

# KEAR SAGA<sup>II</sup>

## *The Newsletter of the Kearsarge Association*

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Issue 18

**CV, CVA, CVS-33, LHD-3**

December, 1999

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### **2000 REUNION, NEWPORT, RHODE ISLAND**

The date for the 2000 reunion has been set! It will take place starting Sunday, October 1st and ending Thursday, October 6. Our headquarters will be The Mainstay Inn (Best Western), 151 Admiral Kalbfus Rd., Newport, R.I. 02840. The phone number is 401-849-9880 and the Fax number is 401-849-4391. Our room rates are \$68.00, plus 12% taxes, (this includes a continental breakfast). If you wish to arrive before the 1st or stay past the 6th the room rates are \$129.00 plus taxes. Rooms can now be reserved, and seeing how there is a limited number of rooms, it's best to make your reservation early! Be sure to say your with the USS Kearsarge Reunion, to get the discounted rates.

I met with Ted Eddington, our local reunion coordinator, for a site visit. He was extremely accommodating and showed me a great time while I was there. Ted, along with Charlie Shaw, and their wives, are working on a great tour package, which should prove to provide a wonderful experience for all who attend the reunion. This time of year, the New England area is very scenic and with any luck at all the leaf "peeping" should be spectacular.

The following are the tours we have penciled in, so far. The final details, prices, times, etc. on the tours are in the final stages of development, and are subject to change.

**Sunday** evening we will have a welcome buffet at the hotel and get settled in. If groups would like to get together on their own this would be a good day to do it. Maybe a golf outing can be arranged.

**Monday** will be a tour of Newport, the Harbor, and 10 miles of the scenic coastline, including a tour of one of the local Mansions. A shopping stop in Newport is also being planned.

**Tuesday** will be a clambake, which Ted assures us will be one that you will not soon forget.

**Wednesday** we will be going to a ship museum in Fall River, Massachusetts, where we will tour the Battleship Massachusetts and have lunch aboard her. There will be various other ships to visit there, as well, including a submarine.

**Thursday** will be a trip to Mystic Seaport, CT and/or a trip to one of the gambling casinos in the area. Our dinner dance will be held Thursday evening at the Officers Club, located in Newport.

The nearest airport is the T.F. Green Airport in Providence, RI and shuttle service is available for about \$15.00 a person. Motor home parking for 10 motor homes that are self contained are available at the hotel. Their will be a \$5.00 a person charge that will cover the continental breakfast. For those wishing to stay at a motor home park, Melville Ponds is located about 6 miles from the hotel. More details on all items will be forthcoming with the registration forms, which will be including in the next newsletter.

More information pertaining to Newport can be found at the following website:  
**<http://www.GoNewport.com>**

## **TAPS**

**Charles E. Pridemore** passed away November 8, 1996. Charles was aboard the Kearsarge from 1946 to 1947 and was attached to the S1 Division.

**Harold L. Mason**, CWO4, passed away October 20, 1998. Harold was a Plankowner aboard the Kearsarge from 1945 to 1948 and was in Fox Division.

**Frank Haggerty** passed away August of 1998.

**Harry Stombaugh** passed away September 12, 1999. Harry served aboard the Kearsarge from 1952 to 1955 and was attached to both V1 and V4 Divisions.

**Robert J. Jones** passed away December 4, 1998. Bob was aboard the Kearsarge from 1946 to 1947 and was with VA3 Division. His wife informs us that Bob was a bag piper with the Shrine and was marching in the Holiday Parade when he collapsed and never responded. She also stated that he was always so proud of serving on the Kearsarge during his tour of duty.

**Edwin T. Stowers Jr.** passed away August 11, 1999 after fighting a bout with cancer for the last two years. Ed was aboard the Kearsarge from 1954 to 1956 and was with VF113.

**Arlo Breidenbaugh** died April 30, 1999. Arlo served 6 years in the navy and was one of two yeoman aboard the USS Augusta to take notes between President Roosevelt and Prime Minister Churchill.

**Leslie W. Noyes, Jr** passed away December 11, 1998 after fighting a long battle with cancer. Leslie was aboard the Kearsarge in 1947 and was in E Division. He also served on the USS Portsmouth, the USS Gum Tree and the APL 19.

## **S/S KEARSARGE**

Another Kearsarge has been around that most of us were probably unaware of. Built in 1894 at the Chicago Ship Building Co.- Chicago IL the ship was 328 feet long, 44.2 foot beam and 23 foot molded depth, with gross tons of 3092, net tons of 2721. The last owner was the Canadian Atlantic Transit Co and was dismantled in 1948-9. The bow and stern sections were used in the



construction of the tug s/s Michael Sabadashe. The center hull is the Hornblower's Barge & Grill near Cleveland's Burke Lakefront Airport.

## **SMOKING LAMP**

Sea Dogs who sailed the wooden ships endured hardships that sailors today never suffer. Cramped quarters, poor unpalatable food, bad lighting and boredom were hard facts of sea life. But perhaps a more frustrating problem was getting a fire to kindle a cigar or pipe tobacco after a hard day's work.

Matches were scarce and unreliable, yet smoking contributed positively to the moral of the crew; so oil lamps were hung in the fo'c'sle and used as matches. Smoking was restricted to certain times of the day by the bos'un's. When it was allowed, the "smoking lamps" were "lighted" and the men relaxed with their tobacco.

Fire was, and still is, the great enemy of ships at sea. The smoking lamp was centrally located for the convenience of all and was the only authorized light aboard. It was a practical way of keeping open flames away from the magazines and other storage areas.

In today's Navy the smoking lamp has disappeared, but the words "the smoking lamp is lighted in all authorized spaces" remains.

## **WARDROOM**

Aboard the 18th century British ships, there was a compartment called the wardrobe used for storing booty taken at sea. The officers' mess and staterooms were situated nearby, so when the wardrobe was empty they congregated there to take their meals and pass the time.

When the days of swashbuckling and pirating had ended, the wardrobe was used exclusively as an officers mess and lounge. Having been elevated from a closet to a room, it was called the wardroom.

## **DOG WATCH**

Dog watch is the name given to the 1600-1800 and the 1800-2000 watches aboard ship. The 1600-2000 4-hour watch was originally split to prevent men from always having to stand the same watches daily. As a result sailors dodge the same daily routine, hence they are dodging the watch or standing the dog watch.

In its corrupted form, dodge became dog and procedure is referred to as "dodging the watch" or standing the "dog watch."

## LETTERS

I'm writhing to you in regards to your last newsletter. On the last inside page, you show the Kearsarge being pushed into Pier Echo at Long Beach Naval Ship Yard, dated March 1974. I find this hard to believe because the ship was decommissioned in 1970 and from what I understand was sold for scrap in 1972. If you look at the picture, this is a very active ship and nothing on her has been moth-balled or removed.

Sincerely,  
Signed  
Gerry Gouvenia

### USS KEARSARGE LHD-3

#### **Kearsarge earns another Battle 'E'**

For the third consecutive year, the USS Kearsarge has received the Naval Surface Force Atlantic Fleet Battle Efficiency award. The award recognizes sustained performance in an operational environment. Every ship eligible is evaluated in four major areas including logistics management, engineering and survivability, command and control, and maritime warfare. The ship also received the Maritime Warfare Excellence award for superior performance in amphibious, air warfare and surface operations; the Engineering/Survivability Excellence award for main propulsion and damage control performance; the Command and Control Excellence award for communications, intelligence, electronic warfare, navigation and seamanship; and the Logistics Management Excellence award for excellence in material, financial and personnel management. Kearsarge also received marks of excellence in the supply department logistics management assessment. "This is a great award," said Cmdr. Richard Lynch, Kearsarge's operations officer. "It tells everyone in every department from seaman recruit to captain that they have done a great job."

#### **Kearsarge leaves for six-month deployment**

The Kearsarge departed Hampton Roads April 14 for a six-month deployment and its ready group relieved ships on station in the Adriatic Sea. After their departure the ship proceeded to Morehead City, North Carolina to embark the Marines of the 26th Marine Expeditionary Unit. During preparations for deployment, Kearsarge Amphibious Ready Group, along with the Theodore Roosevelt carrier battle group, participated in Joint Task Force Exercise 99-11. The exercise, held in the waters off Virginia, North Carolina and Puerto Rico, provided the forces with an enhanced understanding of joint operations and served as the final certification of their readiness to deploy.

#### **Marines from the Kearsarge to help Kosovars**

After months of waiting aboard the Kearsarge, the Marines headed for southern Greece on June 10th, as part of a peacekeeping force that will assure the safety of displaced ethnic Albanians



returning to Kosovo. The Marines headed for Skopje, Macedonia, where the peacekeepers stood by before heading into the war-torn Yugoslav providence.

### **Kearsarge finally visits port**

After being at sea for almost two straight months the Kearsarge will finally get to visit port. "My guys are getting tired," Captain Pete Masciangelo, Commander of the Kearsarge, said of his sailors. "They are not as tired as the Marines that were put ashore in the first wave of peacekeepers for Kosovo", he said.

The ship was at sea 60 out of 65 days and needed to shut down the boilers for a while to perform some maintenance. They went to Haifi, Israel for some maintenance and " R&R."

### **HELICOPTER CRASH 1952**

The USS Kearsarge ship's log for the month of October, 1952 was ordered by T.W. Smith. A lot of people have asked about the helicopter crash mentioned in this log, and there has been a lot of stretching of the truth, as well. Hopefully, this will help set the record straight.

The ship was under the command of Captain Louis E. French and operating off the east coast of Korea during this period. If you wish to purchase the ships log for a month you were aboard you may do so by contacting Pike Military Research, 1539 Foxhall Road, NW, Washington DC 20007 or phone 202-338-4249 or e-mail at [www.militaryunits.com](http://www.militaryunits.com)

### **Steaming log of Saturday 11 October, 1952**

18 -20

Steaming as before. 1800 Helicopter, bureau number 123125, overturned while turning up on deck, apparently due to the wind conditions. The ship's heading was approximately 040 during a turn to the right from 300 (T) to 100 (T), ship's speed 15 knots (111 R.P.M.), the wind was gusting between 20 and 35 knots from 300 (T). The following personnel were killed in the line of duty as a result of the accident: BAILEY, WALTER EDMUNDSON, 323 78 34, AB3, USN, diagnosis: extreme multiple injuries; COON, ELMER CLARK JR., 433 34 08, AN, USN, diagnosis: injuries of intra-cranial n.e.c.(fracture, compound, skull) The following personnel were injured in the line of duty as a result of the accident: HAIGH, HADLEY EUGENE, 323-91-75, AA, USN, diagnosis: (1) fracture, simple n.e.c., ribs, left thoracic numbers 4,5,6,7,8,9,and 10, (2) contusion of back, (3) D.U. (fractured back); CHMACH HARRY RICHARD HENDERSON, 396612, USN, diagnosis: abrasions of left lower leg; REDEL, LEO HERMAN, 438 86 39, AA, USN, diagnosis: (1) wound, lacerated left thigh, (2) abrasions of left thigh; HENSLEY, CONLEY (N), 288 13 65, AN USN, diagnosis: (1) displacement of tooth, traumatic#23, (2) wound, punctured lower lip. 1802 Completed scheduled Task Force operations, set base course 110 (T)

and (PGC), base speed 15 knots (111 R.P.M.). 1906 Secured from flight quarters.

Signed  
C.F. Willett  
LT, USN

20 - 24

Steaming as before. 2043 HAIGH, HADLEY EUGENE, 323 91 75, AA, USN, died as a result of injuries sustained at 1800. 2200 Changed base speed to 12 knots (88 R.P.M.). Changed base course to 275 (T) and (PGC) by simultaneous turn movement.

Signed  
W. Waller, JR  
LTJG, USN

## **RULES**

"When you take off your neckerchief, untie it, unroll it, and fold it up like a handkerchief. When you press it, you should press it out flat, not folded. When you put it on, roll it and tie it so the knot is at the bottom of the "V" in your jumper. It was never intended to be tied up under your chin like a bow tie. Neither is it to be folded and pressed like a string tie.

"White socks will be worn with white uniforms only. Keep your shoes shined and your uniform pressed. Get a white hat big enough to fit your head. Wear it square on your head, or tilted slightly forward. Square hats with the sides bent down are taboo.

"Keep your jumper free of cigarettes, pocket novels, chocolate bars, foot long combs and other loose gear that that jumper pockets attract."

The above rules are from a "Welcome Aboard" book that was handed out to enlisted crewmembers when they reported aboard for duty. The ship was a CVA at the time.

## **THANKS**

The association received a thank you card from Gloria Covington thanking everyone for the flower arrangement that was sent to Bruces funeral and she would also like to thank everyone who sent Bruce cards and called during his illness.

## SHIPS STORE

Blue Watch Caps	CV, CVA, CVS 33	\$12.00
USS Kearsarge Hats, White	CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, Blue	CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, Blue with "The Mighty Kay"	CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, with "50th Anniversary"	CV 33	\$14.00
USS Kearsarge Hats, Red with "Marines"		\$14.00
USS Kearsarge Hats, Blue with Gater and Ship	LHD 3	\$14.00
USS Kearsarge Hats, Blue with Ship	LHD 3	\$14.00
USS Kearsarge Hats, Blue with Ship Crest	LHD 3	\$14.00
Coffee Mugs with CV33 and LHD3 Crest		\$13.50
Magnetic Ships Crest 3" (for you refrigerator, etc.)	CV, CVA, CVS 33	\$03.00
Ships Crest Patches Cloth, 41/2"	CV, CVA, CVS 33	\$05.00
USS Kearsarge Tie Bars		\$10.00
Ships Lighters (Zippo) 3 color, straight and round design		\$21.00
USS Kearsarge Golf Shirt, White, M-L-XL	CV, CVA, CVS 33	\$29.00
USS Kearsarge Golf Shirt, Navy Blue, M-L-XL	CV, CVA, CVS 33	\$29.00
USS Kearsarge Sweat Shirt, White, M-L-XL	CV, CVA, CVS 33	\$35.00
USS Kearsarge Sweat Shirt, Navy Blue, M-L-XL	CV, CVA, CVS 33	\$35.00

ALL PRICES INCLUDE SHIPPING AND HANDLING

Make checks payable to the Kearsarge Association and order from Art Killian,  
3632 Springhill Lake, Tuscaloosa, AL 34305 Phone (205) 553-2710



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USS Kearsarge Association  
815 Savannah Drive  
Columbus, Ohio 43228

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**CHECK YOUR MAILING LABEL FOR YOUR DUES EXPIRATION DATE**

## DUES & MEMBERSHIP

The yearly dues for the Kearsarge Association is \$10.00. Check your label to see when your dues expire. To pay your dues send a check made payable to the Kearsarge Association: To John Bennett, address below

To sign up a new member send information to John Bennett: Address below

**FIND A NEW MEMBER FOR THE 2000 REUNION**

John Bennett, President, Kear Saga Editor, 815 Savannah Dr., Columbus, OH 43228-2944 614-272-6842  
TW Smith, V-President, 1172 DeLeon Court, Clarkston, GA 30021 404-296-3317  
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)