

KEARSAGA

U. S. S. KEARSARGE ASSOCIATION NEWSLETTER

ISSUE 82

CV, CVA, CVS-33, LHD-3

FALL 2022



SHIPMATES, FAMILIES & KEARSARGE FRIENDS

Here's hoping that all of you have enjoyed a great Summer and that you'll be enjoying the Fall and Football seasons and some "cooler" Fall weather.

I had some recent correspondence from a former USS BENNINGTON (CVS 20) crew member concerning Association membership and reunion attendance. Their Association is having the very same issues as we are and possibly would like to consider a "joint reunion at some future time. I'm positive that there would be a lot of "one upmanship" if it comes to pass. (You may remember, The Bennington tied up next to KEARSARGE at Pier "E" in Long Beach many times and often relieved us in WestPac.) They are having a reunion next month (October 22) and will broach the subject of possibly having a joint reunion with our KEARSARGE Association.

I realize that we voted to cease future reunions but depending on membership responses/interests we could certainly revisit the subject. Honestly speaking it would almost have to be in the next couple of years due to many concerns (age/health/traveling ability being some of them). I will keep you apprised accordingly but would like to hear from ALL OF YOU ON THE SUBJECT, SEND ME AN EMAIL PLEASE.

I don't know how much Navy News that you all hear or see but KEARSARGE LHD 3 has been in the news a lot since deploying in December 2021 to the Med-Mid East-North Atlantic-North and Baltic Sea's. She's played a prominent role in the Russian invasion of Ukraine in showing the Flag as well as other missions and still deployed now I believe. Young Sailors doing their job just as we once did.

Lastly, to address the jobs that you did when you were serving our country. Over the years I often hear

Navy (and other) Veterans saying that what they did, or, that their jobs were not important. I heard some of that in Branson actually. Let's clear that up right now,

NEVER MINIMIZE your time served or what you did, every job is part of the big picture in some way and contributed to the Ship's mission and defense of the USA. That's coming from a "Lifer" who's been there and done most of it. The USN'S 246th Birthday is coming up on the 13th of October 2022 so I wish all of you a "very Happy NAVY BIRTHDAY!!! GO CELEBRATE and show your colors!!!

"IN OMNIBUS PINNACULUM

C. V.

SHIPMATES, YOUR EDITOR!

Jack De Merit, Kearsaga Editor

This message is to inform you of the Kearsaga change. We will be publishing an article about each of the decades that the Kearsarge, CVS 33 served in. Since the majority of you served on her and not one of the other 4 Kearsarges, we thought you would like to know what happened in each decade starting with the 1940's to the 70's when she was decommissioned.

This issue has a rundown of the places she served in for each decade. Future issues will have specific things that occurred in each decade and hopefully, stories that **YOU SUBMIT TO ME** for publication. You can e-mail them to me or snail mail them to me. My e-mail and mailing information are on the last page with the Office Holders. If possible, include pictures. I am sure that the other members will enjoy them.

I thank you in advance for anything you are able to send. We publish this Kearsaga for everyone's enjoyment and knowledge. With a crew of over 3,000 men, it was impossible to know the entire crew or to know what was going on in each part of the ship.

Running the Print Shop only gave me access to my Division personnel and various members of the Air Groups who needed their Flight Plans copied every night and the Officers I met while playing Pinochle with the Admiral. I look forward to whatever you can send me.

KEARSARGE IN THE 1940'S

THE BIRTH OF THE KEARSARGE WE SERVED ON

The United States Navy was in need of fighting ships in 1944. The keel was laid on March 1, 1944 at the New York Naval Shipyard. Its Launch date was May 5, 1945 under the sponsorship of Mrs. Aubrey W. Fitch, wife of Vice Admiral Fitch, USN, just a few months before Japan surrendered. After undergoing sea trials, the fourth Kearsarge, CV 33, was Commissioned on March 2, 1946, Captain Francis J. McKenna, USN, in command.

At commissioning the ship had an overall length of 888 feet; an extreme beam of 147 feet, 6 inches; a full load displacement of 40,800 tons; a maximum draft of 28 feet, 7 inches; a designed complement of 360 officers and 3,088 men. She was armed with twelve 5-inch/38 caliber guns and 18 quadruple 40mm anti-aircraft mounts.

Kearsarge made Norfolk, Virginia, her home port and spent her first year in operations along the eastern seaboard and in the Caribbean Sea. On 7 June 1947 she stood out of Norfolk on a midshipman training cruise that marked her first calls in European ports. She paid visits to Rosyth, Scotland, Goteborg, Sweden; and Weymouth, England; departing the last named port on 18 July to train her midshipmen in company with a task force in the Caribbean Sea before debarking them at Annapolis 11 August 1947. On the 30th, she passed out to sea from Quonset Point and catapulted two of the Navy's newest "Phantom" FD-1 jet fighters for participation in the National Air Races at Cleveland, Ohio.

Her training continued out of Newport in waters reaching to Cuba until 1 June 1948. On that day she stood out of Hampton Roads with over 400 men of the 21st Marines embarked, bound for the Mediterranean as the flagship of Carrier Division 6. She arrived in Souda Bay, Crete 14 June and spent the following months in readiness with the powerful Sixth Fleet as she took part in maneuvers and tactics with intervening liberty in ports of Italy, France, Algeria.

Kearsarge returned from the Mediterranean to Quonset Point, Rhode Island, 2 October 1948. She cleared port 1 November for special cold weather exercises with a carrier task force that steamed as far north as the Davis Straits and returned to Newport from this cruise on the 30th. After training that found her in waters reaching from Nova Scotia to Haiti, she repaired in the Boston Naval Shipyard (22 August 1949-27 January 1950).

KEARSARGE IN THE 1950'S

A WHOLE NEW KEARSARGE

Kearsarge transited the Panama Canal and proceeded by way of San Diego to enter the Puget Sound Naval

Shipyard on 23 February 1950. She was decommissioned in that yard on 16 June 1950 for modernization and overhaul that would enable her to handle the new and higher performance jet aircraft.

Kearsarge was recommissioned 15 February 1952, Captain Louis B. French, USN, commanding. She left Puget Sound on 18 April for shakedown training out of San Diego that was intervened by final alterations in the Puget Sound Naval Shipyard.

On 5 July she stood out of San Diego for intensive flight training in the Hawaiian area until 29 August, then set course to assist the United Nations Forces in the fight against aggression in Korea. The flagship of Carrier Division Five, she reached Yokosuka, Japan, 8 September and departed the 14th to join the Fast Carrier Task Force 77 off the east coast of Korea. Nearly six thousand sorties rose off her flight deck for combat missions against Communist forces in North Korea by 23 February 1953 when she arrived in Yokosuka to prepare for the voyage home.

She put to sea on the 28th and returned to her home base of San Diego, 17 March 1953. During this cruise, her hull classification was changed from heavy aircraft carrier (CV-33) to attack aircraft carrier (CVA-33). Kearsarge conducted operations off the coast of California until 1 July 1953 when she again sailed for the Far East.

Proceeding by way of the Hawaiian Islands she arrived in Yokosuka on 3 August and departed three days later to patrol with the fast carrier force during the uneasy truce in Korea. She also helped to keep watch over the waters that separated the Nationalist Chinese on Taiwan from the mainland of Communist China. This Far Eastern cruise terminated at San Diego on 18 January 1954

When the Korean War ended, the last 23 months serving aboard the Kearsarge was a 180 degree turn-around! During that time it became a new era which I call "Hollywood Far East."

Kearsarge took part in three (3) major movies: The Caine Mutiny, The Bridges of Toko Ri, and The Eternal Sea. The casts of these movies included Humphrey Bogart, Van Johnson, Fred McMurray, Lee Marvin, Jose Ferrer, William Holden, Grace Kelly, Mickey Rooney, Sterling Hayden and Fredrick March. All "A" list stars of the 50's. The "Caine" was awarded Oscars at the Academy Awards in 1955. The Kearsarge played Admiral Halsey's flagship.

Some stars brought their families aboard. While at sea Bogart and his wife and son were aboard. Many of the crew got to meet Lauren Bacall, which was a big deal!

Kearsarge was overhauled in the San Francisco Naval Shipyard (30 January 6 July 1954). After refresher training off the southern coast of California, she departed San Diego on 7 October for another tour of duty with the Seventh Fleet. Proceeding by way of Hawaii and the Philippines, she joined a carrier task group that included the USS WASP (CVA-18) in the South China Seas as the

Chinese Communist forces began concentrated attacks on the Chinese Nationalist—held Tachen Islands located 120 miles northeast of Taiwan. Operating from Subic Bay in the Philippines, she stood by for possible assistance to the Nationalists in evacuating the Tachens.

On the morning of 6 February 1955, orders came from the President to proceed with the operation. During the next seven days Kearsarge supported units of the Seventh Fleet and the Chinese Nationalist Navy in the successful evacuation of more than eighteen thousand civilians and twenty thousand military personnel from the islands.

Kearsarge visited Hong Kong on conclusion of the Tachens evacuation, then continued her watchful patrol out of Subic Bay in the Philippines until 19 April 1955 when she entered the Yokosuka Naval Base for Voyage repairs. She left that port on 27 April to touch at Pearl Harbor on her way to San Diego where she arrived on 12 May 1955. After exercises along the coast of California she again sailed for the Far East on 29 October for a rigorous schedule of training and readiness with the Seventh Fleet in waters ranging from Japan to the Philippines.

She returned from this cruise to San Diego on 17 May 1956 and was overhauled in the Puget Sound Naval Shipyard (5 July 1956-7 February 1957) as a first step in a program to keep her modern by replacement of vital and obsolete equipment, and to provide better habitation facilities for her crew. She received a new angle deck, hurricane bow, deck edge elevator. The spring and summer found Kearsarge along the western seaboard until 9 Au-

gust 1957 when she set course by way of the Hawaiian and the Marianas Islands for Yokosuka, Japan. Kearsarge arrived in Yokosuka on 22 September 1957.

During this cruise she steamed some 43,000 miles and launched 2,351 sorties during operations highlighted by participation in the Seventh Fleet's cold weather readiness exercise "Castle Rock" and large scale amphibious warfare landing operation "Strong back." Her air group had two weeks of intensive flying from the Naval Air Station at Cubi Point in the Philippines, and she twice acted as hostess for two groups of Japanese government, military and press representatives on a day's cruise to observe air operations. Her busy schedule took her to Guam, Yokosuka, Kobe, Iwakuni, Yokohama, and Hong Kong.

She also kept on the alert in the direct support of the defense of Taiwan as the Chinese Communist shelled the Kinmen Group of islands, near the Chinese mainland, across the strait from Taiwan.

Kearsarge returned to San Diego on 2 April 1958 and was fitted out as an antisubmarine warfare support aircraft carrier in the Long Beach Naval Shipyard. Her hull classification and number were changed from CVA-33 to CVS-33, effective on 1 October 1958, and she came out of the yard for sea trials on 9 May 1959. Underway training took up her time until mid-June, then Kearsarge turned to the task of qualifying her antisubmarine squadrons until 5 September when she again sailed to join the Seventh Fleet.

Typhoon Vera passed over the central part of the main-

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land of Honshu on 26 September 1959. The city of Nagoya and surrounding area absorbed the brunt of Vera's fury which left some eighteen thousand injured, three thousand dead, and over a million persons in distress. Two days later United States authorities directing the disaster relief work in Nagoya requested aid and Kearsarge, some three hundred miles at sea from her destination of Yokosuka, diverted her course to render relief.

She launched aircraft to the mainland with advanced parties of medical and supply representatives to establish liaison and make preliminary preparations to integrate Kearsarge's efforts into the relief of Nagoya. She reached the disaster area on 30 September to combine her efforts with Marine helicopter units from Oppama and Air Force and Army units stationed in Japan. This Navy—Marine participation in relief efforts which continued through 5 October, resulted in the evacuation of 4,610 persons, the airlift of 148,000 pounds of relief supplies; the inoculation of 17,750 Japanese, the administration of 8,000 sulfadiazine tablets and the treatment of sixty injured. In addition, Kearsarge and her air groups donated \$3,020.00 and 3,000 pounds of clothing to the disaster victims.

As Kearsarge resumed her voyage to Yokosuka, Chief of Naval Operations, Admiral Arleigh A. Burke, flashed a message to the antisubmarine warfare carrier:

In November 1959 she participated in weapons demonstrations for Asian Leaders and embarked at Subic Bay. The demonstration, planned to cover the full range of offensive capabilities of the ships and aircraft of the Seventh Fleets took place on route to Buckner Bay, Okinawa. Here, the Asian leaders were flown ashore to the Marine, Army and Air Force, phases of the weapons demonstration. Represented were Australia, Cambodia, Nationalist China, France, Indonesia, Japan, South Korea, Laos, Malaya, New Zealand, Pakistan, Philippine Republic, Thailand, South Vietnam, United Kingdom and the United States.

KEARSARGE IN THE 1960'S

RESCUING FOUR RUSSIANS

After training with the Seventh Fleet that included readiness exercises with units of SEATO nations, Kearsarge arrived at Nagoya, Japan, on 18 February 1960. Over the week—end her sailors got the chance to meet friends they made five months previous but whom most of them never saw. Governor Mikine Kuwahara of the Aichi Prefecture was the first to thank the Navy, adding that a great portion of the relief supplies consisted of California—grown rice and that much help came from Los Angeles which had declared itself Nagoya's Sister city in March 1959. Nagoya's Mayor Kissen Kobayashi, told how work on restoring the Nagoya Castle, built in 1612

by Shogun Iyeyasu Tokugawa, had been interrupted by the typhoon Vera damage. He pointed out, however, that one effect of the typhoon was to "advertise Nagoya around the world, together with its tourist—attracting fortress." Kearsarge, with two Navy destroyers and an attack transport, was opened to general visiting during this visit. Nagoyans who were unable to visit the antisubmarine warfare support carrier were given a full briefing by way of television after a team of television newsmen had toured her.

Kearsarge arrived in Yokosuka from Nagoya on 22 February to prepare for the voyage home. She passed out to sea on 3 March 1960 and was in stormy waters some 1200 miles off Wake Island on 6 March when her helicopter plucked four Russians from a disabled 50-foot landing craft which had drifted for forty-nine days from the Kurile Island north of Japan. It was estimated they had drifted about 1,020 miles, subsisting throughout their 49-day ordeal on three cans of jerky beef, one loaf of bread and what water could be gathered from rain fall. The Russians gave their names as Master Sergeant Victor Aygonschi, 21; Private Anthony Kruchowske, 22; Private Philip Poplayski, 20; and Private Fredor Ivan, 20.

Kearsarge provided food and medical attention for the Russians until she reached the pier of the Naval Air Station, Alameda, California, on 15 March 1960. From the West Coast the four were flown to New York, thence to Moscow where they received a "heroes" welcome for their remarkable feat. They sent back to Kearsarge by radio message from Odessa, Russia, a relay of thanks.

Kearsarge spent almost a year in operations along the western seaboard of the United States. On 3 March 1961 she departed San Diego for the Hawaiian Islands, thence to the Gulf of Siam off Bangkok where the Seventh Fleet was concentrating and prepared to deal with the communist threat to Thailand in conjunction with the crisis in Laos. After easing of the threat in the Southeast Asia area, she resumed readiness operations with the Seventh Fleet until 5 September 1961 when she sailed from Yokosuka for return to Long Beach, California, on the 19th. She entered the Puget Sound Naval Shipyard on 1 November for the second phase of her modernization conversion and was met by a huge welcoming committee headed by Bremerton's Mayor H. O. "Whitey" Domstad who presented her with a key to the city. On hand to entertain Kearsarge was the music and precision marching of the West High School Band of Bremerton, Washington. Four days later Kearsarge celebrated the 100th anniversary of the commissioning of the first Kearsarge. Her second phase of modernization was complete by 19 June 1962 when she arrived in San Diego for refresher training. She shifted to Long Beach from that port on 2 August and sailed the same day for the Hawaiian Islands.

Kearsarge arrived in Pearl Harbor 7 August 1962 for

operations on the Pacific Missile Range that would prepare her for a key role in the six-orbit journey of American Astronauts Walter M. Shirra, Jr., who was sent into space from Cape Canaveral, Florida, at 7:15 Eastern Standard Time, Wednesday, 3 October 1962. After a flawless 160,000 mile flight of six orbits, the astronaut set down in the Pacific nine hours and 14 minutes later, only nine thousand yards from his rescue aircraft carrier, USS Kearsarge (CVS-33). This historic flight that provided space officials with data wanted to check out the design, production and operations of space systems for longer duration flights, came on the eve of the fifth anniversary of the Space Age. On 4 October 1957, the Soviets ushered in the new era by sending Sputnik I into orbit. Kearsarge returned to Long Beach on 3 December for training exercises off California.

The task force was in transient to Bangkok Thailand for a debriefing of the SEATO exercise. During this transient, the task group was going through tactical anti sub maneuvers. The Evans had been operating with Melbourne as a plane guard. The Melbourne had radioed the Evans twice, telling them that they were on a collision course. When the initial maneuvers had started, the ships were 1300 yards apart and somehow they managed to get together. The men of the Evans were tossed from their racks and were not warned in any way that a collision was eminent. Many of the men had jump over board. The waters were shark infested, but it is not known that they harmed anyone.

At 04:00, the crew was awaked by public address announcement requesting for emergency blood donors. Again, at 04:30 the captain informed us of what had happened. The Kearsarge was 43 miles away and it arrived at the scene by 05:00 but had stopped about six miles away, within a seeing distance, but things were small on the horizon. Kearsarge planes and boats searched the area for about 48 hours. After all known survivors had been rescued, Kearsarge pulled in closer, and all persons were transferred from the Melbourne to the Kearsarge.

From June 1963 to December 1964, the Kearsarge made her eighth and ninth deployments to the Western Pacific. Highlighting the latter cruise on August 5, the "Mighty K" was ordered to proceed from Yokosuka, Japan, to provide antisubmarine warfare support to the Seventh Fleet ships involved in the Gulf of Tonkin crisis.

She returned to Long Beach on December 16, 1964, to undergo a six-month yard overhaul. During the yard period, the Kearsarge received a new aluminum flight deck and the latest radar equipment.

The Kearsarge operated off the coast of Southern California until early 1966, then once again set sail for the Far East to support units of the Seventh Fleet off Vietnam. During the 1966 cruise, the carrier steamed over 35,000 miles on Yankee Station, maintaining an around the clock surface and sub-surface vigil on the waters of the Gulf of Tonkin. The carrier's helicopters rescued 16 downed American flyers, many of whom had been heavily hit by enemy ground positions. In October, the Kearsarge transported President Johnson's helicopter through the Strait of Malacca while the President was visiting Malaysia. During her trip to Malaysia, The Kearsarge crossed the Equator and some 2,000 men went through the transition from Pollywog to Shellbacks. The Kearsarge returned to Yankee Station on the 23rd, then after a short visit to Hong Kong and Japan returned to San Diego on December 26, 1966.

She operated on the West Coast until departing San Diego 18 August 1967, and reached Pearl Harbor ten days later to participate in exercises in the Hawaiian operating areas. Following training she departed for duty in the Western Pacific. While entering Sasebo, Japan, 23 December between periods of duty on "Yankee Station", a severe fire was discovered in an aviation storeroom and an adjacent compartment. Three men were killed and two injured in the fire, although the ship's operational capability was not affected.

The Kearsarge conducted one final Western Pacific deployment in 1969. During a SEATO exercise, the USS Frank E. Evans DD754, was operating with the Australian carrier, HMAS Melbourne. In the early morning of Jun 3, 1969, the Melbourne collided with the Evans, striking her dead amid ship and cut the destroyer in two. The forward half of the Evans sank in ten and a half minutes with heavy loss of life. USS Kearsarge and her aircraft took part in the rescue operations. The survivors were brought aboard and were taken to Subic Bay. Upon her return to Long Beach, the carrier entered the shipyard for the process of deactivation. All usable equipment was removed and she began her final voyage to San Diego, where on February 13, 1970, the 24-year-old carrier was

decommissioned and placed in the San Diego Group of the Pacific Reserve Fleet. Today, the Kearsarge slowly sways against her moorings in her berth near the 32nd Street Pier at the Naval Ship's Maintenance Facility, her fate in the hands of Navy officials who will deem the proper time when she will be removed from service and be dismantled for parts or scrap.

KEARSARGE CALMS SWEDEN

By Charley Duxbury, July 2021

STOCKHOLM — In the Swedish capital this weekend, everyone was talking about the American warship. Moored in the main waterway linking Stockholm with the Baltic Sea, the towering presence of the USS Kearsarge, LHD 3, dominated the city center, its 253-meter-long silhouette creating a new militaristic skyline against the early summer sun.

A couple of Danish tourists walking along the waterfront speculated that the American ship's arrival could have something to do with Sweden's recent application — alongside Finland — to join NATO, or maybe it just reflected the underlying cause of those applications: the darkening of the regional security picture following nearby Russia's attack on Ukraine.

"I can see why they want to join NATO," one of the tourists said to her companion. "There's just so much uncertainty about where things are headed." The reality is that the Kearsarge has a dual mission in the Swedish capital.

Officially, the ship's visit to Stockholm is to participate in a military training exercise involving 14 NATO states plus Finland and Sweden, which will test the ability of these countries' navies, air forces and armies to work together. The exercise, called Baltops, will run all week and involve landing exercises along the Swedish and German coasts.

But the Kearsarge is also in the Swedish capital to send a message to Russia that the U.S. is keeping an eye on Sweden and Finland.

The two small Nordic states applied to join NATO two weeks ago, but their applications, already expected to take months, have become tangled up in objections from existing member Turkey.

Sweden and Finland are now in a sensitive "gray period" between application and full NATO membership — with the mutual defense commitment that entails — and questions have been raised about what protection the countries can expect from the U.S. and others over the weeks and months ahead.

'Pretty strong statement'
At a news conference on the deck of the Kearsarge on Sat-

urday, General Mark Milley, the most senior U.S. military commander, said the visit of the warship to Stockholm was in part designed to answer those questions.

"I think the Kearsarge being here is a pretty strong statement," Milley said. "We are committed to a rules-based international order ... and the idea that strong, powerful countries cannot just arbitrarily attack smaller weaker countries as we have seen in Ukraine."

Standing alongside Milley, Swedish Prime Minister Magdalena Anderson said the arrival of the American warship showed that U.S. President Joe Biden was making good on commitments he made to her and Finnish President Sauli Niinistö when the two Nordic leaders visited the White House last month.

"This shows President Biden's security assurances are followed by actions," she said.

The way the Baltops exercise is being run offers some insight into how the Swedish and Finnish "gray period" will likely be managed over the months ahead. The strategy seems to be to run a tight schedule of training exercises — which has also included the recently concluded Siil exercise around Estonia — to maintain an enhanced NATO presence in the Baltic Sea region.

Baltops itself will be around 30% bigger this year than in 2021 and will involve 45 ships and 76 aircraft. General Milley, who serves as the chairman of the U.S. Joint Chiefs of Staff, said President Biden had asked military leaders to "modestly increase" activities beyond the "significant program" already scheduled.

Speaking alongside Milley on the Kearsarge, Swedish Defense Minister Peter Hultqvist said he could see "a future here with a lot of activities that makes our part of Europe more secure ... during this sensitive time from now until we are full members of NATO."

"We will have naval vessels in the Baltic Sea over the coming months and also we will have an air force presence in our airspace," Hultqvist said.

Baltops exercise

"You have seen the type of aircraft that are here: you've got attack aircraft, you've got Harrier Jump Jets," he said.

"You're looking at somewhere around 1,200 Marines that are capable of executing battalion-sized amphibious assaults from the sea to project power ashore," he said. But asked what message Moscow should take from the presence of the Kearsarge in the Baltic, Milley deferred.

"I'll leave the message to what Moscow thinks the message is," he said. "It is not my job to articulate a message. We are here to do military training."

ODD BALL FACTS: *The average person's left hand does 56% of the typing.*

In England beer was often served at breakfast.

MILITARY MUSEUMS

VA Vantage Point

The National World War II Museum in New Orleans: From the Pearl Harbor attack to victories in Europe and Japan, learn about the triumphs and tragedies of WWII at this expansive (and expanding) Big Easy museum.

Hawaii's Pearl Harbor National Memorial: See the site of the history-changing Dec. 7, 1941, attack that killed 1,177 sailors and Marines and spurred the U.S. to enter the Second World War.

The National WWI Museum and Memorial in Kansas City: Reflect on the triumphs and many tragedies of the Great War at this moving, must-visit, Midwest museum.

Patriots Point Naval & Maritime Museum in Charleston: Climb aboard the enormous aircraft carrier USS Yorktown, a participant in more than 40 World War II battles, in Mount Pleasant, South Carolina, across the harbor from Charleston.

Civil War Heroes on Boston's Black Heritage Trail: The Robert Gould Shaw and Massachusetts 54th Regiment Civil War Memorial honoring African American soldiers is a stirring stop in a history-packed city.

Vicksburg National Military Park: Take a long, deep dive into the Civil War at this massive Mississippi site where key battles helped change the course of America's deadliest fight.

Gettysburg National Military Park: Follow AARP's guide to Pennsylvania's famous battlefields, where a major Union triumph changed the course of the Civil War.

Philadelphia's Museum of the American Revolution: Learn how the colonists reached a breaking point, fought for independence and won the battle at one of Philly's top destinations.

The San Diego Air & Space Museum Is a bucket-list stop for aviation buffs: See how American warplanes progressed from motorized kites to supercharged bombers with Rolls Royce engines at this Smithsonian-affiliated gem in beautiful Balboa Park in California.

Explore Revolutionary War History in charming Castine, Maine: Explore the historical sites tucked away in this charming New England village that dates back to pre-Revolutionary America and the Civil War.



LIES YOU LEARNED IN SCHOOL

Mark Twain famously said, "Don't let school interfere with your education." He quit school at 12 years old. Plenty of the "facts" learned in school are actually myths, propaganda, misinformation, or downright lies.

The Great Wall of China Is Visible From Space

Since it's the same color, texture and made from the same materials as the surrounding landscape, the Great Wall of China is nearly impossible to see with the unaided eye in low-Earth orbit. It is absolutely not visible from the moon, as many kids were taught in school. A 2004 image from the International Space Station might appear to show a tiny segment of the world's longest defensive fortification, but even Chinese astronaut Yang Liwei confirmed he couldn't see it while in orbit.

Elephants Have Graveyards

There is a common schoolhouse misconception that old elephants nearing death instinctively wander away from the herd to meet their end at the same site that their ancestors went to die. According to the BBC, "elephants clearly show interest in the remains of the dead," but there is no instinctive homing device that draws them toward collective staging areas for death, or elephant graveyards — and also, elephants are not afraid of mice.

George Washington Sported Wooden Dentures

When he gave his first inaugural address in 1789, George Washington had just one remaining natural tooth. It is a fact he wore a series of dentures, some made from ivory, gold, and even lead. The common schoolhouse myth that the first president wore wooden teeth, however, is exactly that — a myth.

TAPS!

Thomas Caldwell '63-'67 A 1406

Wierd Stuff You Didn't Know!

1. The first man-made item to exceed the speed of sound was a leather whip.
2. The most common non-contagious disease in the world is tooth decay.
3. A cat's jaw cannot move sideways.
4. The names of all the continents end with the same letter they started with.



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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.



JACK DE MERIT
KEARSAGA EDITOR

C. V. LINDLEY
PRESIDENT

DUES and MEMBERSHIP

Annual membership dues are \$15.00
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Mail to: **Bill Hollywood**
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