker there and put it on. Another OBA man and myself started down into C-313-L with a fire hose. All of a sudden in the port side of the overhead sparks started to fly. The other sailor and myself came back out. My OBA did not fit quite right so I went topside to the hanger bay.

I took off my OBA and jacket and readjusted my OBA and went back down into the fire. I was told by the Chief to look for bodies. I went from bunk to bunk to see if I could find anyone. I did not find any at that time. By then my OBA was running low on air supply so I went back up top side and put in another canister and Chief Gardner told me to go back down and start to overhaul. I went down and started to strip the bunks of the mattresses. Some one yelled fire in the corner. I went over to check it out and found some clothes on fire. I put that out and started to cool off the bulkheads and mattresses that were smoldering in the area. Once again my OBA ran out of air so I was releived of the fire hose and went back top side to get a new canister. I went back down to check the timers of the other fire fighters to see who was about out of time so they could get out and renew their OBA's. I then went to C-411-A and held a battle lantern while they tried to get into a locked compartment in the store room. I then found one body on the deck but we had to work around it for a while. I ran out of air again so back up top side I went to get a new canister.

I went back down to the store room to help bring out the bodies. After bringing one out I went back down and started to cool off the bulkheads and the mattresses that were down there. Gary Vensille was holding the battle lantern so I could see what I was doing. Someone yelled help because they found another body. I went over and helped to carry out that body. I then stayed out for a while to rest. They needed help about ten minutes later so I went back down. By this time the fire was out and air movers were in place. I did not need the OBA again I helped to knock things from the shelves and carry things out of the store room. We were told to get out of there because there were some live wires laying on the deck. We then mustered at the Shipfitters shop. While we were there some one came back and said there was a reflash. I ran back down there with other R Division personal. The live wires had started a small fire but we got it out fast. I went back down into the fire area and helped clean up some things. At this time the fire was over for good and a full clean up party had been got together to finish up. While the clean up was going on a person was overcome by fumes or something and John Horner and I helped carry him top side.

The whole fire from start to finish lasted six hours.

The above story is what I had to write to the fire inspection board and was written about two days after the fire. **Sonny Richardson, R Division, '67 - '68**

MOVIES, RICKSHAWS AND OTHER MEMORIES

The Spring Kear Saga jogged the memory of one more shipmate who wrote the following comments.

Clifford Wierick writes concerning the filming of the *Caine Mutiny* aboard the Kearsarge, "As you know I was a landing signal officer, on that cruise, and as such had a lot of contact with movie makers during that short period of time. One thing that stands out in my mind is that Fred MacMurray was trying to avoid the press, and that the pilots of VF112 lent him a flight jacket and a hat, which he used to conceal himself behind a newspaper in the ready room. This made him look like one of us and kept the press away from him. As I remember, his wife had just died recently and he was trying to keep a low profile.

"Secondly, *The Bridges of Toko Ri* was filmed on that cruise, and as Carl Schindl mentioned, the Oriskany's catapult broke down, and that crew transferred to the Kearsarge. We were then the landing signal officers in that movie. The LSOs were Earl Robinson, T. P. McGinnis, and myself. In those days there were only three LSOs on the ship, and we were all on the Air Group Commanders staff. Incidentally, I was on the hop, on the cruise before from the Philippine Sea at which time that particular strike was flown. So it was kind of ironic that I had been on the same strike that flew RESCAP over Marvin Broomhead, which Michner used as a basis of his story. I have a copy of the clipping that he ran in *The New York Times* right after that incident, which is the reason I think that he used that particular strike as a basis for his book."

A. C. Bonner writes concerning the day that helicopter pilot took off from the Kearsarge's deck, and dumped it in the Dempster Dumpster while we were tied up at Pearl, "I remember that incident very well, as we ate with that particular pilot. I believe that was a small Piasecki helicopter, and I remember that because we normally had Sikorskys.

"Let's, go back to the rickshaw incident. I am hesitant about bringing up old chestnuts, but that is a picture of me hauling the Admiral around that you ran in the 1994 newsletter. Somewhere in the publications that you have issued, there was some conjecture concerning the origin of that rickshaw. For the life of me, I can't remember particularly how that rickshaw got on board, but it was either the supply officer or one of the VF113 pilots that got that aboard in Hong Kong. The skipper of VF113 was a character and he was probably involved with that rickshaw. His name was Commander Tripp, of VF113, and I understand he is now deceased.

"Lastly, as I went through my cruise book, I noted a picture of Lt. Commander Jack Filez, who was the main propulsion officer in the engineering section of the ship. Jack was a tough old bird. He had been sunk on the USS Huston off of Guadalcanal, or down there somewhere, and

captured by the Japanese. That ship was sunk in night action, and the Japanese tortured the crew to find out how many other ships were with it. That crew went up through the islands with the British prisoners; up through Java, and up through Singapore and the Philippines and finally a few of them were left in the iron mines in Japan. Finally the war was over and Filez was released. He was not popular because he was so tough, but he was certainly one of the most interesting people I ever met. Going ashore in Japan with Tiger Filez was an experience. When he started talking Japanese they knew exactly where he had learned it. He came home with me to Callicoon, NY and I certainly enjoyed his company. I imagine he is long deceased by now, but he was a walking example of one real tough man. His tales of Japanese prison camps are fresh in my mind every time we start to minimize the Japanese brutality in World War II."

V. Edward Curtis '53 - '55

SHIPS STORE

Sale Item

Dawn of Glory Print and LHD-3 commissioning video	\$20.00
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Stock Items

Tie Bar with carrier	\$10.00
Kearsarge Hats CV,CVA and CVS-33	\$12.50
Necktie with gold carrier silhouette	\$17.00
Coffee Mug with CV-33 crest	\$13.50
Coffee Mug with CV-33 crest and LHD-3 crest	\$13.50
License Plate Brackets, CVA and CVS	\$06.50

ALL PRICES INCLUDE SHIPPING --- ALLOW 2 - 3 WEEKS FOR DELIVERY

Order from and make checks payable to:

Art Killian
3632 Springhill Lake
Tuscaloosa, AL 35405
205-553-2710

TAPS

It is with regret we announce the passing of the following shipmates.

Henry Jay, EMFN, E Division, 1948-50 of Grand Terrace, CA passed away in August 1995.

Edward W. Krotz, LT, R Division, 2/52-8/52, of Decatur, IL recently passed away.

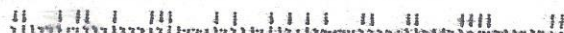
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USS Kearsarge Association
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DUES & MEMBERSHIP

The yearly dues for the Kearsarge Association is \$10.00. To pay your dues or to join the Kearsarge Association send a check made payable to The Kearsarge Association to:

The Kearsarge Association
815 Savannah Dr.
Columbus OH 43228-2944

FIND A NEW MEMBER FOR THE 1996 REUNION

Bruce Covington, President, 4928 Admiration Dr., Virginia Beach, VA 23464 804-467-1668

TW Smith, V-President, 1172 DeLeon Court, Clarkston, GA 30021 404-296-3317

John Bennett, Sec/Treas., Kear Saga Editor, 815 Savannah Dr., Columbus, OH 43228-2944 614-272-6842

Art Killian, Ships Store, 3632 Spring Hill Lake, Tuscaloosa, AL 35405 205-553-2710

Steve Udell, Historian, 211 Northwest First St., Young America, MN 55397 612-467-3943

Kenneth McDaniel, Honorary President (Deceased)

614-790-4294
FAX