

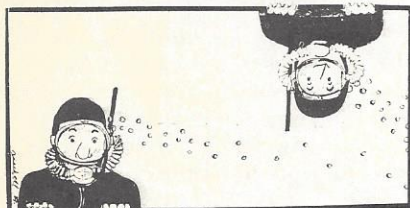
KEARSAGA Feature:

CAPTAIN HERSHEY...19TH CO

KEARSAGA

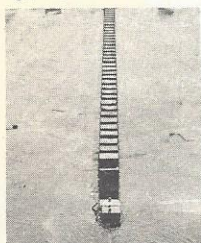
Vol. 11 No. 2 USS Kearsarge (CVS-33)

April, May 1965

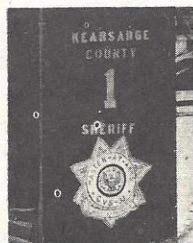


Unique Breed

Page 18



Dock



Kay Kop

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COMMANDING OFFICER

Capt. Merle M. Hershey

EXECUTIVE OFFICER

Capt. William J. Wacker

PUBLIC INFORMATION OFFICERS

Cdr. Joseph W. Brown, Jr.
Lt.(jg) Charles R. Britt

EDITOR

Marc Whetstone, JO1

ASSISTANT EDITOR

Phillip P. Hagley, JO3

STAFF ARTIST

Jeffrey D. Anschell, SN

PRINT SHOP SUPERVISOR

Joseph P. Donohue, LI1

PRINT SHOP STAFF

Charles H. Harris, LI3
Kenneth W. Tunnell, SN
Jack M. DeMerit, LI3
George A. Wagner, PNSN
Terrance R. Jenkins, SN
Raymond E. Burton, SN



Navy's Image Depends Upon All Hands Individual Image

Much has been said and written about the Navy's image. Still, too few of us really understand the immense importance of the subject.

Each one of us is judged daily by friends and shipmates by the image we cast. When we are on liberty, we not only cast an individual image but one that is representative of our ship and entire Navy.

There are many good reasons why every sailor should be concerned about the Navy's image, for it has great influence both within and without the organization.

Within the Navy a good image affects such things as job pride, professionalism, self respect, and reenlistments.

Without, it has a direct bearing on such matters as our share of the defense budget, pay, fringe benefits, and community status. So, you can see, the responsibility for establishing and maintaining a good Navy image rests with "All Hands".

Basic to a good Navy image is the Navyman's appearance, and that of his dependents.

Even in this age of nonconformity, good physical grooming is still easily recognized and highly regarded by the vast majority of the population. A sloppy appearance is as sure to meet with disapproval as a good appearance is to meet with respect and approval.

Well worth remembering is that in a democracy the military works for the people - the taxpayers - who pay us our wages and allocate to us the funds with which we must work. We can't expect a pay raise, better housing, or a friendly reception when the taxpayer's concept of a sailor is an unshaven, unbuttoned, unpolished, poorly tailored, duck-tailed individual who stumbles in a stupor from one bar to another.

While the Kearsarge is in the yards, it's considerably more difficult to maintain a spit-and-polish work standard. But, we must not allow this to become a scapegoat for poor grooming on the beach.

Let's put forth the extra effort to look neat. Let's enjoy the approval of society and reap the benefits from a good Navy image.

Tax Exemption Okayed for '64 Viet-Nam Tour

Authorization for the exemption of income taxes for those officers and enlisted personnel on board during the 1964 Far East cruise has been granted.

According to a notice issued by the ship's Legal Office, "Any member who served onboard ... during any part of the following days of the designated months is exempt from income tax for that entire month..."

"11 thru 31 August 1964

1 thru 2, and 16 thru 21 September 1964

6 and 7 November 1964."

Enlisted men and warrant officers of all four pay grades are eligible for complete exemption, while officers in pay grades O-1 and above may receive up to \$200 exemption.

Required Internal Revenue forms necessary for submitting claims for refund are now available in the Legal Office.

For further information on filing claims, see Ens. James M. Dempsey in the Legal Office who will gladly assist you.

Our Cover

(Photo By J.W. Kirby, PHC)

Hamp Knight, A02, a member of Kearsarge's EOD team, appears a little bewildered as he stands low and dry in the drydock housing Lady Kay.

But it's not always like this for Hamp. See page 18 and see why not!

KEARSARGE

Commanding Officers

Chapter 19



CAPT. MERLE M. HERSHEY

A new chapter of Kearsarge history was begun Thursday, April 29, when Capt. Merle M. Hershey relieve Capt. Charles P. Muckenthaler to become the carrier's 19th Commanding Officer.

Change of command ceremonies were held in the ship's hangar deck while the Kay was moored at the U.S. Naval Shipyard, Long Beach, Calif., where she is presently undergoing extensive repairs.

Attending the ceremonies were Rear Adm. Evans P. Aurand, Commander of Antisubmarine Warfare Group One; Rear Adm. Donald G. Irvine, Commander of Pacific Cruiser-Destroyer Flotilla Three, and representatives of the Long Beach City Armed Services Commission and Independent Businessmen's Association.

Also in attendance was actress Yvonne de Carlo, a personal guest of Capt. Muckenthaler.

The line-up of events included musical selections presented by the Commander, Cruiser-Destroyer Pacific band, parading of the colors by the Kearsarge Marine Detachment, a review of ship's company by the two captains, and the traditional change of command speeches.

Formerly commanding officer of the seaplane tender U.S.S. Salisbury Sound, Capt. Hershey served as a naval aviator during World War II, and was forced down in Kagoshima Bay in southern Kyushu, Japan, in 1945. He was rescued from deep in enemy territory by a

seaplane pilot.

Among Capt. Hershey's post-war activities was a South Polar trip with Admiral Byrd.

Capt. Muckenthaler has since reported to San Diego as Chief of Staff for Commander, Fleet Air, San Diego.

Cdr. Haugh Named Kay's XO



Cdr. Edward M. Haugh, former ship's Navigator, will become Kearsarge's Executive Officer sometime in June upon the departure of Capt. W.J. Wacker. The exact date of his take-over was unknown at press time.

Capt. Wacker has received orders to the Naval War College at Newport, R.I., for duty under instruction.

Reporting to the Kearsarge April 19 was Cdr. Charles S. Williams who has assumed the Navigation post. He formerly

(Continued on page 11)



Capt. Muckenthaler Delivers Farewell Address



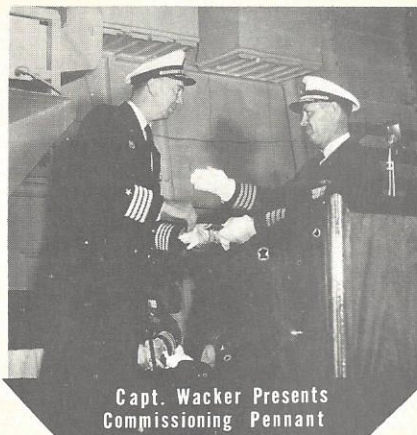
Relieving Of Command Salute



Capt. Hershey Reads His Orders



Guest Yvonne de Carlo Reads Ceremony Booklet



Capt. Wacker Presents Commissioning Pennant



Parading Of The Colors



Guests Include Admirals, Captains



Capt. Hershey, Miss de Carlo, Capt. Muckenthaler



Reviewing Ship's Company

One hundred and seventy Kearsarge sailors will begin sewing new crowns on their sleeves May 16 as the Navy's first six-increment advancement policy goes into effect.

These promotions, spread out monthly through Oct. 16, stem from the February servicewide exams.

Altogether, 127 are being

HECKMAN, L.R., ATN3
HENDERSON, J.V., AO3
HENDREN, T.C., ETR2
HEREDIA, C.A., EM3
HICKEY, W.L., EN3
HOFFART, T.M., EM3
HOPPER, C.D., EM3
HORTON, N.A., SFM3
HRADEC, D.F., ABH3
KARPENSKY, D.W., SH2
KEKA, A.K., DK3



170 Don New Crowns

advanced to PO3, 40 to PO2 and 3 to first class petty officer. There were no chief petty officer promotions.

Following is listed those personnel being advanced within each increment:

May 16

ANDREW, H.G., EM3
BURCHFIELD, R.D., ETN3
BUTRICK, H.K., EN3
BUTLER, F.A., BT3
CALZADA, C.B., SH3
CAREY, J.B., ABH3
CASH, B., ABH2
COLE, M.C., EM3
COLE, R.A., IC3
COOK, T.J., FTG2
DAIN, H.V., CS3
DEMERIT, J.M., I13
DEVRIES, H.L., RD2
DOSTALEK, P.E., ETN3
FARRIS, K.L., SFP3
GEMMILL, R.F., MM3
GIBSON, E.L., BT3
GOLDSMITH, T.H., MM3
GROH, G.R., AO3
HAYNES, K.L., GMG3
HAYNES, R.A., RM3



KLECKNER, B.L., PH3
KOWAL, J.A., QM3
KRUGER, J.E., AO3
KULICK, D.P., TM2
KUSS, J.E., ABE2
LAW, D.L., SFM3
LEE, J.D., IC2
LEGEIN, B.J., MM3
LEONARD, D.R., ABF3



LIEN, M.D., RD2
LINDHOLM, J.A., MM3
MCCARTHY, L.J., PN3
MCGAFFEE, J.P., DC3
MILLER, G.J., BM3
MORSE, W.B., MM3
MUMAW, J.D., MM2
NELSON, T.B., AC3
NORTHUP, R.L., EM3
OLLER, J.M., IC2
OLMSTED, G.W., EM3
OLSON, R.L., RD2
OSBORNE, R.P., AK3
PATTERSON, J., EM3
KAWLINGS, J.A., AO3
REDLON, D.R., SFP2
RODDY, W.J., IC2
ROGERS, W.W., BT3
ROSS, J.L., GMG3
SALYER, P.R., IC3
SCOTT, V.H., AC3
SKIFTER, J.R., BT3

SMECK, R.M., RD3
SMITH, W.E., MM3
SNYDER, R.H., ETR2
SOUTH, C.L., RM3
SPOOR, D.L., MM2
STEARNS, M.D., PH3
SUTHERLAND, E.P., MM3
WALL, C.W., RD3
WARD, J.C., AZ2
WATKINS, L.D., YN3
WEIKEL, D.S., RD3
WHITE, T.E., MM3
WIGINGTON, G.L., PC3
WILLEN, W.P., EM3
WILLIAMS, L.J., AC3
WILCOX, P.B., AO3
YATES, C.R., FTG2
YOUNG, B.D., ABH2

June 16

ANTONELLI, D.N., DK2
BARTLETT, R.C., RM2
BARTON, J.D., ABH2
COOPER, S.D., EM2
CROZIER, L.E., MM2
DOLLAHITE, R.A., YN3
GREANEY, J.P., MM2
HALL, B.G., MM3
HINOJOS, J.N., MR3
LAVE, M., BT3
LIETZAU, H.J., MM2
MANLEY, A.L., AZ3
MCALLISTER, M., GMG2
RAHDE, L.J., MM2
ROUNDS, R.G., EM3
SEABURY, W.P., RD3

(Continued on Next Page)

Promotions

SMITH, J.H., AMS3
TATUM, R.L., AZ3
TUNNELL, K.W., LI3
WIBRIGHT, R.F., EM3

July 16

AMBURGEY, C.C., BT3
ANDERSON, V.L., ABE3
BARTOK, J.J., ABH2
BARLOW, P.S., BT2
BLAINE, C.G., IC3
BORTNER, E.F., GMG3
CRESTO, J.H., AK3
FISH, R.A., RM2
HRUSKA, J.L., FTG3
JACOBSEN, D.H., ABE3
JOHNSON, J.A., ADJ3
LOVE, C.A., ETR3
MCMANMON, M.O., EM2
MEADOWS, R.G., AK3
MUNSON, C., HM2
MURPHY, G.W., MM3
MYERS, W.F., ABE3
OSTRANDER, S.W., ETR3
SEELEY, B.J., ETR3
THOMPSON, R.L., BM3
WALLACE, C.T., MM3
WATSON, W.W., PH3
WHITEHOUSE, R.G., ETN3
WILLIAMS, J.A., MM3
WYLIE, R.C., RM2

August 16

BONNEVIER, J.A., ETR3
BRADFORD, H.J., MR3
COSTON, J.F., AK3
DRAPER, R.A., EN3
ERNSTER, J.W., IC3
KOSKI, R.K., ETR3
MAXEY, H.G., BM2
MEADOWS, R.B., ETR3
MENEFEE, A.M., IC3
MIEARS, S.M., RM2
TURNBAUGH, C.L., MM1
VANDORN, T., EM3
WIGEN, R.L., AK3

September 16

BLAISDELL, L.J., BM1
CRABB, D.T., MM3
DAWKINS, J.G., EM3
HUFFMAN, R.G., SF1
JOHNSON, H.E., ADJ3

This Is The Captain Speaking

By the time this edition of the Kearsaga goes to press you will have a new Commanding Officer, Capt. Merle M. Hershey. My pleasant and rewarding tour of the Kearsarge will have ended.

As I depart, I have a few thoughts to leave with you.

First, I urge each of you to keep up the fine work.

During the 10 months I served as commanding officer, I saw time and again the high degree

of professionalism and dedication with which you performed your duties. The long hours we spent at sea during the Gulf of Tonkin crisis served to remind me that the United States Navy is an organization of real men willing to do everything in their power to secure freedom for all those who seek it.

Don't lose that spirit. It's the most important element in maintaining a strong defense against aggression.

However, while your efforts are deserving of the highest praise, never allow yourselves to become complacent. The crucial days in which we live will not allow us to become self satisfied. We can be sure that as long as there is Communism there will be conflict. Whether cold or hot in nature, the Communist challenge will require an even greater degree of professionalism and dedication.

Captain Hershey is a leader of the highest capabilities and I know that you will show him the same loyalty that you have shown to me. He deserves your best, for he plans to give you his best up there on the bridge.

In closing, I extend to each of you my thanks and my best wishes for smooth sailing.



CAPT. C. P. MUCKENTHALER

KRUTSINGER, P.E., AO3
LANE, L.D., ABH3
MARQUETTE, J.L., MM3
MCLAUGHLIN, T.M., GMG2
MERWICK, M.T., YN3
REED, J.E., RD3
ROBBINS, A.L., MM3
SEEBOLD, K.W., EM2
STERN, R.F., GMT3
THOMSON, R.E., AO3
VETTER, F.L., MM3
WAGNER, G.A., PN3
WELLS, F.S., GMG3

October 16

BOGAN, W.L., ADJ3
BROWN, O.R., PN3
FULLER, J.E., MM3
GILLIAM, R.L., ABH3
LONEELK, E.F., EN3
RACE, D.P., GMG2
RANSON, D.L., PN3
SCHUMACHER, M.J., SK2
SIMMONS, W.O., SH3
TALIAFERRO, H.M., PN3
TIMBERLAKE, M.A., HM3
WHITE, J.M., IC3
WOODROW, D.A., RM3

Karpenske Named Kay's Bluejacket

Duane W. Karpenske, Ship's Serviceman Third Class, has been selected as Kearsarge's **OUTSTANDING BLUEJACKET** for the first quarter of 1965. He was singled out from among three candidates for the title.

To mark the occasion, Karpenske was awarded a special letter of commendation and a certificate of merit in brief ceremonies presided over by Capt. Merle M. Hershey, Kearsarge's Commanding Officer.

Karpenske, who works in the Sales Office, is in charge of the planning and procuring of items for the ship's stores.

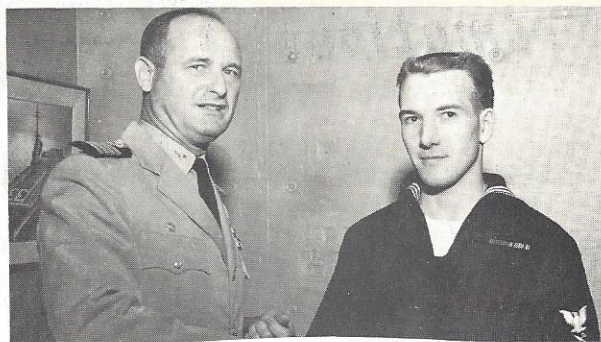
A native of Merrill, Wisc.; he joined the Navy in August 1960 and reported aboard the Kearsarge in September 1964, after completing a tour of duty at the Naval Air Station, Cubi Point, the Philippines. He is now on his second enlistment as of August 1964.

Selection of the Outstanding Bluejacket is made by a leadership merit selection board, composed of the executive officer, chaplain, chairman of the recreation council, public information officer, and personnel officer.

The award is presented in recognition of exceptional qualities of leadership, moral responsibility, personal example, and management ability.

A holder of the Good Conduct Medal and the Armed Forces Expeditionary Medal, Karpenske will sew on his second class crow May 16.

Karpenske and his wife, the former Miss Juanita Sariano of the Republic of the Philippines, make their home on Constitution Lane, Long Beach, Calif.



CAPT. HERSHEY, KARPENSKE

V-6 Offers Free Seat Belt Installations

Maybe you've never given it much thought, but auto seat belts could mean the difference between dying or surviving in an automobile accident.

According to the National Safety Council, one person is killed every 14 minutes and one person is injured every 15 seconds. This totals out to disabling enough people in a 10-hour period to man an aircraft carrier such as the Kearsarge.

The council also states that your chances of survival in an automobile accident are five times greater if you stay in the protective shell of your auto rather than being thrown from it. The seat belt is designed to help keep you in the car.

The Kearsarge began its own seat belt installation program soon after the ship returned from the Far East last December, but to date shamefully few persons have taken advantage of it.

Conducted by V-6 Division, the program provides for the free installation of seat belts belonging to officers and men serving aboard the Kay. This figures out to a savings of about \$5 per set in installation fees.

(Continued on page 26)



HENRICKSEN, ADR2

**Buckle Up
For
Safety**

Harrsch Selected For NESEP College Program

David A. Harrsch, Gunner's Mate Technician Second Class, has been selected to participate in the Navy Enlisted Scientific Education Program, the only Kearsarge man to qualify for NESEP this year.

Harrsch, who has already been accepted by the Massachusetts Institute of Technology, will depart the ship June 16 for nine weeks of college preparatory school at the Naval Training Center, San Diego, Calif. From there he'll go to college for four years after which he'll receive a commission as a line officer in the Regular Navy.

Enlisting in the Navy in September 1961, the 21-year-old NESEP candidate underwent recruit training at NTC San Diego and graduated from the two-part Class A Gunner's Mate Technician School at Great Lakes, Ill., and Albuquerque, N.M., in April 1962. He reported aboard the Kearsarge in March 1964 after a tour of duty at Cubi Point, Republic of the Philippines.

Harrsch was advanced to his present rate as a result of passing the February 1964 service-wide examination. During his college training, he will have the same opportunity to compete for first class as does any other qualified second class in the fleet.

Realizing the importance of nuclear power in the years ahead, he plans to major in nuclear engineering at MIT, one of 22 colleges participating in NESEP. His ultimate goal is the Navy's nuclear submarine program.

Commenting on NESEP, Harrsch said, "I favor this program above the others because I believe it offers



D.A. HARRSCH

qualified enlisted personnel the best opportunity to further their education while preparing to serve their country as commissioned officers."

What Is NESEP?

The Navy Enlisted Scientific Education Program is a four-year college education leading to a baccalaureate degree in engineering, science or mathematics.

Those selected to participate in the program receive approximately nine weeks of refresher training at the Service School Command, NTC San Diego prior to actually entering college.

Students maintain their enlisted status and receive full pay and allowances while attending college. The Navy pays the cost of their college education, but students must pay for their subsistence and lodging.

Each NESEP hopeful must submit a letter of application in time to reach the Chief of Naval Personnel not later than 1 November of each year. Detailed information about the program is contained in the current BuPers Inst. 1510.69 series.

18 Commended By Captain

A junior officer and 17 enlisted men were presented with letters of commendation April 28, for outstanding performance of duties displayed during the 1964 Far East cruise.

Capt. C.P. Muckenthaler, then commanding officer, made the presentations, lauding each man on individual merit, then said that the commendations also were representative of his appreciation toward the entire crew's performance during the overseas tour.

Receiving the commendations were: Lt (jg) C.R. Britt, Public Information Assistant; L.K. Farmer, CSCS; L.F. Short, QMC; J.(n) Clark, YNC; J.(n) McClendon, SDC; V.J. Ritchie, SMC; J.P. Donohue, LI1; H.W. Lutes, AB1; T.P. Tucker, YN1; M.J. Whetstone, JO1; D.R. Fernandez, PN1; J.D. Burlage, JO1; A.M. Tolman, RM2; R.D. Devault, RM2; F.L. Templeton, BM3; P.P. Hagley, JO3; L.(n) Peralta, TN; and J.F. Coston, AN.



Madre's Harlan

Our Besetting Sin

By Cdr. C.M. Lawler, USN

When an old-fashioned Protestant thinks of sin, he probably thinks of alcohol. A Catholic is more likely to think of sex.

Both kinds of sin have a certain glamor about them, and this is an advantage on which popular literature has never been slow to fasten.

The successors of the printed word - the motion picture and television - have heightened the notion that sin and *joie de vivre* go together like a horse and carriage. If they want to show a man going to the devil, they naturally present him surrounded by overstuffed females and half-empty bottles, having a whale of a good time.

We do not mean to be flippant. We are not suggesting that the abuse of alcohol and sex is not sinful or that these vices are social evils so slight as to be negligible. But it may be that these sins, because most of us find them interesting, get a degree of attention that distracts us from the seriousness of duller but just as grave faults.

So thought one of churchmen in American op' J o h n Lancaster. In 1895 he wrote: "It setting sin as a perance or unchastity, the halls of Congress beat, from the capitalist who controls trusts and syndicates to the mechanic who does inferior work, the taint of dishonesty is everywhere."



the most distinguished Catholic History, Bishop Spalding of Peoria. is plain that our people, is not intem- but dishonest.... from to the policeman's

There have been some changes in the 70 years since Bishop Spalding wrote. Our percapita consumption of liquor may be no higher now than then. But our sexual standards are lower. On the other hand, we are less flamboyant in our cheating and doubledealing. The Securities and Exchange Commission and a host of other regulatory agencies have had a salutary effect on our business practices.

Yet, can we say that Bishop Spalding's judgement on the besetting sin of his generation is not the same one that he would have to pronounce on ours? When he spoke of dishonesty as our national vice, he was not thinking of burglary and highway robbery. He referred to practices that, like parasites in an organism, become part of the normal economic and political life of our country. They get so enmeshed in it that dishonesty becomes, in the minds of many, indistinguishable from business and political as such.

Payoffs, kickbacks, padded expense accounts, misrepresentation of the quality of goods and services, conflicts of interest and even outright bribery and extortion are constantly working their way into the accepted practices of business

(Continued on Page 21)

Leatherneck laurels

By PFC A.A. GRANT, IV

April proved a busy month for Kay's Marines; promotions, military schools and pistol qualification capitulating the time.

Fifteen men received promotions. W.M. Mumford and B.D. Canon are now corporals while the largest number of promotions came in the lance corporal category - R.R. Alarcon, R.D. Arnold, B.G. Baxter, R. Jarrett, H. Linder, twin brothers R.G. and J.J. Malone, R.W. Martin, A.D. McEvers and H.K. Shellito. J.R. Brown advanced to the rank of private first class. The promotions were presented to the men by their commanding officer, Capt. McClendon G. Morris.

Meanwhile, two Marines are attending school at Camp Pendleton. L/Cpl D.D. Walker is taking a five-week course at the NCO school covering such subjects as drill, sword handling, NCO's relation to combat tactics and leadership.

Pfc J.R. Faires is attending a six-week armorers school. When he returns to the detachment, L/Cpl R.D. Arnold will attend the same school.

In addition, the Marines on board are studying combat communications at a MC reserve unit in Long Beach.

Marksmanship training and qualification highlighted the month's activity.

The three top .45 pistol shooters are (first) L/Cpl Joe Hurrera, Jr., with a 367; (second) Pfc R.J. Baker with a 353; and third) L/Cpl Harris K. Shell to with a 348 out of a possible 400 points.

Career

C
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The Bureau of Naval Personnel is continually striving to pave new roads for the retention of Navy men.

One new solid foundation appears in the form of BuPers Inst. 1306.73A which outlines important changes in choice of duty as a reenlistment incentive for first term men.

To be eligible for his choice of duty, a first term enlistee must:

- Be an E-4 or higher, or
- Be a designated striker, or
- Be an E-3 who has passed the third class exam
- Be willing to reenlist for four or more years, and
- Be recommended for reenlistment and duty assignment option under this instruction.

An improved SEAVEY/SHORVEY system (introduced in the March 1965 Kearsaga) provides career personnel with better opportunities for obtaining duty assignments. On this basis, career personnel have been eliminated from the provision of this instruction.

Applications must be submitted within four to six months prior to his expiration of active obligated service.

However, a one year extension provision has been introduced into the instruction to lend greater stability to personnel assignments as well as eliminating capricious applications.

CONFUSED OVER LIFE INSURANCE?

There is noted an area of confusion or ignorance among our more senior citizens aboard Kay about the status of their U.S. Government Life or National Service Life Insurance.

Since an inservice waiver of premiums, if still in effect radically influences survivor benefits relative to Dependents Indemnity Compensation, a review of each man's case is in order if he has any doubts about his status.

For detailed information on this subject, write to:

Veteran's Administration
P.O. Box 8079
Philadelphia, Pa., 19101

Be sure to include your full name, past and present service numbers, past and present addresses and, if known, the policy number.

DISSATISFACTION YOUR FAULT?

Scientific studies in both civilian industries and military services point up the fact that the LEADER, be he petty officer, division officer, supervisor, or foreman is the number one cause for personnel dissatisfaction and turnover.

People stay with a job or quit because of the way superiors treat them day by day.

The next time you step before your division, keep in mind that personal recognition and worth, and team spirit are conditions which are CREATED and GAINED through EFFECTIVE LEADERSHIP.

Cdr. Haugh

(Continued from page 4)

commanded Air Antisubmarine Squadron 41 at San Diego.

A native of East Orange, N.J., Cdr. Haugh attended Princeton University and the Merchant Marine Academy before he entered the Navy in December 1942. He received his commission and wings at Corpus Christi, Tex., Oct. 1, 1944.

His first assignment as a pilot was with Composite Squadron 75 which operated off the West Coast.

Following WWII, the commander served as an acceptance test pilot at the Grumman aircraft plant in Bethpage, L.I., N.Y., testing F6F, F7F and F8F aircraft.

In 1948 he was assigned to Air Antisubmarine Squadron 22 flying TEMS out of NAS Norfolk, Va., and aboard the aircraft carrier USS Sicily.

After an assignment at NAS Anacostia near Washington, where he served as a flag pilot, Cdr. Haugh attended the General Line School in Monterey, Calif., in 1954. This schooling was followed by an assignment with Air Transport Squadron 24 which flew out of Port Lyautey, Morocco, and Naples, Italy.

He next spent a two year tour in Washington with the

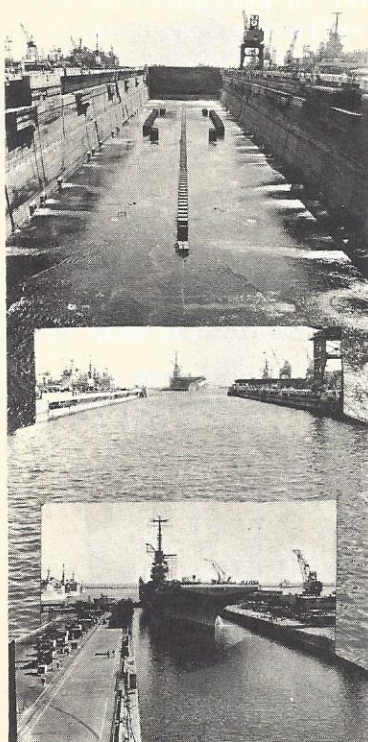
(Continued on page 26)

ANSWER TO PUZZLE ON PAGE 26

| | | |
|---------|---------|------|
| MOM | CHASE | PEW |
| ARA | AIDED | EGO |
| RETARDS | USAGE | |
| TIDE | SCAR | |
| SHEDS | STALLED | |
| WERE | SPATE | ER |
| ERS | SPARE | TRI |
| DO | SPIRE | GRIP |
| ENTAILS | ARIES | |
| RILE | SLAM | |
| STILL | SHAMMED | |
| POE | ESTER | ERR |
| ADD | DREAM | DAY |

The End Of A New Beginning

(The USS Kearsarge enters the drydock at the Long Beach Naval Shipyard, below, where major face lifting project began. By mid-June, Kay will be ready to make her 1965 debut.)



Up to now the face lifting of the 19-year-old lady named Kay has been a tedious task, but not without marked improvement.

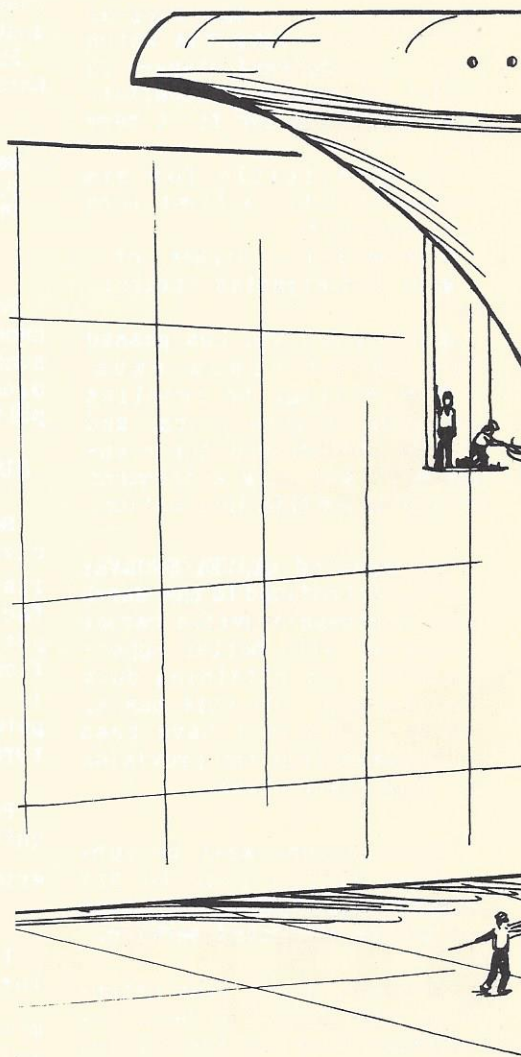
The project undertaken in January by the 1,700 sailors and some 550 civilian workers is nearing completion with almost 80 percent of the job finished. Only about six weeks remains before the veil is lifted, revealing, to the expectations of the sailors, a damsel turned beauty.

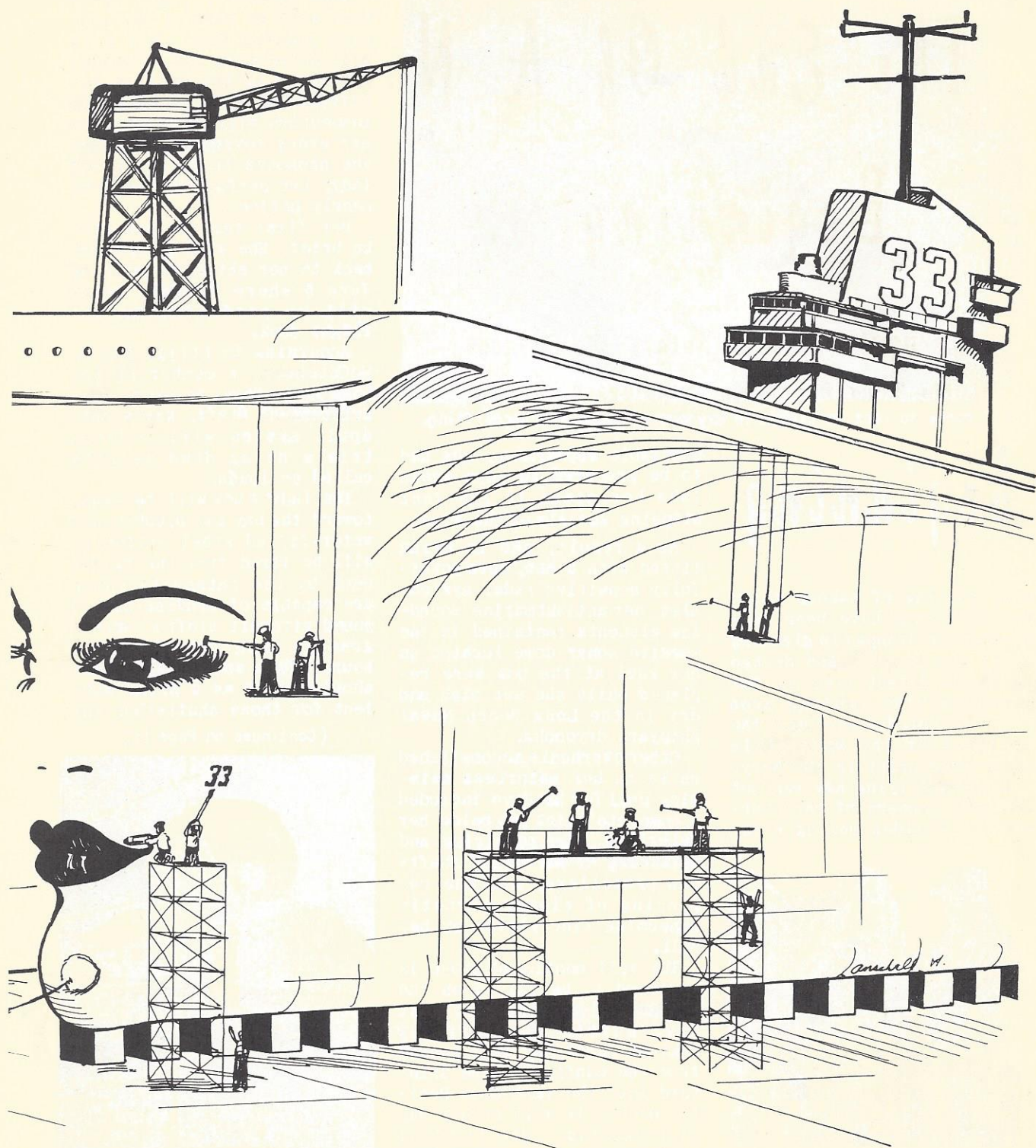
Presently in a state of anility, Kay is scheduled to be rejuvenated May 18 when her propulsion plant is lighted.

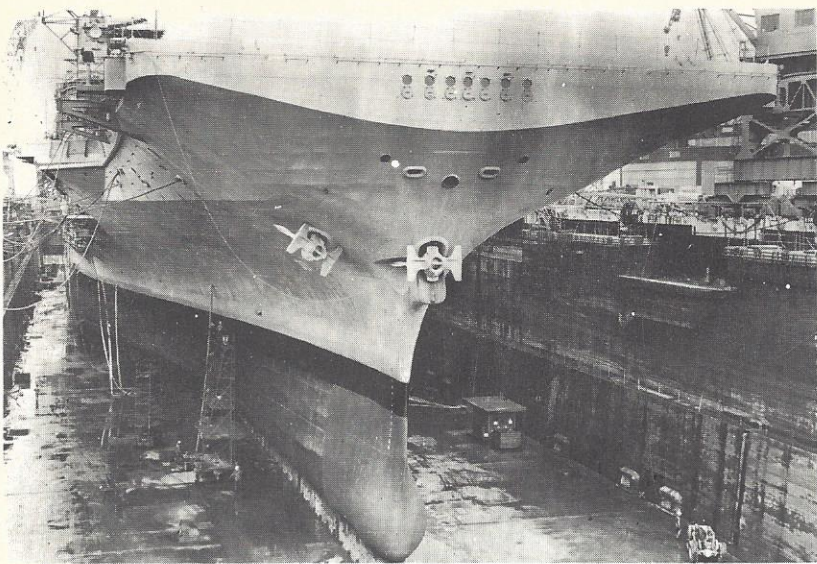
Immediately, she will begin to take on a renewed stimulation as she becomes independent of the life sources now being fed to her from the pier.

The young lady's outward appearance has been meticulously beautified with a hazy-

(Continued on page 14)







KAY comes to rest on blocks in drydock to begin her facelifting.

beginning

gray coating of makeup while her interiors have been resplendently draped in gleaming white and green. And decked out in the latest fashion, her aluminum-clad landing area will undoubtedly meet with the approval of the most style conscience pilot in the Navy.

But beautifying Kay was not the only concern of her overseers. Besides making a re-



J.T. Naputi, GMG3, chips mount.

spectable appearance, she had to be prepared to once again take her place in the fast stepping society of the Fleet.

As a result, she is being fitted with a new, more powerfully sensitive radar system. Also, her antisubmarine sounding elements contained in the massive sonar dome located on her keel at the bow were replaced while she sat high and dry in the Long Beach Naval Shipyard drydocks.

Other overhauls accomplished while in her waterless swimming pool for 28 days included a complete paint job below her waterline, the repairing and balancing of her drive shafts and propellers, and the replacing of electromagnetic consuming zinc plates on her hull.

The veil mentioned above is expected to be lifted on the evening of June 1. The next day, guided by carefully trained hands, Kay will emerge from the confines of the shipyard into the vast blue Pacific Ocean. If will be her day of reckoning. Her first of four sea trials she must face before being declared sea-

worthy once again.

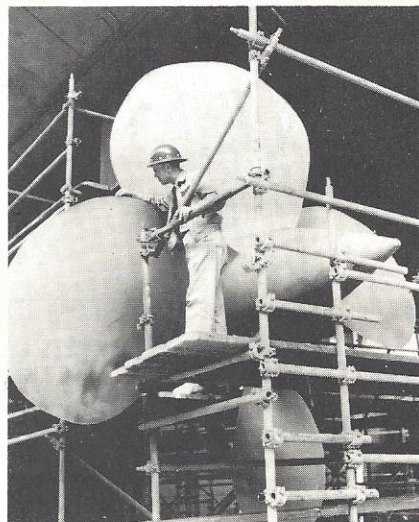
Most naturally, her first test will be that of her running capability. Not only will she receive the undivided attention of the sailors but scrupulous eyes of shipyard inspectors will be focused on her every movement. If ever she proposes to be a refined lady, her performance must be nearly perfect.

Her first test at sea will be brief. She will be brought back to her shipyard berth on June 5 where further tests will be conducted on her flight deck.

According to Lt(jg) Tom O. McCutcheon, a member of the Long Beach Naval Shipyard Superintendent Staff, Kay's catapult system will undergo trials using dead weights called no loads.

The lady's bow will be swung toward the bay and 9,000-pound water-filled steel cylinders will be fired from the flight deck by the catapults which are capable of sending 23,500 pound aircraft aloft at speeds greater than 100 miles per hour. This spectacular test should prove as a prime subject for those shutterbug en-

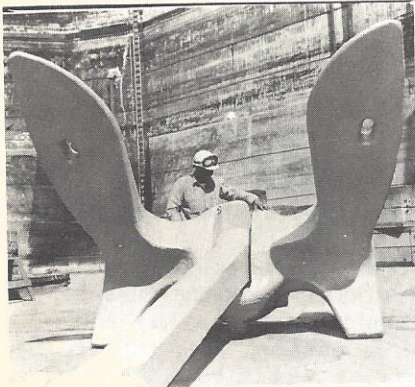
(Continued on Page 16)



A.R. Wright, DCCS, examines props.



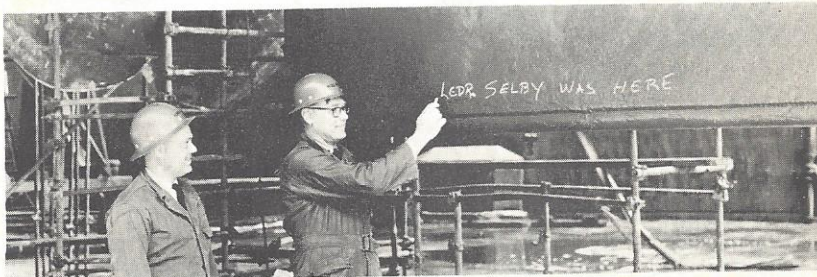
A.O. Smith (L), J.F. Buckley, Airmen of V-1 Div working near flightdeck



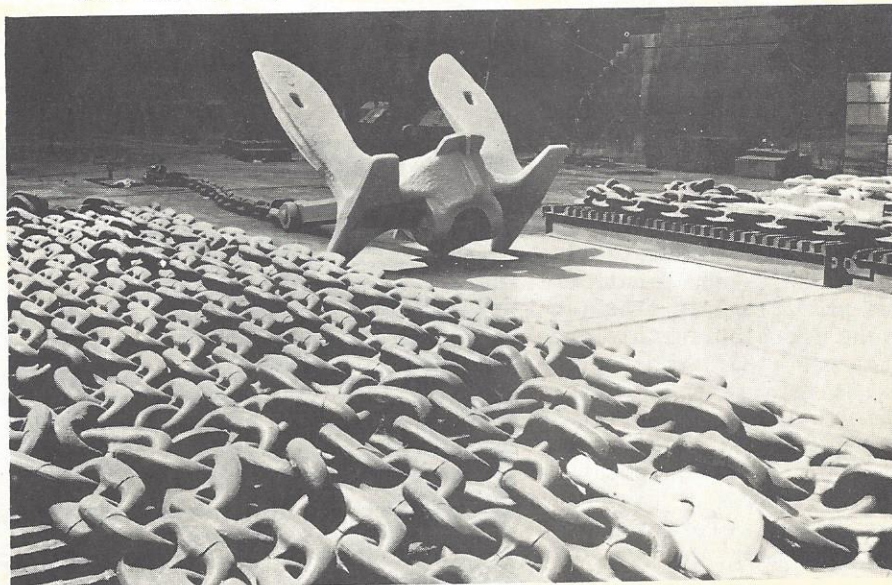
R.E. Robinson, BMI, is dwarfed by 15-ton bow anchor as it sets on the base of Long Beach drydock.



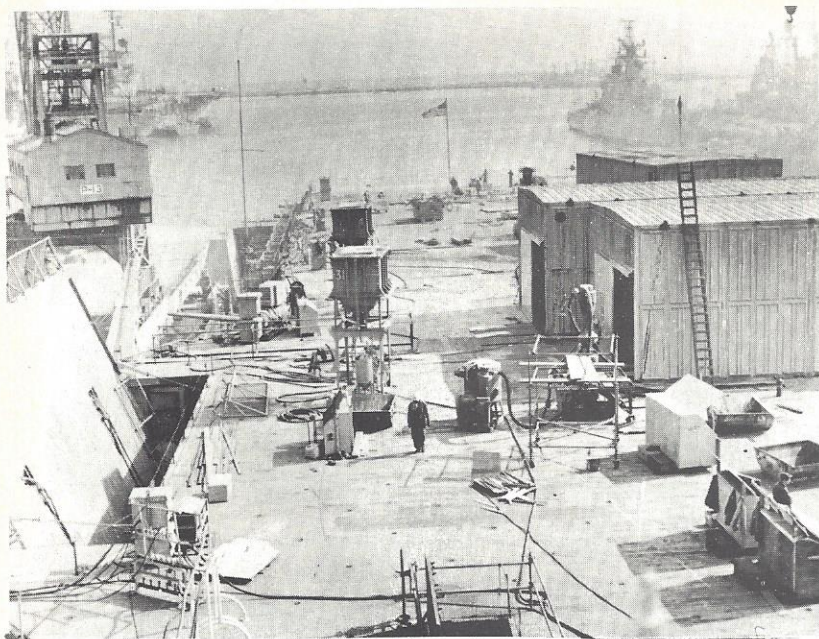
A. L. Schafte, SN, X Div, busily chips paint in berthing spaces.



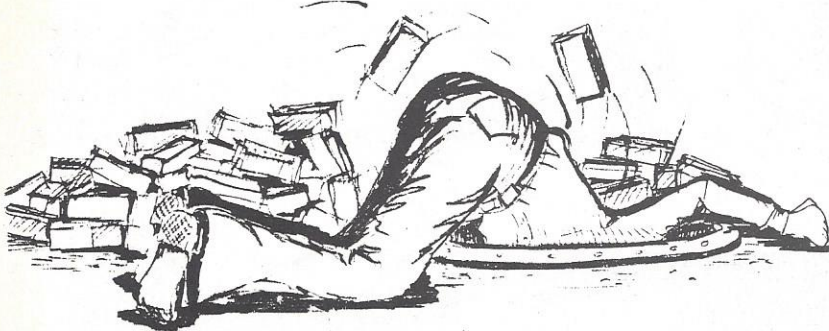
Cdr. R.E. Wilson, Lt. P.E. Gould add touches to rudder inscription.



285 fathoms of anchor chain is stretched out in drydock where it is cleaned and painted. Each link averages 18 inches in length and is weighed in between 92 and 116 pounds a piece.



KAY's flight deck - what a mess!

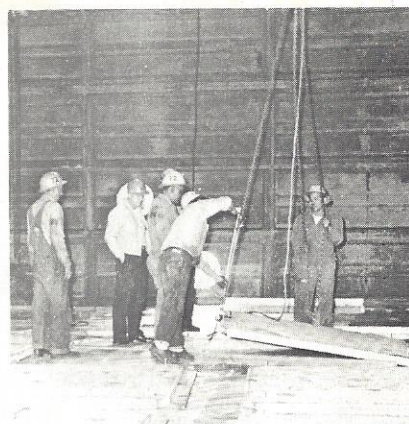


thusiasts among the crew.

Kay's three remaining sea trials, to be held intermediately with shore leave for the crew, will include testing of electronics equipment, antenna radiation patterns (involving the plotting distance of her new radar), and a electronics interference survey.

This latter trial will be a test underwhich every operational piece of equipment on board is turned on to see if there is any interference in detection gear.

Asked when exactly Kay will complete her beauteous face lifting, Lt(jg) McCutcheon said, "For all practical

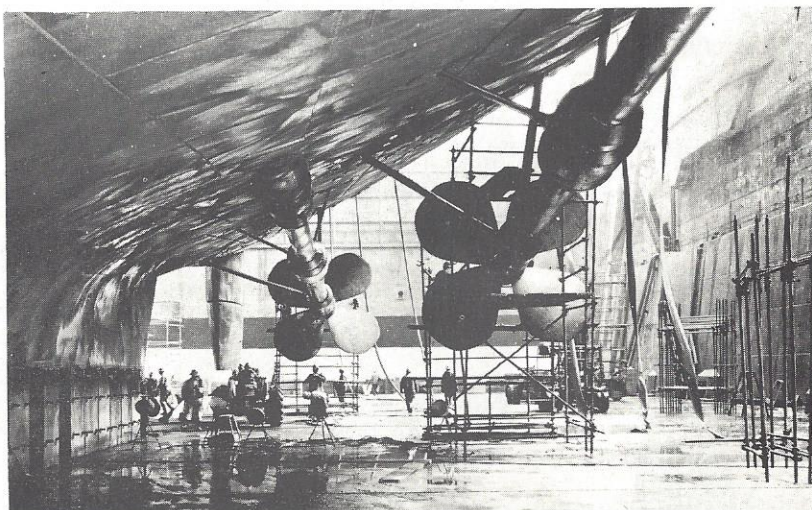


YARD workers lay aluminum decking

purposes we are on schedule and should be completed on time..." which has been set for June 18.

Between now and then many last minute touch ups must be finished before Kay will be made to perform with the vitality of a chic lady.

As for her appearance, she's rapidly regaining the poise, charm and sophistication for which the crew of the USS Kearsarge can be justly proud.

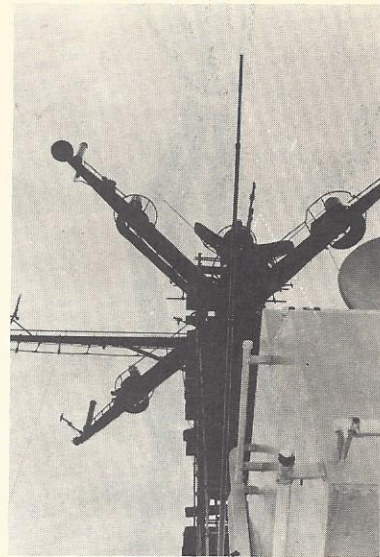




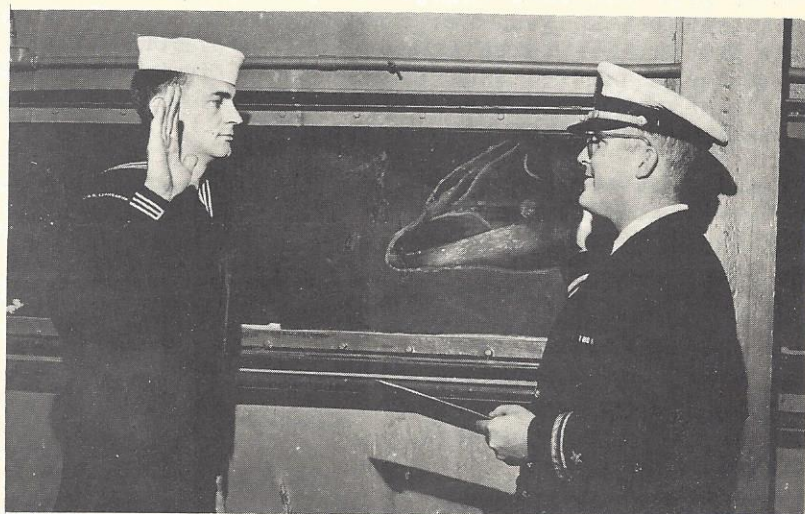
MARINES receive promotions from their CO, Capt. McLendon G. Morris, while (below) Chief Master-at-Arms V.J. Ritchie sets out on his villain - catch'n cruiser guided by Kay's XO, Capt. W.J. Wacker. The ship's carpenters donated the unique Kay Kop Kar to aid the carrier's gendarmes in running down speeders.



WATCH THE BIRD watch (left) was the modified watch stood recently by watchstander D. C. Edmondson, new shipmate of X Div. Seems a bird took up housekeeping on the crow's nest (above) and "Ed" was given the task of seeing that nothing went a-fowl.



(Below) There was nothing fishy when RM3 R.A. Fish was reenlisted for six years by Lt(jg) D.E. Fish of COM. The ceremony was witnessed by Stormy, a 465 lb. bottlenose dolphin at the Marineland of the Pacific.





You're
at
a
depth
of
120

here's
a job
you
could
lose
your
head
over



HAMP KNIGHT

Had you actually taken part in seeking out those 40 mines, you would be a member of a unique breed of Navy divers known in underwater circles as EOD men.

For those readers unfamiliar with the Navy's abbreviation, EOD stands for Explosive, Ordnance and Disposal. Its members are related to the Navy's famed frogmen, or UDT, but differ in that EOD men are specialists in the handling and disposing of every type of past and present ordnance, excluding nuclear devices.

(Continued next page)

senses tell you that things are pretty warm.

Scattered beneath you, over a two-square-mile area between Santa Cruz and Santa Rosa Islands off the California Coast, are 40 twelve-hundred-pound mines. Collectively, they are capable of erupting with twice the combined explosive power of the atom bomb unleashed on Hiroshima!

Today, however, their explosive capability has been minimized. They are only practice mines dropped by naval aircraft. And adding to your relief is the knowledge that each mine contains just a 25-pound charge which, if accidentally discharged, would only blow your hands off rather than your head.

Sound a little farfetched? Well, it's not.



EOD

Since the Kearsarge carries a wide variety of ordnance, it also carries an EOD team onboard. The team consists of Ensign Thomas Withey, Boatswain's Mate First Class Raymond Snider and Aviation Ordnanceman Second Class Hamp Knight.

Theirs is a life coupled with adventure and death, although they consider the danger as just an occupational hazard. This confidence is backed by time-tested experience and a rigorous 11 and a half month training program worth over \$60,000 per man.

Two Schools

Nine and a half months of their initial training was held at Indian Head, Md. The remaining two months were spent in Key West, Fla., where they received extensive underwater scuba instruction.

An avid swimmer while attending the University of Wisconsin, Ens. Withey became interested in EOD at officer candidate school. He followed through with his interest to become one of the select 74 EOD naval officers on active duty today, 14 of whom hold billets on the West Coast.

Snider is a veteran of 18 years naval service, 14 of which have been served as a diver. Until 1961, when he qualified as an EOD specialist, he worked as a hard hat deep sea diver primarily on Navy salvage vessels.

On Cover

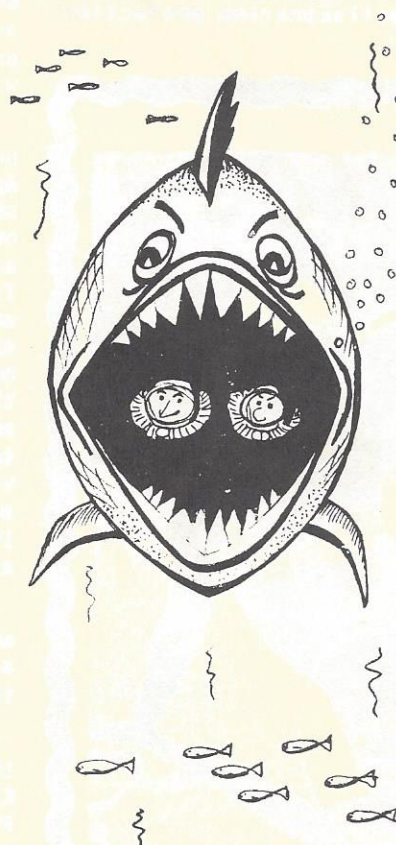
Although Knight appears on this Kearsarge's cover quite high and dry, he shows promise of becoming an outstanding

member of the EOD clan. He has been diving for only two of his 11 years in the Navy, but during that time has performed numerous ordnance disposal tasks.

Only 200

Presently, there are only 200 enlisted Navy men trained for explosive, ordnance and disposal teams.

As for duty assignments, each carrier has an EOD team



as does each ammunition ship. There are 40 shore billets available which range from sites in Spain, Sicily, Bermuda, Alaska and Japan, to mention a few, as well as instructor duty in the EOD schools.

An extra incentive for the EOD men is the hazardous duty pay they receive. Officers receive \$110 monthly, enlisted men, \$55. A corpsman sc

trained would receive \$80.

"It sounds all very appealing," says Ens. Withey. But it's not all peaches and cream as one might think. When working underwater a piece of ordnance often has to be disarmed strictly by your sense of touch. Then, too, scuba diving by itself can be dangerous without the added risk of handling live explosives."

Each man, he goes on to explain, is trained to work completely blindfolded.

"For instance," the Ensign added, "At the Indian Head training grounds, which is the dark depths of the Potomac River, visibility is zero."

Requirements High

If this type of duty appears to some readers interesting enough to apply for training, be assured that physical and psychological requirements are extremely high. At a minimum, a prospective trainee must be able to do 25 push-ups, 50 sit-ups, jog for one to two miles and swim up to 1,000 yards unassisted.

If that bit of information doesn't discourage you, call any three of our EOD experts on Ext. 205.

It could be your first step toward being a select member of an accomplished group.



ENS WITHEY - One of 74

Adm Aurand Now ASW Gru-1

Rear Admiral Fred E. Bakutis, former Commander of Anti-submarine Warfare Group One aboard the Kearsarge, has assumed the command of the Naval Support Force, Antarctica. The admiral's ASW post has been filled by Rear Admiral Even P. Aurand.

The change of command ceremonies took place in Long Beach on the ASW carrier USS Hornet, March 29.

Aboard his flagship Kearsarge, Admiral Bakutis directed ASW Group One's participation in the early Gulf of Tonkin incidents off the coast of South Viet-Nam last summer. The group provided around-the-clock antisubmarine protection for units of the U.S. Seventh Fleet.



By JAZZ K

Want to be a Radio KEAR good guy? If so, stop by the studio anytime during the working day and the duty DJ will fix you up with an application form.

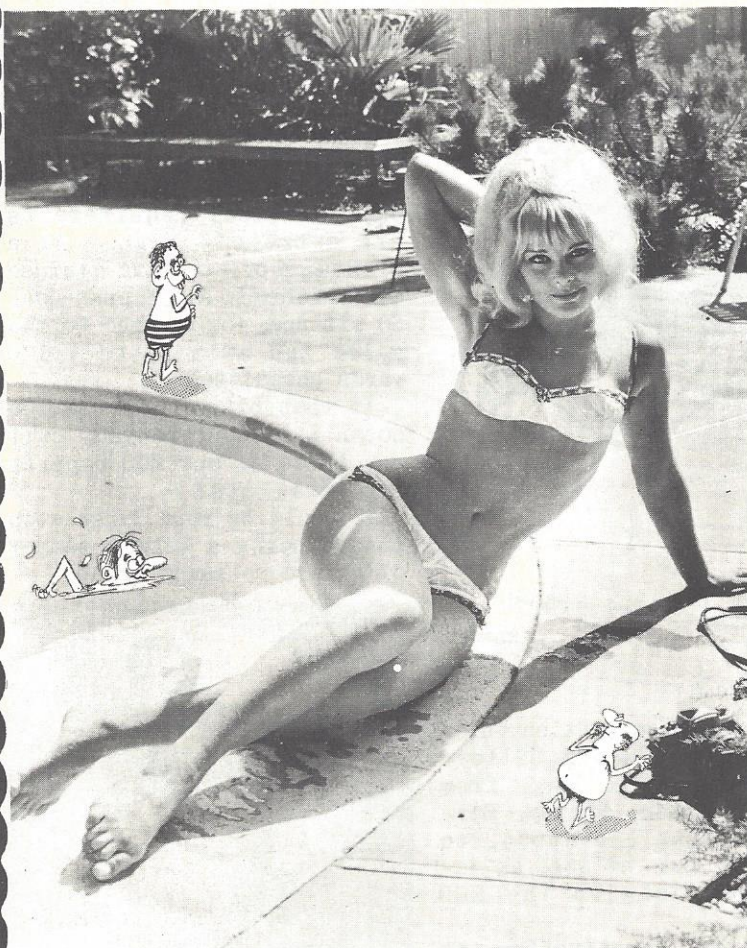
May and June have been designated KEAR membership months. Application blanks for membership into the Kearsarge Broadcasting Club are now available at the studio located across from Ship's Store No. 2. We are in need of both announcers and engineers...no experience necessary...we'll train you in the fine arts of announcing, engineering, etc. All you have to show is an interest in providing Kearsarge's personnel with the finest sounds in music, latest news, and most educational programs available.

In the upcoming two or three months, however, KEAR will lose a number of its best disc jockies.

May 27 will mark the date that Danny Q. Phillips leaves KEAR and the Navy. Posing as Frederick H. Stock, he plans to pursue a career in civilian broadcasting in his native state of New York.

Relieving Stock, who helped form the KEAR Club two years ago, will be yours truly.

Jay Henry, Mike Roberts and Randy Woods are also scheduled for transfer. So, you can see, Radio KEAR is in need of your



Elke Sommer - and friends

Answer Man

Buck Rogers was nothing more than a figment of the imagination...then along came Sputnik, Project Mercury and Gemini.

What, then, if we should "imagine" that someday our Navy's fighting vessels might be partially manned by WAVES? Should such a phenomenon become a reality, what would be your opinion of this unique situation?

While this issue of the Kearsage was still in the planning stage, five of our shipmates were asked to ponder this question and supply a reasonable answer...for what it's worth.

Needless to say, not a single one of those interviewed expressed opposition to such a plan. However, they did have some very definite opinions about the value of WAVES aboard ships.

The first man interviewed was J. E. Greenlaw, AA, V-4 Div, who said, "It would be nice, but there would undoubtedly be many problems, the majority of which I don't think could be overcome. The stationing of WAVES aboard ships would cause too much confusion to be of value, especially during an emergency."



GREENLAW

Padre's

and politics. If enough people succumb to temptation, individual sins turn into a social pattern. Then, even those who want to act differently often feel that they cannot afford to do so.

Many Americans are caught in this trap. How many, it is impossible to say. But we suspect that there are enough of them that we can still speak of dishonesty as being our people's besetting sin.



KIRKPATRICK

Pfc G.L. Kirkpatrick, MarDet, was of a different opinion. He said "I think it would work. Perhaps the presence of the so-called weaker sex would boost morale and give the men on board a reason to keep themselves at their best. It might even prompt a greater sense of efficiency and job pride since men naturally like to play the role of the protector when around women."

L. J. Henson, MR3, A Div, contributed this comment: "It would be a good idea, but the number of women would have to be limited to 12 or less because of the lack of adequate space to accommodate a large number."



HENSON

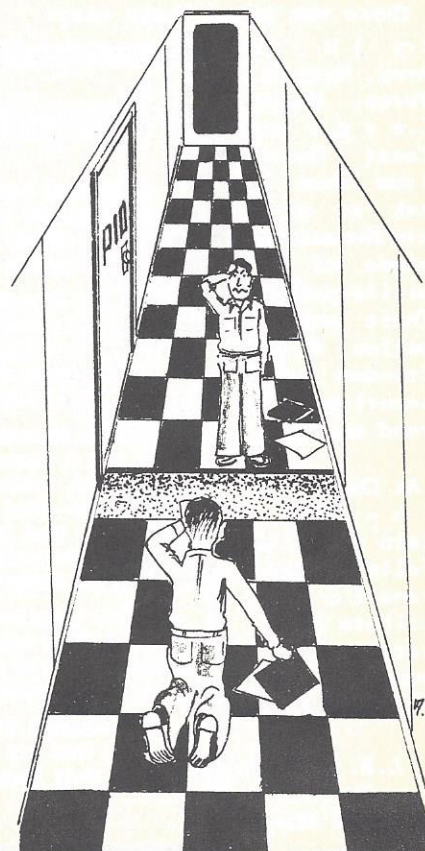
John M. Brown, Jr., SN, X Div felt that women probably would not be able to perform as calmly or efficiently as men in time of crisis.

"While women would undoubtedly be useful in typing, filing, and nursing I doubt that they could keep up with the men as far as military duties are concerned. At any rate, these women would have to be screened closely to determine their emotional stability in the face of lengthy sea tours and possible danger."



BROWN

If there are any other readers who favor such a proposal, look into duty aboard a MSTS and you'll find this plan in operation.





Messages From Washington:

Our country today is stronger militarily than at any other time in our peacetime history. Our strength of arms is greater than that ever assembled by any other nation.

The successful execution of all our policies depends upon the ability to retain the talent and fitness of the outstanding men and women in the military services.

Those who serve their country in the Army, Navy, Air Force, Marine Corps and Coast Guard, from whom we ask so much, are the cornerstone of our military might. Their contribution to our freedom and security is beyond measure.

As Commander-in-Chief, I join all of my fellow Americans in high tribute to our servicemen and women on Armed Forces Day, '65.

L.B. Johnson
President,
United States

On this Armed Forces Day 1965, we of the United States Navy are proud of our continuing service to our country.

We pledge ourselves anew to value the best of what is old, find the best of what is new, and meet with determination all challenges which our part in the protection of our nation and of the American people bring to us.

Adm. David L. McDonald
Chief of Naval Operations

Armed Forces Day finds units of the Navy-Marine Corps team employed in a multitude of varied tasks to which our country has committed itself in defense of freedom. This flexible, versatile and highly mobile team—together with other members of the armed forces—demonstrates the tremendous military power available to our country in its efforts to fulfill its worldwide responsibilities.

Paul H. Nitze
Secretary
of the Navy

Armed Forces Day is a fitting occasion to take stock of our military services and their significance in a world of crisis and alarm.

As the nation's amphibious force-in-readiness, we Marines are proud of our contribution to our country's power for peace, and we invite our fellow citizens to visit our installations during Armed Forces Week.

General
W.M. Greene Jr
Commandant,
Marine Corps

A Prayer For Armed Forces Day

O Eternal Lord God, who are the confidence of all who dwell upon the earth, a sure voice of calm to those afar off upon the sea; Thou who makest the clouds Thy chariot and walkest upon the wings of the wind, hear, we beseech Thee, our prayer.

On the occasion of this Armed Forces Day of 1965, make us who serve in the defense of our beloved country, more aware of the sacred trust and privilege that is ours. Instill into our lives a deeper sense of righteousness above compromise, justice in our daily relationships, and a love of peace with honor in our dealings with all men.

We are humbly grateful to Thee for the true and meaningful values which are a source of inspiration to us in our American way of life. Our Father, make us constantly sensitive to the grave responsibility that is ours—that of setting an example of peace and goodwill to all the nations and peoples of the earth. O Thou who hast made of one blood all the nations of the earth, mercifully hear our supplications, and remove from the world forever the dreadful menace of war.

On this occasion, we would rededicate ourselves to Thee and to the more unselfish service of our beloved nation. Grant us renewed courage and conviction as we pledge ourselves to defend the rights and privileges in which the whole human family shares.

We beseech Thee to guide all mankind in the way of Thy truth and peace, so that we may never fail in the blessing which Thou hast provided to that people whose God is the Lord. Amen.

—Armed Forces Chaplains Board

SPORTS



SIGHTING IN their .45 sidearms are Kay officers Ens. Frederick J. Windle of Engineering, Lt. Lytle T. Shelton of Air, and Lt. Thomas L. Hurst of Dental. The officers are regular participants in the IIND rifle and pistol matches held monthly at Camp Elliot, San Diego, Calif. They are interested in forming a ship's team and ask those who would like to participate to contact Lt. Hurst.



609 Kegler Legg Receives Trophy From Capt. Wacker.

Support Urged For Diamondmen

The Kay's softball team is off to a running start, playing other ships nine homeported at the Long Beach Naval Station.

Team Captain G.F. Hayden, AMS1, describes this year's squad as the best Kearsarge has had in some time.

"Morale support is what we lack the most of at the moment," says Hayden, "win or lose."

Check the POD and if Kay's team is playing, run, don't walk to Field No. 1 next to the Base Exchange and do some cheering for YOUR team.

No Lag Legg Leads With 609 Series

When Machinist's Mate Second Class Robert C. Legg returned from a rate-connected service school last month he found a pleasant surprise awaiting him.

Legg had been selected the top series bowler of the 1964 Western Pacific Bowling Tournament.

During the Kearsarge's 1964 Far Eastern cruise, he and some of his shipmates in 'A' Division participated in the ship's intramural bowling competition.

Although 'A' Division didn't score so well, Legg did, with the best series of 609. His best game was 222.

The payoff came when the Kay's Executive Officer, Capt. W.J. Wacker presented the kegler with a shiny trophy and a congratulatory handshake.



Capt. Hershey, Benson of V-1 Share Honors



In a recent Kearsarge intramural golf tournament held at the El Dorado Golf Course, Capt. M.M. Hershey, Kay's new commanding officer (second from left in photo), came out on top with the best gross score. Tom L. Benson, AA, of V-1 Div. (third from left), was also a winner with the best handicap score of the tourney. Other participants were Capt. C.P. Muckenthaler (far left) and (standing from left to right): J. J. Williams, SH2; Cdr. E.M. Haugh; LCdr. J.H. Weaver; Cdr. W.H. Crawford; Cdr. J.W. Brown, Jr.; Cdr. J. (n) Bent; Chaplain C.W. Lawler; Capt. W.J. Wacker; (kneeling in front): Ltjg R.E. Hill; Ens. F.L. Walker; Ltjg C.E. Stalker; Ens. R.E. Yates; and LCdr. H. K. Selby.



Cdr. Haugh

Flight Services Div. as the Chief of Naval Operations Flight Scheduling Officer.

From 1959 until June 1960, the commander attended the Naval War College in Newport, R.I., and then assumed duties as executive officer of Air Antisubmarine Squadron 28 at NAS Quonset Point, R.I., and aboard the carrier USS Wasp.

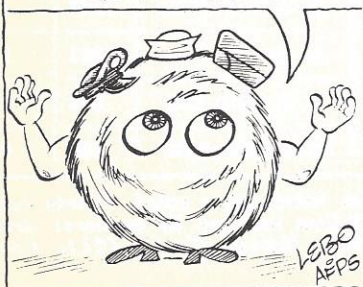
He assumed his first command, in November 1961 as commanding officer of Air Antisubmarine Squadron 27 aboard the carriers USS Essex and Intrepid with the Atlantic Fleet.

This command was followed in February 1963 by his becoming the Commander of Carrier Antisubmarine Air Group 50 at NAS Key West, Fla. It was from this ASW replacement training Air Group that the commander received his orders to the Kearsarge, arriving on board in August 1964.

Cdr. Haugh is married to the former Miss Mary Ellen Walsh of Newark, N.J. They have four sons, Edward 16, William, 13, Timothy 11, and Phillip age 6.

FOOF'S SPOOFS

THE TROUBLE WITH SOME OF US IS THAT IN TRYING TIMES WE QUIT TRYING.



Seat Belts

Perhaps you're still not fully convinced that seat belts are an important factor in reducing highway deaths.

Police in Indiana, during a 90-day period, studied 130 fatal accidents in which 153 persons were killed and 220 autos were involved.

They reported that if seat

belts had been used, 69 percent of those killed would have lived and an additional 12 percent might have possibly survived.

A set of four belts costs less than \$35 and it takes only about an hour, depending on the make and year of the vehicle, for the experienced men in V-6 to install the belts. An added savings can be realized through purchasing your set from the Naval Base Exchange.

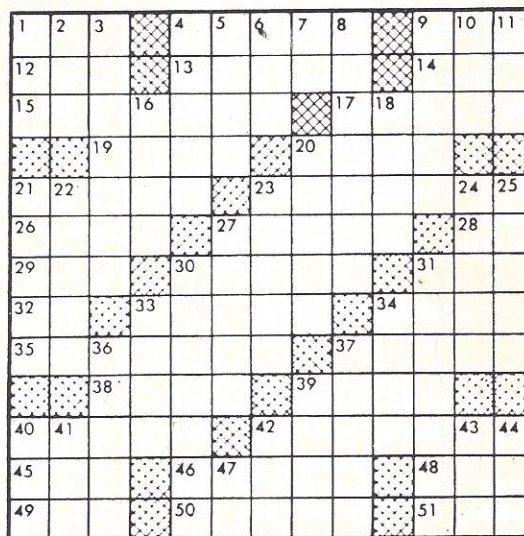
Answer to Previous Puzzle

CROSSWORD PUZZLE

- ACROSS
1. Parent (colloq.)
 4. Pursue
 9. Church bench
 12. Macaw
 13. Helped
 14. The self
 15. Holds back
 17. Employment
 19. Rise and fall of ocean
 20. Mark left by wound
 21. Lean-to
 23. Boggled down
 26. Existed
 27. Freshet
 28. Tentonic deity
 29. Bitter vetch
 30. Extra
 31. Prefix: three
 32. Note of scale
 33. Steeple
 34. Grasp
 35. Imposes as a necessary accompaniment
 37. Sign of zodiac
 38. Vex
 39. Bridge term
 40. Quiet
 42. Pretended
 45. American essayist
 46. Chemical compound
 48. Be mistaken
 49. Total
 50. Fantasy
 51. Period of time

- DOWN
1. Deface
 2. Native metal
 3. Circumstances
 4. Pasteboards
 5. Conceal
 6. Paid notices
 7. Compass point
 8. Instruct
 9. Gem
 10. Urge on
 11. Sorrow
 16. Military assistant
 18. Transaction
 20. Look fixedly
 21. European
 22. Long-legged bird
 23. Boxes
 24. Weird
 25. Falls in drops
 27. Small plug
 30. Overflowed
 31. Decorated
 33. Go by water
 34. Metric measure
 36. Attempted
 37. Warning signal
 39. African tree
 40. Resort
 41. Bushy clump
 42. Sainte (abbr.)
 43. Period of time
 44. Arid
 47. Senior (abbr.)

ANSWER
TO
PUZZLE
ON
PAGE
11



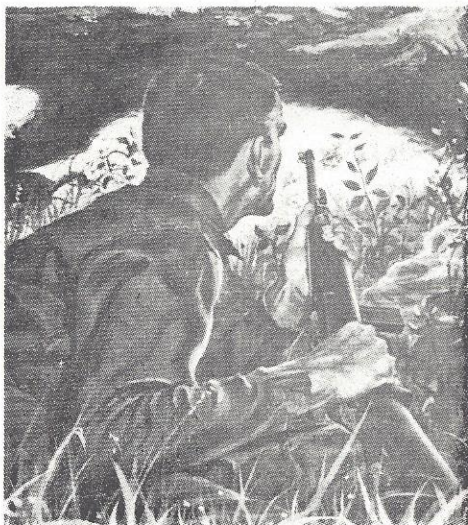
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CODE
OF THE U.S. FIGHTING MAN

II

I will never surrender of my own free will. If in command I will never surrender my men while they still have the means to resist.



As an individual, a member of the armed forces may never voluntarily surrender himself. When isolated and he can no longer inflict casualties on the enemy, it is his duty to evade capture and rejoin the nearest friendly forces.

The responsibility and authority of a commander never extends to the surrender of his command to the enemy while it has the power to resist or evade. When isolated, cut off or surrounded, a unit must continue to fight until relieved, or able to rejoin friendly forces, by breaking out or evading the enemy. (AFPS)



Capt. M.M. Hershey



KEARSARGE'S
NEW
COMMANDING
OFFICER

From
Ronald R. Pence PN 75-18-52
S-2 Division
USS KEARSARGE (CVS-33)
Care of Fleet Post Office
San Francisco, Calif. 96601



To
Mr & Mrs. Robert R. Pence
Box 265
Swayzee, Ind. 46786