

KEARSAGA

U. S. S. KEARSARGE ASSOCIATION NEWSLETTER

ISSUE 84

CV, CVA, CVS-33, LHD-3

SPRING 2023



Shipmates, Families & Friends

I hope that you've all fared well through this past winter and that you are enjoying good health and that 2023 will treat you all well.

As you will see in this KEARSAGA edition, we are having to take some prudent steps to protect your treasury and continue to publish the KEARSAGA newsletter as we always have. Prior to this edition, we have continued to send the newsletter to members with expired dues, even up to two years in arrears in an effort to hold our membership numbers up and as a "Goodwill" gesture to "Shipmates," unfortunately, "Goodwill" doesn't pay the bills. Effective immediately, we have to cease this practice as the cost's of the newsletter and website is almost equal to yearly dues amounts. Expiring & Expired members will see a "FINAL COPY" NOTICE IMPRINTED ON THEIR KEARSAGA, if they fail to send in payments to Bill Hollywood (Association Treasurer) then that will be their final copy and expired members will no longer receive a copy until their dues are current. AS FURTHER INFO, everyone's copy always has your dues expiration date on them with the date hi-lighted for those members that are due.

We certainly regret having to take these steps but they're necessary in order to continue publishing the KEARSAGA. ALSO, WE FELT IT UNFAIR to "dues paying members" to finance those that haven't kept up. As a matter of interest, there's 3 members delinquent from 2021 and 44 from 2022

You will see a couple of articles in this edition that are methods that we are initiating in order to maintain our financial integrity and still be a viable Association. We're hopeful that many of you will become "KEARSAGA BOOSTERS" AND KEEP THE KEARSAGA SHIP AFLOAT.

In closing, our Ships Store Proprietor", Charles (Chuck Patton) is suffering from a severe form of brain atrophy and I'm asking you to put him and Charlotte on your prayer list. My very best to all for 2023. C.V.

"IN OMNIBUS PINNACULUM!"

KEARSAGA BOOSTERS NEEDED

Fellow Kearsarge Shipmates and Friends,

We have reached the point where annual dues are close to insufficient to pay for our **KEARSAGA NEWSLETTER** and as we are all painfully aware, inflation is touching almost every aspect of our daily lives. Accordingly, I'm starting a "**KEARSAGA BOOSTERS**" fund to help alleviate the rapid drain on your treasury funds.

It's really a pretty simple process, for those that wish to contribute, just send a check to Bill Hollywood for any amount that you wish to give (mark it **KEARSAGA BOOSTER**) and it will be used strictly for **KEARSAGA EXPENSES**. We will set aside a column and list all the names as **NEWSLETTER BOOSTERS**, the amount you send will not be published as that's certainly a personal choice. The true cost of publishing & mailing each KEARSAGA are listed below in this edition.

Additionally, we are hoping for success with this effort in order to NOT have to raise your dues as that could possibly place a burden on members that's certainly not needed at this time. My Sincere thanks, C.V.

CALL FOR HELP NEEDED

Shipmates, every issue of Kearsaga contains instructions for receiving Kearsaga via E-Mail however, only a few (26) members have taken advantage of receiving it via E-Mail. As C.V. indicated in his article, above "The annual dues are nearly insufficient to pay for our **NEWSLETTER**" and makes it **VITAL** that more members begin receiving their Kearsagas via E-Mail.

The total cost of each Winter Kearsaga was \$2.57, thereby \$10.26 of a member's dues (\$15.00) are used for their 4 Kearsagas. Only the remaining \$4.72 goes into the Treasury to cover the other Association expenses. Some of these other expenses include, members (68) that have paid their dues into the future. It can be seen that the Association either needs more money available to the Treasury or less money going out.

Receiving Kearsaga via E-Mail would result in the total \$15.00 of dues paid being available to the Treasury for those "other" expenses. **PLEASE HELP, REQUEST TO RECEIVE YOUR KEARSAGA BY E-MAIL!**

Barry Rittle, Association Webmaster

KEARSARGE IN THE 1940'S

HISTORY OF THE KEARSARGE WE SERVED ON

The current Kearsarge is the only U.S. carrier to bear the name of a former battleship. Her keel was laid down on March 1, 1944, at the New York Naval Shipyard. Mrs. Aubrey W. Fitch, wife of Vice Admiral Fitch, sponsored the new carrier during a gala launching ceremony on May 5, 1945. She was commissioned on March 2, 1946 with Captain Francis J. McKenna in command.

During her first year the Kearsarge underwent an elaborate shakedown cruise and then operated along the eastern seaboard and the Caribbean Sea. She departed Norfolk on June 7, 1947, for her first European cruise, where she visited Rosyth, Scotland; Goteborg, Sweden; and Weymouth, England. On July 18 she departed England and sailed to the states. At Annapolis, midshipmen who had been on this cruise departed the ship and trudged to the Naval Academy on August 16.

The Kearsarge went to sea again on August 30 from Quonset Point, Rhode Island. She launched two of the Navy's latest FD-1 Phantom jets to participate in the National Air Races at Cleveland. This marked the first time a jet plane had taken off a carrier and landed at an inland base.

KEARSARGE IN THE 1950'S

A WHOLE NEW KEARSARGE

An overhaul was taken from August 22, 1949, to January 27, 1950, at the Boston Navy Yard. Then she transited the Panama Canal, stopped briefly at San Diego, then proceeded to Bremerton, Washington, arriving February 23.

On June 16 the Kearsarge was decommissioned for another overhaul period.

Captain Louis B. French took command during re-commissioning ceremonies on February 15, 1952, then sailed his ship to San Diego in early April for a shake down cruise.

While the Kearsarge was being modernized, the war erupted in Korea, and now the carrier was ready to do her duty. On July 5, 1952, she departed San Diego, and following a cursory training period at Hawaii she reached Yokosuka, Japan, on September 8. She was assigned as flagship of Carrier Division Five, working with the United Nations forces in fighting Communist aggression in Korea.

During the Korean Summer-Fall defense and the 3rd Korean Winter of 1952 the Kearsarge launched more than 6,000 sorties over North Korea. She returned from

her first Korean war cruise on March 17, 1953. The Kearsarge conducted training operations off the coast of Southern California until July 1, then deployed for her second tour to the Far East. On October 1, she was re-classified from a heavy carrier to attack carrier.

An uneasy truce had been signed but the carrier was still busy. In addition to her usual patrols with other carriers, she maintained a careful watch on the waters separating the Nationalist Chinese at Taiwan from the mainland of Communist China. On January 18, 1954, she came home to San Diego.

She entered the San Francisco Naval Shipyard on January 30, 1954, for a five-month overhaul, which was completed July 6. She immediately took a short refresher cruise near San Diego.

KEARSARGE IN THE 1960'S


HER FINAL CRUISES

After a short stop at Yokosuka the carrier went to sea on March 3, 1960. Three days later a storm forced her to head to 1,200 miles off Wake Island where a 50 foot Russian landing craft had drifted for 49 days in choppy waters. The four crewmen had survived the ordeal with three cans of beef, one loaf of bread, and whatever water could be saved from rainfalls. The Russians gave their names as Master Sergeant Victor Aygonschi, Private Anthony Kruchowske, Private Philip Poplavski, and Private Fredor Ivan. They were given food and medical attention until the carrier arrived at Alameda, California, March 15. They were then flown to Moscow via New York. Later a radio message was received from Odessa, Russia, which said, "Let us greet you for saving our compatriots who returned to their country and would like to shake hands with you.... Oldunov."

For almost a year the Kearsarge sailed the area of Southern California, operating mostly from San Diego while training with other units of the First Fleet. On March 3, 1961, she went to the Gulf of Siam near Bangkok when the Seventh Fleet prepared to deal with the Communist threat to Thailand in conjunction with the crisis at Laos. When tension ceased the Kearsarge resumed operations with the Seventh Fleet.

On September 19 the carrier arrived at the Long Beach Naval Shipyard, then transferred to the yard at Bremerton, Washington for modernization, which required seven months. The facelifting was completed June 19, 1962, and the refreshed carrier went to San Diego for training maneuvers.

The Kearsarge sailed for Hawaii on August 2 to participate in her first Project Mercury operation. Commander Walter M. Schirra, Jr., 39, orbited the earth nearly six times in his space capsule, Sigma 7. Com-

mander Schirra had lifted off the pad on the morning of October 3 and splashed down in the Pacific 8 hours later at 5:29 P.M., EDT, Sigma 7, with Astronaut Schirra still inside, was placed upon the Kearsarge's flight deck at 6:15 P.M. Schirra later talked with President Kennedy and Vice President LBJ via ship-to-shore radio-telephone. 

LIES LEARNED IN SCHOOL

Ben Franklin Discovered Electricity with a Kite and a Key

One of history's most brilliant and prolific inventors, Ben Franklin is arguably most famous for flying a kite fixed with a metal key during a thunderstorm to harness electricity. That almost certainly didn't happen. The popular legend probably comes from a key-on-kite-in-thunderstorm scenario Franklin wrote for a popular publication.

There's No Gravity in Space It's common knowledge that astronauts float because there is no gravity in space. Actually, there is gravity everywhere, including space, including the kind that keeps the moon in orbit around Earth. People and objects appear to float while in orbit because they are in a state of freefall.

SHIPMATES!

I HAVE BEEN COMMUNICATING WITH CHARLOTTE AND THIS IS HER RECOMMEN-

DATION. CHUCK PATTON HAS FRONTOTEMPORAL DEMENTIA (FTD) AND HIS FRONTAL LOBE IS COMPLETELY GONE. CONSEQUENTLY, CHARLOTTE IS HIS FULL TIME CAREGIVER FOR NOW BUT WILL SOON REQUIRE HELP. PLEASE PRAY FOR THEM BOTH.

SHIP'S STORE ADVISORY

Kearsarge Shipmates, the merchandise that you see below is all still in stock and available at this point in time. However, due to declining membership and minimum order requirements and inflationary prices, we will not be restocking any items that sell out. Fortunately, all merchandise in stock was purchased earlier so listed prices are still valid.

For anyone placing an order, please contact Charlotte at charlotteap@bellsouth.net or telephone her at (228) 324-7174.

DON'T MISS OUT ON THESE MEMORABLE ITEMS. YOU CAN "SHOW THE COLORS" AND TELL EVERYONE THAT YOU "SERVED" ON A "MAN OF WAR." ALL PURCHASES DIRECTLY SUPPORT THE ASSOCIATION.



U.S.S. KEARSARGE ASSOCIATION SHIP'S STORE



Golf Shirts

CV, CVA, CVS 33 - Navy
Med, Large. X-Large, 2X Large-\$29.00



Sweat Shirts

CV, CVA, CVS 33 - Navy
Med, Large. X-Large, 2X Large-\$36.00



Dress Shirts

CV, CVA, CVS 33
Short Sleeve Navy
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



Ship's Crests

CV, CVA, CVS 33
Cloth \$5.00
or
Magnet - \$5.00



50th
Anniversary
1st Day
Cover
Envelope
\$1.50

ALL PRICES INCLUDE SHIPPING AND HANDLING

Make your checks payable to the Kearsarge Association and send order to:

Charles Patton
2501 Bienville Blvd., Unit 514 (228) 324-7174
Ocean Springs, MS 39564-3129 charlotteap@bellsouth.net

CHINA & PHILIPPINES AGREE TO 'MANAGE DIFFERENCES' ON THE SOUTH CHINA SEA

By Kathleen Magramo

HONG KONG — Chinese leader Xi Jinping and his Philippine counterpart Ferdinand Marcos Jr. have agreed to strengthen economic ties and resume talks on oil exploration, as they look to revive their economies amid the pandemic downturn and friction over contested areas of the South China Sea.

Xi met with Marcos Jr. on Wednesday during the Philippine President's first state visit to Beijing, where the two leaders agreed to "appropriately manage differences," according to a joint statement released Thursday.

The statement said the leaders had an "in-depth and candid" discussion about the situation in the South China Sea and "reaffirmed the importance of maintaining and promoting peace and stability in the region."

During the talks, Manila and Beijing also agreed to resume negotiations on oil and gas exploration in the South China Sea that were halted last June due to constitutional challenges and issues of sovereignty.

Marcos Jr. had previously said his country would pursue oil and gas exploration in the South China Sea even without a deal with China, which claims almost all of the 1.3 million square mile South China Sea as its own, though other territories, including the Philippines, have competing – and sometimes overlapping – claims on certain areas.

The South China Sea has long been a source of tension between Manila and Beijing, and relations were further strained in December when the Philippines Department of National Defense expressed "great concern" about the presence of Chinese vessels in the contested waterway.

The Philippines has repeatedly accused the Chinese vessels of harassing Filipino fishers in the region, and in a statement released Wednesday, Marcos Jr. says he raised the issue with Xi during their meeting in Beijing.

In the statement, Marcos Jr. said Xi promised to "find a solution" that would allow Philippine fishermen to operate in the Southeast Asian country's natural fishing grounds.

"We also discussed what we can do to move forward, to avoid any possible mistakes, misunderstandings that could trigger a bigger problem than what we already have," he added.

To that end, the countries announced plans to set up a direct line of communication between their maritime departments.

In the Philippines' statement, Marcos Jr. said that Xi

vowed to extend assistance to the Philippines including agriculture, infrastructure and maritime security, with both sides inking a total of 14 bilateral agreements.

Xi also promised wide-ranging cooperation opportunities with the Philippines, including support for Chinese investment to the Philippines, and helping its neighbor to develop agricultural technology, basic education, meteorology and space, and vaccine research, China's Foreign Ministry said.

The Philippines has long been balancing America's strategic interest in the Pacific alongside China's geopolitical and economic rise.

While the Philippines is a longstanding defense ally of the United States, previous leader Rodrigo Duterte sought closer relations with China during his six years in power, setting aside its territorial spat in exchange for Chinese investments.

Marcos Jr.'s Beijing trip comes after US Vice President Kamala Harris visited the Philippines in November, where she reaffirmed Washington's "unwavering" commitment to its ally.

During that visit, Harris and Marcos Jr. discussed 21 new projects funded by the United States, including more defense sites around the Philippines.

MY FATHER

HMC (FMF), USN, Retired Roger Green

My father, Glen E. Green, was a crew member of the Kearsarge off of the coast of Korea during the Korean War. His brother (my Uncle, James F. Green) was on the USS Oriskany on that same deployment. My father did his four years and got out. I know that he was a Plane Captain in VA-115 on an AD-6 Skyraider. My Uncle retired as an AEC in 1975.

Shortly after my Father passed away in 1982, I met and married a gal from Albuquerque, NM. The very first Christmas we spent it at her parents house. My Father-in-Law, J. A. Garrett, told me that he, too, had been on the Kearsarge back in the Korean War, and pulled this cruise book off of a shelf. Flipping through it, I found my fathers picture, showed it to him, and asked him if he knew this guy. He said, "Yes, we used to drink coffee together". He positively ID'd him because my father was missing 3 fingers on his left hand, a result of a high school woodshop accident.

So, as you can see, this book has a lot of memories and sentimental value to me. J. A. passed away many years ago, and even though his daughter and I had divorced, he and I maintained a friendship. As a result, the family willed this book to me after his passing.

Being retired Navy myself, I understand the value of

historical items such as this, especially to the former crew members of this warship. I believe your association is the perfect match. I would hope those that came before would be able to purview through it and relive some fond memories. Once I'm gone, there's no one in my family to pass it to that would have any understanding of its significance. I have several cruise books and other related Marine Corps and Navy paraphernalia that will probably end up in a landfill. I would not want to see that happen to this book.

If you'd like to add this cruise book to your collection, please send me an address to which I can mail it to. As your reunion is quickly approaching, I will send it PDQ.

VA PLANS TO WAIVE MEDICAL COPAYS FOR NATIVE AMERICAN VETS

By Leo Shane III

Veterans Affairs officials soon will waive most copayments related to medical care for American Indian and Alaska Native veterans in an effort to encourage more of them to use VA health services.

Officials detailed the effort in a proposed rule released in the Federal Register on Tuesday. They have not yet released a timeline for exactly when the copayments will be ended, but the final rule is expected to be approved in coming months.

The department has already pledged to reimburse all eligible veterans for any copayments made between Jan. 5, 2022, and the date of that final approval.

Copays for veterans mental health care would be waived under new rule. The costs can total up to \$50 a visit, creating a financial burden for veterans in distress.
By Leo Shane III

“American Indian and Alaska Native Veterans have played a vital role in the defense of the United States as members of the Armed Forces for more than 200 years,” VA Secretary Denis McDonough said in a statement accompanying the announcement.

“This rule makes health care more accessible and allows us to better deliver to these veterans the care and health benefits that they have earned through their courageous service.”

VA estimates about 150,000 American Indian and Alaska Native veterans are living in the country today, and Defense Department officials have estimated that roughly 24,000 active duty service members belong to the same groups.

Veterans Affairs officials said they do not have a reliable estimate on how many of those veterans are currently

using department health care services.

The move to eliminate the copayments for the group was mandated by Congress in 2021, as part of a package of initiatives to improve benefits for Native veterans.

Individuals who already receive medical care through the Department of Health and Human Services' Indian Health Service do not have to pay any fees related to health care appointments. Lawmakers said extending that to VA services as well provides parity and fairness in federal benefits.

The move also pairs with current VA efforts to encourage veterans to enroll in department health care services, allowing department specialists to track common problems among former military members and offer faster response to potential medical issues.

Copays for VA services can cost more than \$50 for specialty visits, but many veterans with service-connected disabilities already have those fees waived.

KEARSARGE COLLIDES WITH THE ORIANA

By Laverne Kisner

This happened when I was still a lookout before going to V-1 while leaving port I was on the bridge and we just secured from leaving port stations. I just got back up to the 07 level when I saw the Oriana coming out of the fog heading for our midship but we got back up enough so she hit our bow and we caught fire which was a good size fire. On the Oriana, a guy came out and put what little fire they had with a garden hose

I think this was in 1962.



1967 - Underway at Replenishment Stations



1967 - Helicopter On The Flight Deck



NAVY REVAMPED BOOT CAMP

From Kearsarge Assn. Member Paul Young

Four nights a week, young people arrive by the bus-load in Great Lakes Illinois at the Navy's Recruit Training Command. As they file off the bus at dusk, they are greeted by shouted commands: "Run female! Run male! Move your ass! You will not move this slow again for the next 8 weeks!"

They'll stay awake for 24 hours, being outfitted with uniforms and sized for shoes, taking urine tests and receiving vaccinations. Men's heads will be shaved. They'll all learn how to respond to orders, address superiors and carry themselves as sailors.

These eight weeks look dramatically different today than they did just three years ago.

Discussions about reforming boot camp began in 2016, but they picked up urgency following a pair of deadly collisions at sea in 2017. The Navy has since overhauled the training that transforms civilians into sailors. The accidents revealed a military culture that had lapsed into complacency and normalized reckless levels of risk, according to Navy investigators - so the service has gone back to basics, cutting down on classroom learning while beefing up hands-on training in seamanship and responding to emergencies. is moving past a "tough it out" mentality which may have led to excessive risk taking, to a system based on helping trainees focus and stay resilient in the face of challenges and crises. It is also raising the bar for recruits to pass, leading to higher attrition but better prepared sailors. And, it is aiming to deliver continuous training to personnel over the course of their careers to keep their skills sharp.

The Navy's efforts may not look like typical corporate training, especially at the massive Boot Camp where more than 40,000 recruits arrive annually in waves of up to 900 a week. The armed forces, with more than 1.3 million active duty service members and hundreds of thousands reservists and civilian employees, struggle with many of the same challenges private sector employees face, including overbearing bureaucracy, resistance to change, cultural drift and leadership upheaval.

The Navy's boot camp initiative offers lessons for companies in how to put their practices under a microscope, recognize when big changes are needed, and then make the often difficult adjustments.

Teaching resilience has become a priority. They have instituted "Pause and Refocus." All Boot Camp Officers, Instructors and Recruit Division Commanders attend five 90 minute classes taught by Psychologists, Chaplains and Service Members who work in high pressure environments. On the ships, sailors can only take a full load of responsibilities once they are qualified.

KEARSAGA

U. S. S. Kearsarge Association Newsletter

First
Class
U. S.
Postage

U.S.S. KEARSARGE ASSN.

% Bill Hollywood
3059 Crest Ave.
Ketchikan, AK 99901

ADDRESS CORRECTION REQUESTED

MEMBERSHIP DUES

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

If it has been highlighted in yellow, 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.

MARINES ON THE FLIGHT DECK



DUES and MEMBERSHIP

Annual membership dues are \$15.00
Check payable to the: **Kearsarge Association**
Mail to: **Bill Hollywood**
3059 Crest Ave.
Ketchikan, AK 99901
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.

Association Office Holders

President: C. V. Lindley, 9729 Shadow Wood Dr., Pensacola, FL 32514 • (850) 712-4664 • cvjan78@gmail.com
Vice President: Stephen Norton, 124 Hilltop Drive, Chula Vista, CA 91910 • (760) 809-6618 • iccsuwsn@gmail.com
Secretary / Treasurer: Bill Hollywood, 3059 Crest Ave., Ketchikan, AK 99901 • (907) 225-6556 • aknos@outlook.com
Webmaster: Barry Rittle, 10 Valley Dr., Annville, PA 17003 • (717) 673-6189 • rittleskokomo@aol.com
Editor: Jack De Merit, 4112 W. 161st Street, Lawndale, CA 90260 • (310) 370-9391 • abcusa@earthlink.net
Ship's Store: Charles Patton, 2501 Bienville Blvd, Unit 514, Ocean Springs, MS 39564-3129 • (228) 324-7174 charlotteap@bellsouth.net

Honorary President Kenneth McDaniel (Deceased) Association Founder
John Bennett "President Emeritus," John Starnes Past President

www.kearsargeassociation.com