

# KEARSAGA

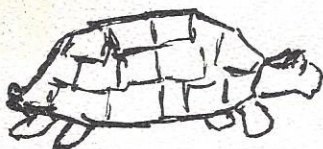
DECEMBER 1966



**THIS MAN IS  
A LIFESAVER!**



# KEARSAGA



**D**ecember winds blow cold in the Western Pacific, but when a cruise is ended and the wind is at your back, it is very fair indeed. This issue of *KEARSAGA* catches us on the way home, and so, it is time to remember some of the high spots of our cruise. We crossed the Equator and had a visit from King Neptune himself and we enjoyed two good smokers. And now we can sit back and remember all that we have done.

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## HS-6 "THE NAVY AT ITS BEST"

Lt. Cdr. Thomas Tucker, Officer in Charge of Light Photographic Squadron 63, Det. 'G', was flying a photo-reconnaissance mission when his aircraft was hit by shore batteries deep in Haipong Harbor. Forced to eject his crippled aircraft, Tucker landed within 200 yards of communist territory in a nest of North Vietnamese junks.

"Six motorized junks started for me and I knew I was really up against it. But my wingman, Lt. Cdr. Foster Teague, wasn't about to give up." Tucker reported. Attempting to suppress the fire directed at Tucker as his parachute drifted toward the water, Teague circled his Crusader in front of the first boat and when they didn't stop he opened fire. One junk was disabled in the water and the others turned back. Tucker saw crewmen jump out of the beach craft and head for cover.

As Tucker inflated his life raft and began paddling away from the dangerous shoreline, Teague made repeated strafing passes over the six gun positions.

Air and sea power had been alerted at the first "Mayday" distress signal and rushed to completely cover the rescue scene.

Help came in the form of a Navy "chopper" from Helicopter Anti-Submarine Squadron 6, piloted by the squadron commander, Cdr. R.S. Vermilya, who effected the rescue lift less than thirty minutes after Tucker hit the water, despite heavy fire from the shore guns.

"There's no doubt about it," said Commander Tucker,  
(continued on next page)

## This is the Captain Speaking

*Captain W. L. Nyburg*



A major American weekly news magazine recently reported, in an article about the war in Vietnam: "There are three carriers on Yankee station." They meant, I think, that there were three CVAs on station.

Here is the text of a letter I sent the editor of that magazine:

"Sir: There are four aircraft carriers on Yankee Station in the Gulf of Tonkin, not three, as you recently reported.

"The men of USS KEARSARGE (CVS-33) and embarked ASW air groups were disappointed by the omission, because for several months they have been on the line with Task Force 77.

"They have maintained around-the-clock surface and sub-surface surveillance of anything that moves in these waters. They have conducted search-and-rescue operations for downed American pilots, frequently braving heavy enemy fire, and picking up a record thirteen pilots in one month. They have trained in antisubmarine warfare with the navies of several of the United States' allies.

"They have been an important and a proud unit of the Seventh Fleet."

The letter was postmarked October.

That's all I figured they could handle on their "letters" page. But if I had thought they would use more, I would have gone on: "There are times when the quiet achievement of one ship is — understandably — overshadowed by the spectacular missions of others. But in the Vietnam war, KEARSARGE is playing an important, though slightly less glamorous role than the attack carriers.

"Her presence on station has boosted already high Task Force morale in several ways.

"She has marked her 174th underway replenishment. An "unren" keeps the Fleet's destroyers full of fuel, and on top of the mail and news, but it means plenty of hard work for KEARSARGE.

"KEARSARGE helicopters have been used extensively for utility purposes while in the Gulf of Tonkin -- transferring everything from spare parts to newspapers, to keep the Yankee team at peak efficiency.

"Pilots of squadrons embarked in KEARSARGE have time and again shown readiness to fly in any kind of weather in attempts to aid American pilots, down in unfriendly waters. And they have flown with a remarkable record of safety.

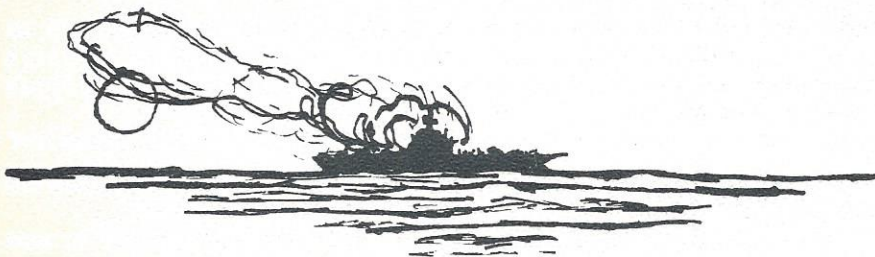
"KEARSARGE personnel, from the highest ranking — RADM Eli T. Reich, whose flag is carried by the ship — to the lowest seaman apprentice in the Torpedo Shop, have spent many extra hours on an ambitious study of the waters of the South China Sea and the Gulf of Tonkin and their effect on current ASW techniques.

continued on next page



"Every man in KEARSARGE has been to war. If he doesn't understand Vietnam service in terms of bombs and rockets and flak, he understands it in terms of work. Every man is a veteran now."

This last is not what I have written the editor, but it is what I believe. Even if the magazine does not see fit to publish our letter, you will know, and your family and friends will know, that KEARSARGE was as much "on Yankee Station" as any other ship in the Navy.



*The animated signs of an angry sky, the blinding flashes;*

*A long way from Times Square, Tonkin.*

*The pelting rain, the monsoon winds;*

*A long way from Seattle, Tonkin.*

*The serenity of dawn, disturbed now only by  
the steady pounding of a sea not yet tired.*

*A long way from San Francisco, Tonkin.*

*Sharing with Morpheus a deep sleep —*

*There on Tonkin Gulf — The men of Oriskany.*

*'Neath the decks from which their hearts  
and souls had been hurled into the fight —  
many times.*

*'Neath the decks to which they had returned,  
tired and torn and bleeding, yet returned —  
many times.*

*Peaceful sleep, peace and comfort and restoration.*

*Away from MIGs and SAMs and flak.*

*Away from RESCAP and RECCE and planning.*

*Peaceful sleep.*

*And the fury of the fire.*

*And peaceful sleep. Forever, peaceful sleep.*

28 Oct. 1966  
So. China Sea

## WHITEHAT 1966

A former Outstanding Blue-jacket has been chosen White Hat of the Year 1966. He is John J. Sitar, AK1, of the Aviation Supply Office.

Sitar was presented with the award by Capt. Willard L. Nyburg at the Nov. 24 smoker.

Previously, Sitar had received the Outstanding Bluejacket Award in January of this year.

Petty Officer Sitar was selected for the award, which is sponsored by the Long Beach Independent Businessmens' Association, on the basis of his dedication to duty, military appearance and overall leadership capabilities as a Navy petty officer.

A native of Swoyerville, Pa., Sitar makes his home, with his wife, Dora Jean, and their five children, in Seal Beach, Calif.

### HS-6 (continued)

"those men nearly gave their lives to save me. I wish some of you could see the miraculous work of these rescue teams in action. It is the Navy at its best."

Tucker, 33, was reunited with his wife, Carol, at Miramar after a medical evacuation flight that began in the South China Sea.

His only injury is a "compressed vertebra" sustained when he ejected from his aircraft. "I'll be as good as new in about three months," Tucker said.

The Tucker's two sons, Tim 10 and David 7 were missing from the welcome home, attending the first day of school in Escondido. They are reported to think their Dad's rescue at sea was a "great story."  
(SAN DIEGO DISPATCH)



# Oceanography

## The New Frontier

Ever since man has existed he has contemplated the sea...the vast expanse of water that covers seventy percent of the earth's surface...the mysterious depths that first nurtured life...the strange forms of life that live in perpetual gloom deep below the surface. Man has conquered, to a great extent, the surface of the sea. Yet the sea presents a new challenge; a challenge to plumb her depths and unlock the secrets held there. And man has accepted this challenge and gone under the sea — the last frontier.

As early as 560 B.C. divers were used to cut through boom defenses in the Greek wars. Today, thousands of scientists, adventurers, warriors and just plain folks strap SCUBA tanks on their backs and venture out into "inner space."

### NAVY TO MEET CHALLENGE

Of all the various travellers in the oceans, the Navy, traditional master of the sea, is carrying the deep challenge even deeper. This summer great strides will be taken in exploration of the ocean's depths, analysis of the undersea world, and in attempts to fathom the mysteries of the "deep challenge."

Sir Edmund Hillary, conqueror of Everest, gave as his reason for attempting the climb — he said, "because it was there."

This, basically, is the reason why men have ventured into dangerous and unknown

worlds since the very first primitive efforts at exploration. However, turning to the subject of the world's oceans and the battle of "inner space," the reason — "because they are there," is far too simple a statement.

Why go down under?

The ocean's depths hold great dangers for the fragile surface dweller. Crushing pressure, eternal darkness, unknown creatures, a virtual nightmare of danger exists. But the oceans hold great treasure as well. Not Spanish doubloons or pieces-of-eight, it is the treasure of scientific knowledge, food for the earth's millions and the key to the defense and security of the United States.

While the United States and Russia are actively involved in the much publicized "space race" they are also carrying on another comparatively little known race — the race for "inner space" the control of the world's oceans from the bottom up.

Our physical, or land, world is a mere string of islands swimming in the nearly 140 million square statute miles of water. It is therefore logical for both military and pure scientific reasons that we seek a total understanding of the ways of the water.

Militarily, the oceans are our first line of defense. With the Russians building and operating a powerful and far-ranging submarine fleet, we need a good knowledge of ocean geography in order to hunt and kill these submarines if the

need should ever arise. Since 1952 virtually every naval weapons system technique has required extensive oceanographic data to aid in its developmental stages. The United States has taken the plunge deeper and deeper into a comprehensive and far reaching oceanographic program.

However, defense is only one of the objectives of the U.S. oceanographic program. The economic security of both this nation and its allies depends on the freedom of the seas.

The sea is a road upon which the relationships of nations travel. Export and import of domestic and foreign products depends on travel by the sea. For instance, it only costs one-third as much to send a pound of rubber from Singapore to New York by ship as it does to send this same pound from New York to Ohio by ground transportation. The conclusion is obvious. We must have freedom of the seas.

### THE SEA'S WEALTH

The sea is a virtually untapped storehouse of food. Today, pure science is working on the key to feeding the world's millions. In Japan, extensive seaweed farms produce a daily crop. Besides the fish harvest, experimentation is going on in ways of using plankton and the millions of organic creatures living in the depths for food.

The ocean is an oil field and a mine as well. Off shore drilling is now an accepted and lucrative industry. Large



quantities of zinc, gold, and other metals lie waiting for the technology to develop them.

The U.S. oceanographic program is perhaps one of the world's ambitious. However, we are not alone. Russia has large fleets of oceanographic survey vessels; her fishing fleets are famous for their modern technology and scientific approach to reaping the fish harvest. France too has a continuing submergence program.

Over the past few years the United States government has poured ever-increasing amounts of dollars into exploration of the oceans. While expenditures on oceanography were less than four billion dollars ten years ago, they are now well over the 12 billion mark. Presently there are approximately 95 oceanographic vessels roaming and studying the world's oceans. Fifty-seven of these vessels have been constructed since 1960.

So, the two races continue — both in opposite directions -- but this is the nature of man's curiosity — to move in all the levels of his world and to turn his environment into a tool for progress.

#### THE DEEP FLEET

American progress in undersea exploration is being achieved by a relatively small fleet of undersea vehicles.

The United States has twenty-four underseas vehicles, either operational or under construction, designed for oceanographic work. The Lockheed Corporation is currently under contract to build an additional six vehicles designed for underwater transfer of personnel between submarines. These vehicles could prove to be very useful in this country's oceanographic program, and a most welcome addition to the pioneering fleet.

The entire science of oceanography is so new that the majority of its tools are in an early development phase. Each vessel was designed for a specific task and each designer projected his own ideas of how to accomplish that task in his vehicle. The main controlling aspect is the design depth of each vessel.

The URVs (Undersea Research Vessels) are classified into three groups. They are deep submergence, mid-depth submersibles and continental shelf vehicle (CSV).

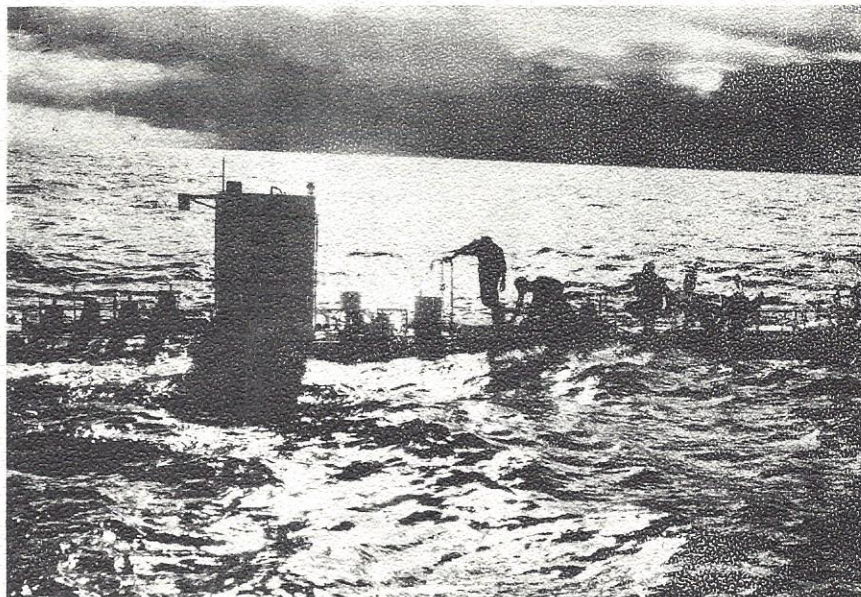
The deep submergence class, which is the smallest, includes those vessels capable of descending to depths of 15,000 feet or more. There are presently three of these vehicles and one more on the drawing board. Those available today are TRIESTE, a bathyscaph capable of reaching 36,000 feet; the bathyscaph TRIESTE II, capable of descending 20,000 feet and the submarine ALUMINAUT, the first aluminum submarine, designed for depths of 15,000 feet. A new bathyscaph

is being built by the Navy at Mare Island Naval Shipyard.

#### MID DEPTH VESSELS

The mid-depth submersible class includes vessels capable of reaching depths ranging from 2,000 to 6,000 feet. Today's queen of the fleet is ALVIN, a vessel which played a prominent part in the recovery of an H-bomb off the coast of Palomares, Spain. ALVIN, designed by General Mills and built for the Woods Hole Oceanographic Institute, is capable of attaining depths of 6,000 feet. The tiny submarine has a fiberglass hull. The passenger compartment is a high strength steel sphere contained within the fiberglass hull. ALVIN's batteries and electric motors are all exposed to the pressures of the sea.

Two Navy mid-depth vehicles are the DEEP JEEP and the TV-1A. DEEP JEEP has the distinction of being the first U.S.-designed and U.S.-built deep submergence vessel, and is capable of depths to 2,000 feet.



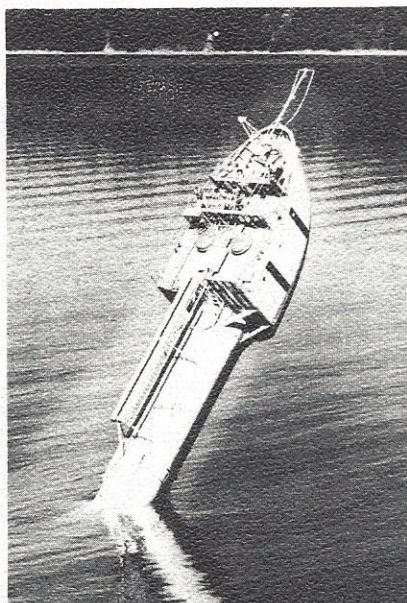


TV-1A is in the 6,000 foot range, but unlike all other deep submergence vessels, maintains positive buoyance at all times. As long as the craft is powered, the TV-1A will stay under. If power is removed, she will rise to the surface. A new vehicle, the TV-2, currently under consideration, has two cast glass spheres one for the crew and one for the instruments. The reason for this strange revolutionary design approach is that glass, unlike steel, increases its strength under pressure.

Another mid-depth vessel under construction is the submarine DOLPHIN, (AGSS 555) being built by the Portsmouth Naval Shipyard. DOLPHIN will be used for underwater acoustics and oceanographic research. The NR-1, is still another deep submergence vessel. The NR-1 is a nuclear powered vehicle powered by a pressurized-water reactor system already widely used in submarines.

American industry is quite active in developing research vehicles for the mid-range range. Lockheed's DEEP QUEST is under construction and will be ready for testing late this year. DEEP QUEST's working depth of 6,000 feet will allow it to compete with the Westinghouse DEEP STAR, which, with a designed working depth of 4,000 feet, is currently being tested with the intention of obtaining charter contracts for undersea research. Westinghouse has plans for submersibles capable of 2,000, 12,000, and 20,000 feet depths.

The Electric Boat Division of General Dynamics is preparing for the commissioning of the STAR III, which is capable of depths up to 2,000 feet. General Motors Defense Research Laboratory has a deep-ocean work boat (DOWB).



The third major class is the CSV or continental shelf vehicles, capable of depths up to or about 1,500 feet. This is the type vehicle that will probably become the largest class of the three. A recent international agreement gives each country full rights to resources on the sea bottom adjacent to their shores to a depth of 600 feet. Thus, with an incentive to explore this area more fully and to harvest the mineral and food resources, there will be great commercial interest in vessels capable of operating at continental shelf depths.

Perry Submarine Builders and Ocean Systems, Inc., has entered the CVS market with CUBMARINE. The CUBMARINE is familiar to watchers of the "Flipper" television show, but it was also on the scene off the Spanish coast where it located sections of the downed B-52 and KC115 aircraft. Present models of Perry vehicles are capable of reaching depths of 300 feet or 600 feet. A new model currently under design will be capable of depths to 1,200 feet. The American Submarine Company

is moving into the market with its one and two-man models with designed depths of 300 or 600 feet. Lear Seigler Corporation has built an egg-shaped vehicle — the BENTHOS V capable of operating at continental shelf depths.

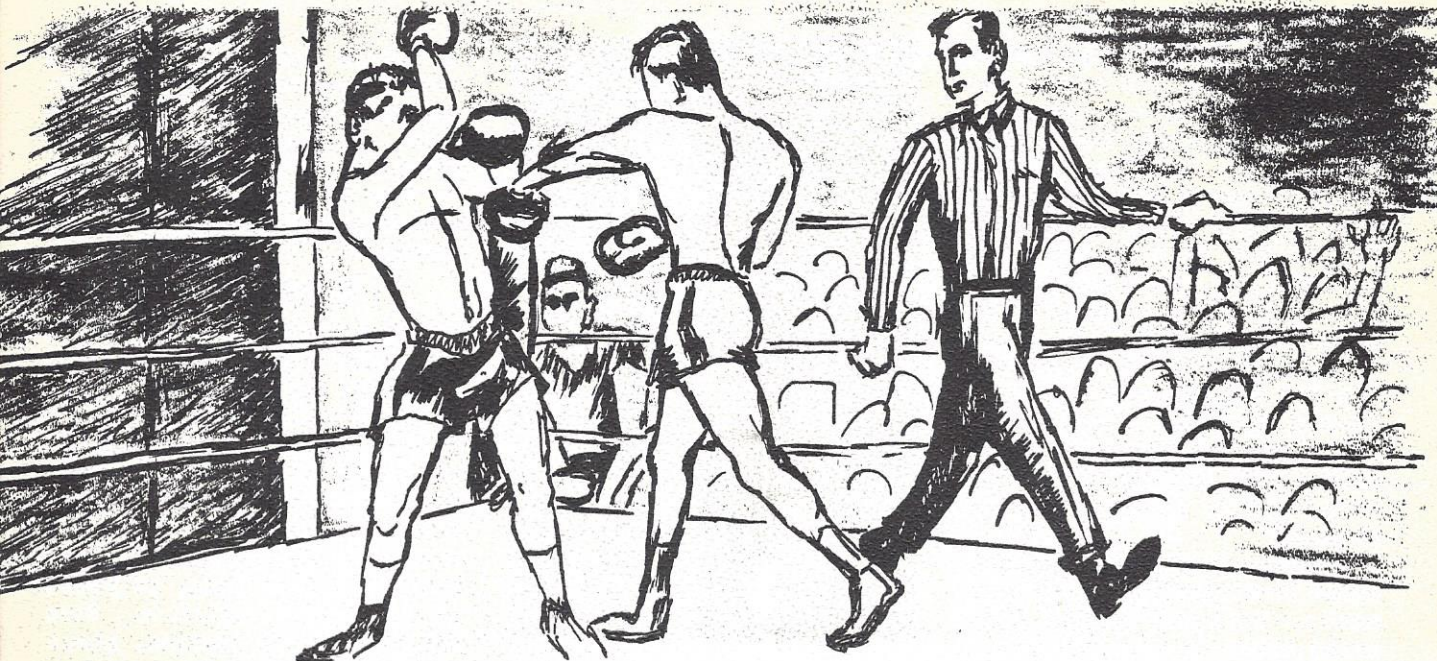
#### SPECIAL VESSELS

Two other vehicles deserve mention. One isn't a submersible and the other isn't manned, but they already have proved themselves as worthy additions to the deep fleet. The first is FLIP, a strange, unpowered vessel that must be towed to its operating area. FLIP, 335 feet long, is towed in a horizontal attitude. When she arrives on station, pumps begin filling tanks in her stern section and she flips to a vertical attitude, with only about 55 feet out of the water. FLIP then becomes an extremely stable instrumented probe extending three hundred feet into the depths and has already contributed considerable oceanographic data.

The second vehicle is the unmanned submersible CURV (Controlled Underwater Recovery Vehicle). CURV was designed to recover sunken torpedoes on the Navy's torpedo ranges. Powered electrically, and controlled by cable from the surface, CURV carries lights, a television camera, and a detachable arm capable of grasping an object. In actual operation, CURV locates the article to be recovered with its high resolution sonar, and its television provides visual identification of the object, then the claw on CURV's arm is attached to the object and a recovery buoy attached to the arm is released. The object is raised to the surface by the recovery line. CURV's worth was proved once

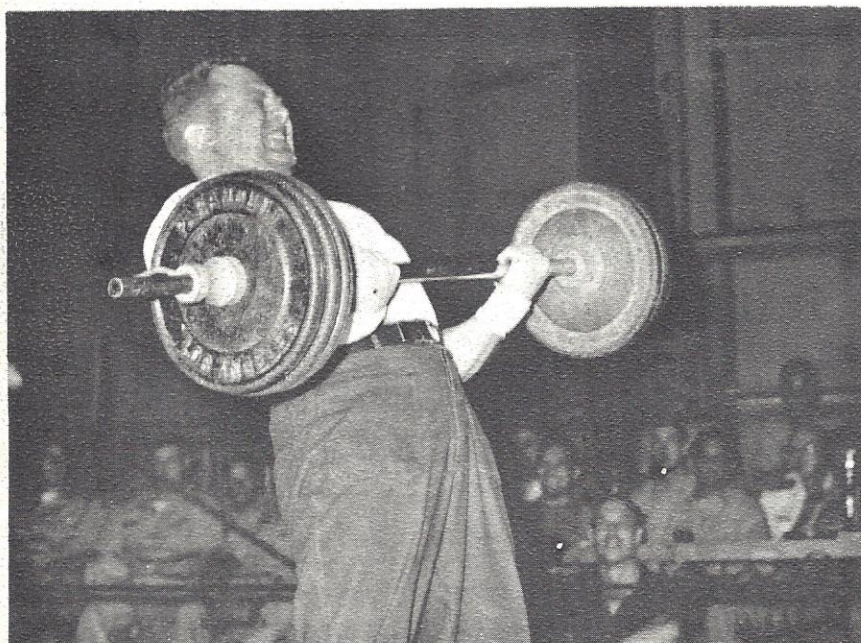
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# THE BEST OF THE SMOKERS

Russ Knipp, of 'H' Division, demonstrates outstanding form with this 190 pound curl.



**I**t wasn't exactly St. Nicholas Arena — there wasn't enough smoke over the ring and nobody threw a beer can at the referee, but nevertheless, Hangar Bay One still sufficed nicely for two smokers during the cruise.

The atmosphere must have been reasonably authentic, for nobody ran for their fire station when the opening bell was rung. And Lieutenant Raymond Smith was the very picture of a ring announcer, complete with crew-cut and loud sports shirt, and lacking only a Brooklyn accent and pot-belly to complete the image.

Here is a list of the successful contenders, in both boxing and wrestling, and their weight classes.

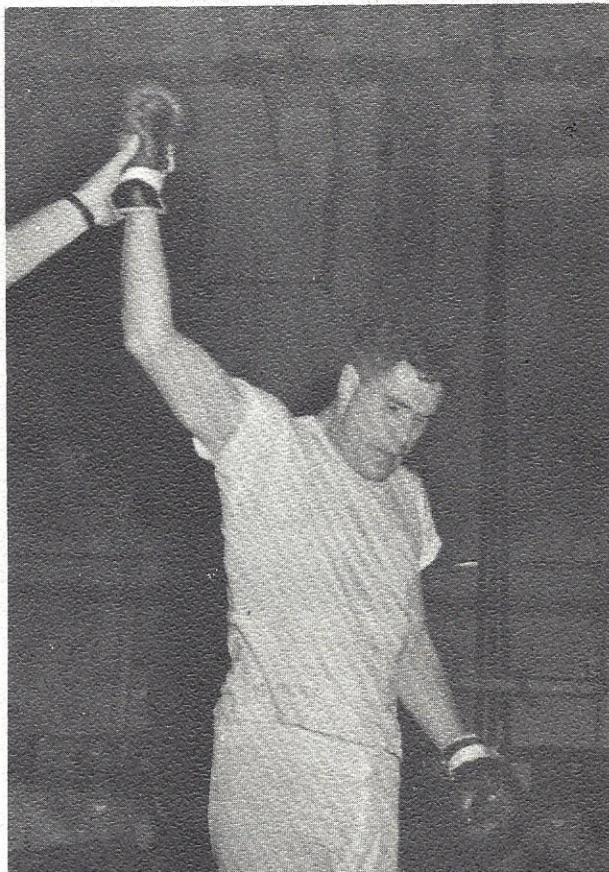
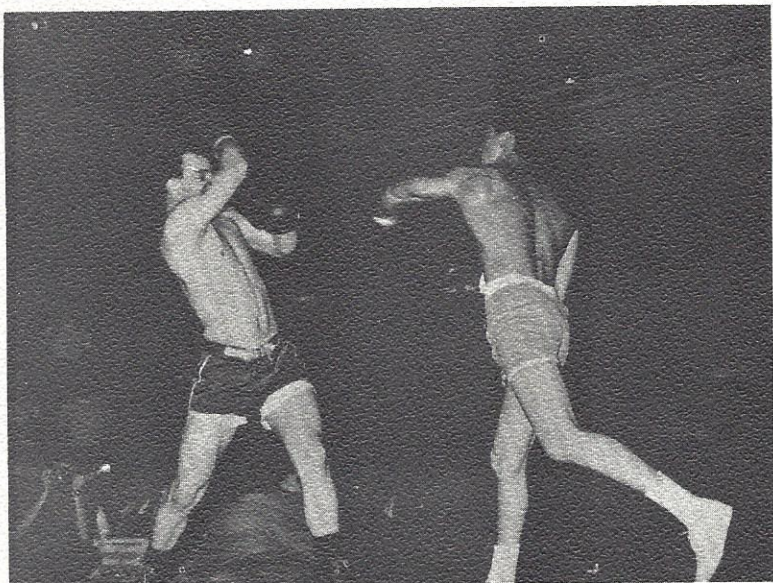
Sept. 3, 1966:

Boxers:

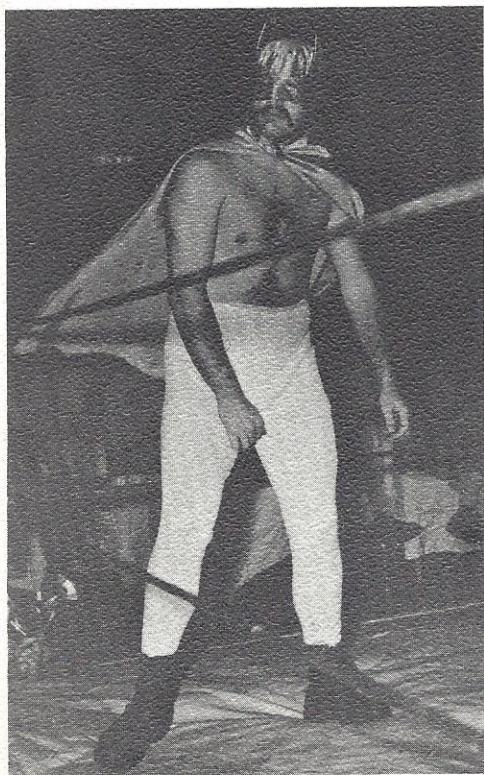
R. J. Heagy (Lightweight)

R. R. Trevino (Lightmiddleweight)

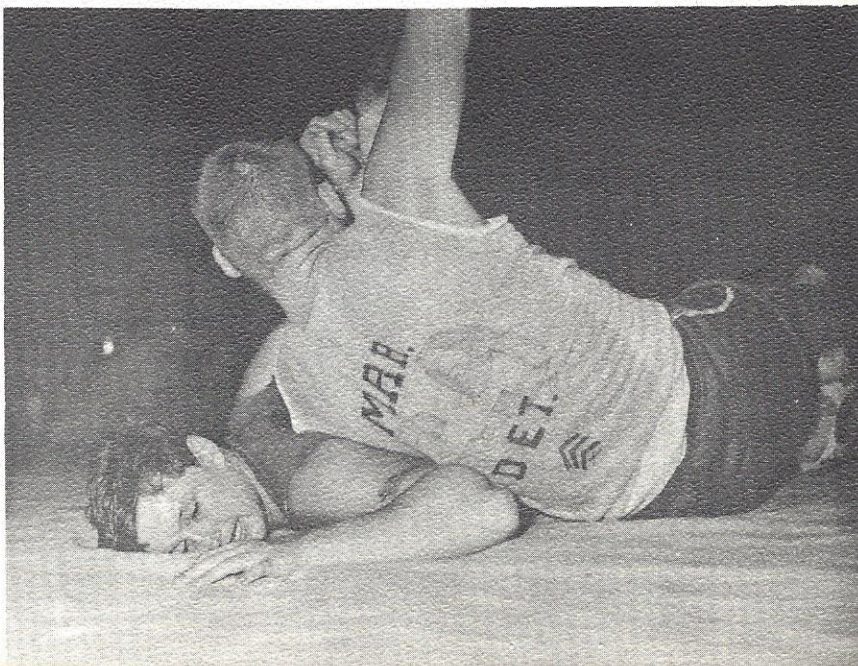




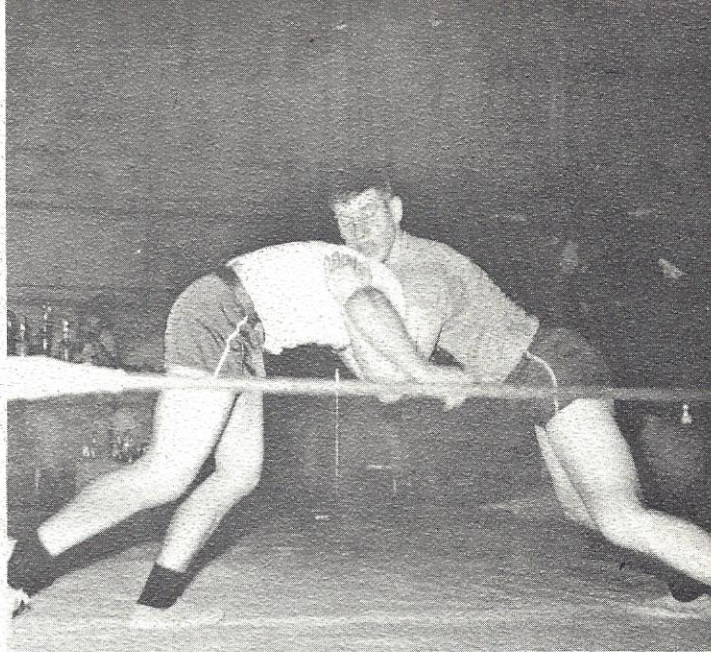
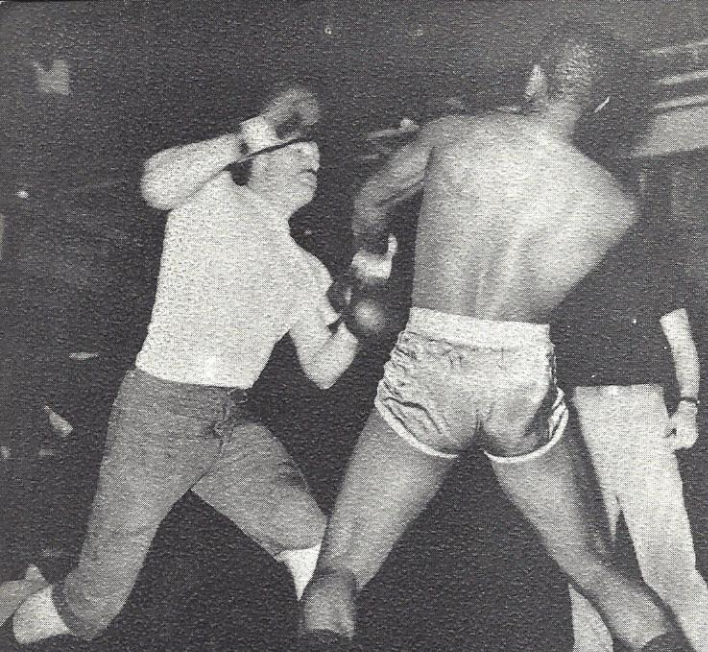
# WESTPAC '66



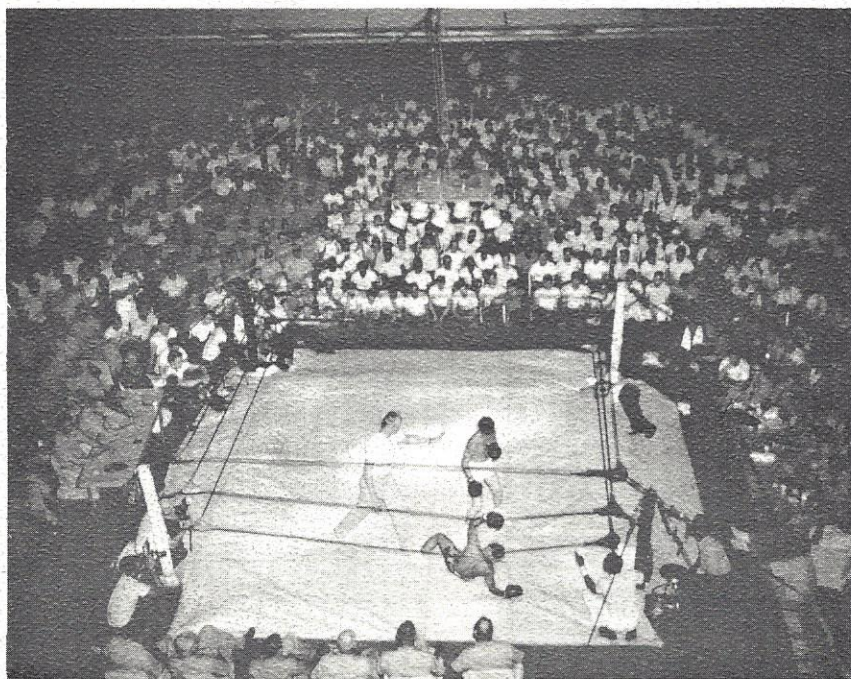
Roger Trevino (upper left) had a swingin' time, and won to boot. At upper right, Jay Milberry is proclaimed "the winnah," while the Masked Marvel of the Air Group glowers at jeering snipes and blackshoes. Jim Hinz and Oz Ozbourne (lower right) are shown groaning around the wrestling mat.







Showing his winning style against J. McGee is G. Milberry (upper left). Wrestling are Jim Scott and Lew Mackey (upper right), both of the Marine Detachment. At bottom is a panoramic view of the KEARSARGE Arena.



L.E. Bailey (Middleweight)  
D.L. Lee (Middleweight)  
C.C. Jess (Lighthouseweight)  
W.J. Gatheright (Heavyweight)  
G. Milberry (Heavyweight)  
Wrestlers:  
D.E. Brown 123 lbs.  
N. Mackey 127 lbs.  
J.M. Owens 137 lbs.  
J. Hruska 167 lbs.  
J.R. Hinz unlimited

Oct. 9, 1966:  
Boxers:

G. Perez (Lightweight)  
J.J. Simpkins (Lightweight)  
M.R. Tufariello (Lightweight)  
A.I. Woodridge (Middleweight)  
J.W. Chamberlain (Lighthousewt)  
C.C. Jess (Lighthouseweight)  
R.R. Trevino (Lightmiddlewt)  
G. Milberry (Heavyweight)  
Wrestlers:  
D.E. Brown 123 lbs.  
N. Mackey 157 lbs.  
S.R. Wilcox 177 lbs.  
J.R. Hinz unlimited

In addition to the fisticuffs and wrestling matches, there was music provided by the COMASWGRU FIVE Band and the Tripps. And to complete a sporting evening on the high seas, popcorn and cold drinks. What more could a sailor ask for?



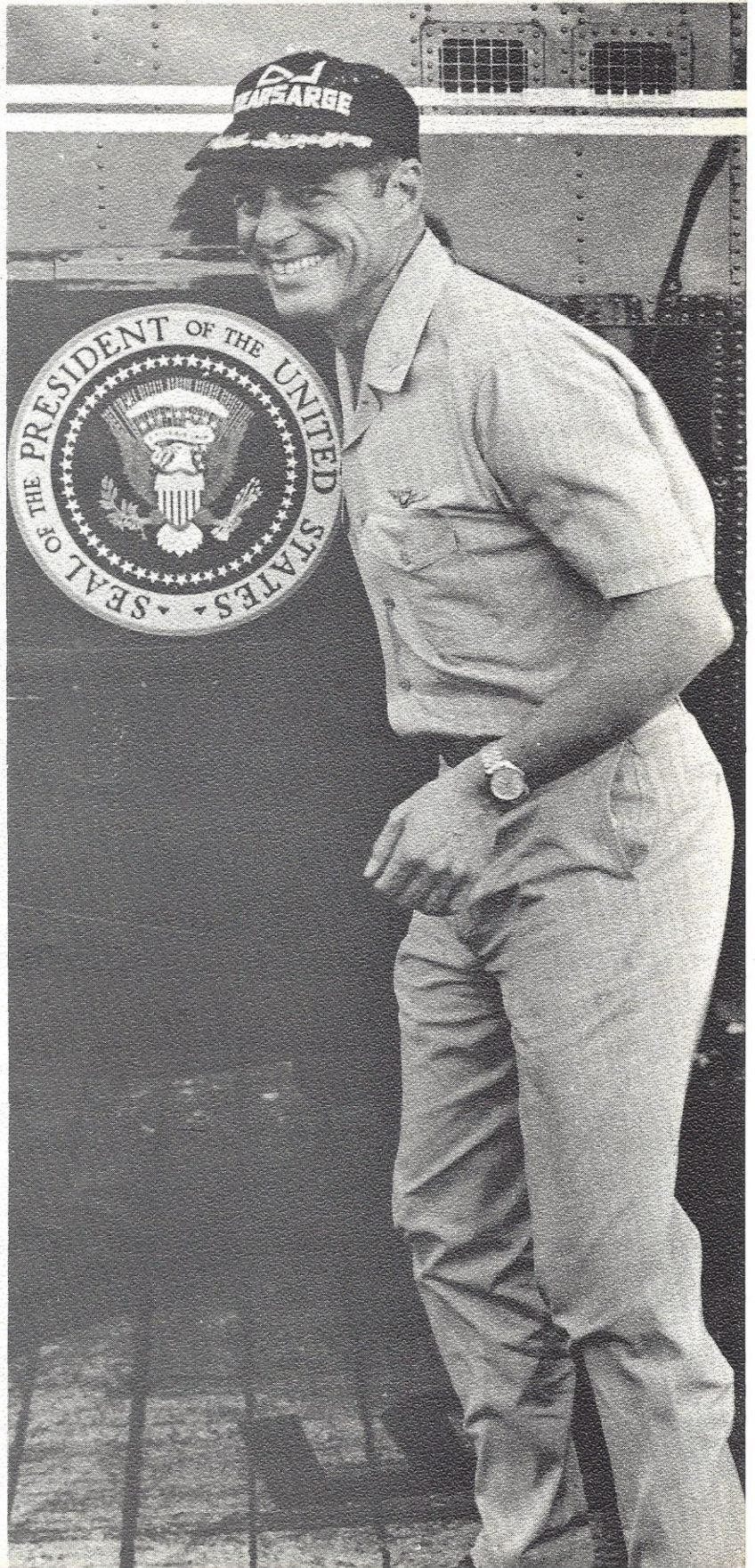
# WHY IS THE PRESIDENT



He's laughing because he has a beautiful daughter. Can you think of a better reason for laughing? But she's getting married. On December 27, May-be his grandson will grow up to be President. Maybe that's why he's laughing.

He's laughing because after three wars, and several insurrections, and plenty of years in Washington, he's finally crossed the Equator at sea and become a Shellback. Turn to page 12 for details.

He's laughing because it's been a long cruise, but now he's going home. You can afford to laugh a little, too.





# KING NEPTUNE

*Photo by RRPence 943*



LOOK AT THE BEAUTIFUL BABY!



**R**eveille split the quiet equatorial dawn at 0500, Tuesday, Nov. 1 as KEARSARGE personnel grumbled out of their racks an hour earlier than usual to face a day of saltwater fun and madness. But the natural rebellion of sleepy sailors to a Bosun's alarm clock dissipated with shower and breakfast, and some 2,400 'Polywogs' prepared to meet their fates at the hands and hoses of 'Shellbacks.'

By day's end, CVS-33 had a crew of red-bottomed heroes



# HAS HIS DAY

who stalwartly suffered initiation into NEPTUNUS REX's ORDER FOR TRUSTY SHELLBACKS.

For the mystified landlubber, a Shellback is a guy who's made it past the equator. The ritual dates back to the American Revolution, with Shellbacks miming NEPTUNUS REX; his scribe, Davy Jones; and his deputy, Peg Leg. During World War II, hordes of U.S. servicemen passed latitude 000° on their way to action in the South Pacific. Today, it's a relatively rare experience.

And NEPTUNUS REX, Ruler of the Raging Main, didn't let us metamorphic Polywogs forget it, as he held mock court and showed us "the solemn mysteries of the deep."

We breakfasted on a porridge of black-eyed peas, sardines, corn meal mush, sliced onions, minced garlic, minced celery and water.

Uniform of the day for Polywogs: skivvies (the shorts worn backwards) and tennis



SHELLBACKS DIDN'T FORGET THIS.....

OR THIS

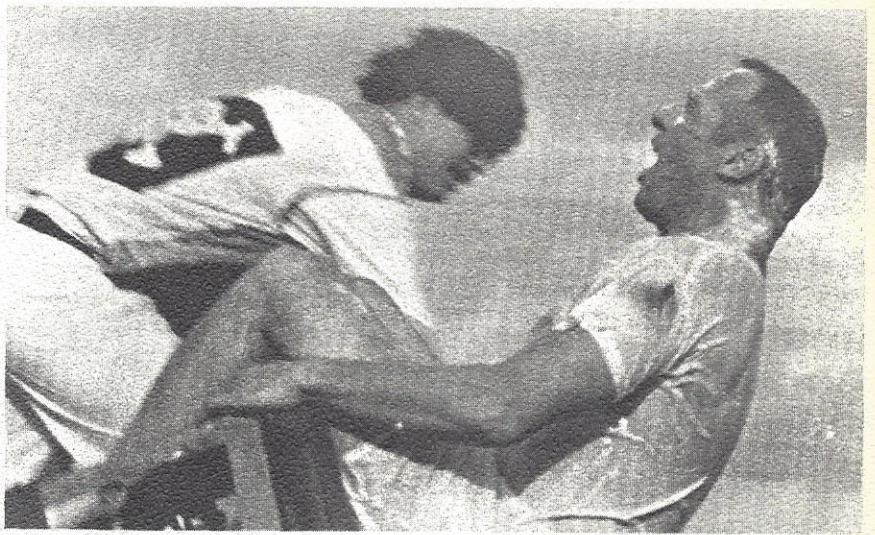


shoes or slippers. As each division was called away, officers and enlisted alike marched in underwear-white to the elevator.

Polywogs had reason enough to feel apprehensive about the soon approaching treatment they were to receive on the ship's flight deck. Just the day before, a near rebellion had broken out among the Polywogs and many of the trusty Shellbacks had suffered mightily at the hands of the lowly Polywogs.



*Polywogs  
took a  
dunking*



AAGHH!!

Topside, our backs were dyed with a purple "P". Before us on the flightdeck stretched a serpentine gantlet of Shellbacks clad in pirate garb and wielding fire hoses.

Then we ran. Like mad,

WHACK!!

"Take that you slimy Polywog!"

At the first turn, we kissed the beautiful Royal Baby and got a chinful of mustard. Sometimes, raw eggs.

Further on, tradition was served by the Royal Dentist who squirted apple juice into

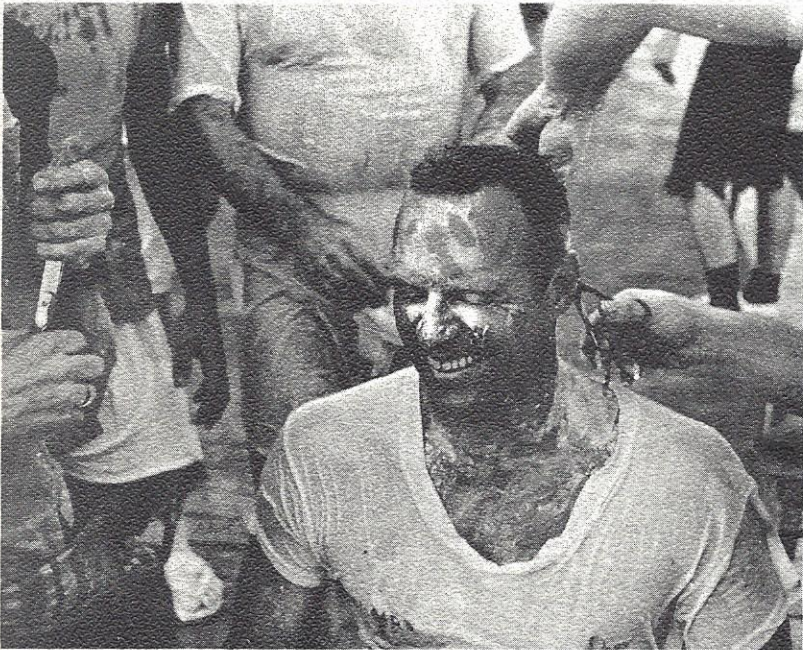


*and a  
sound  
thrashing*



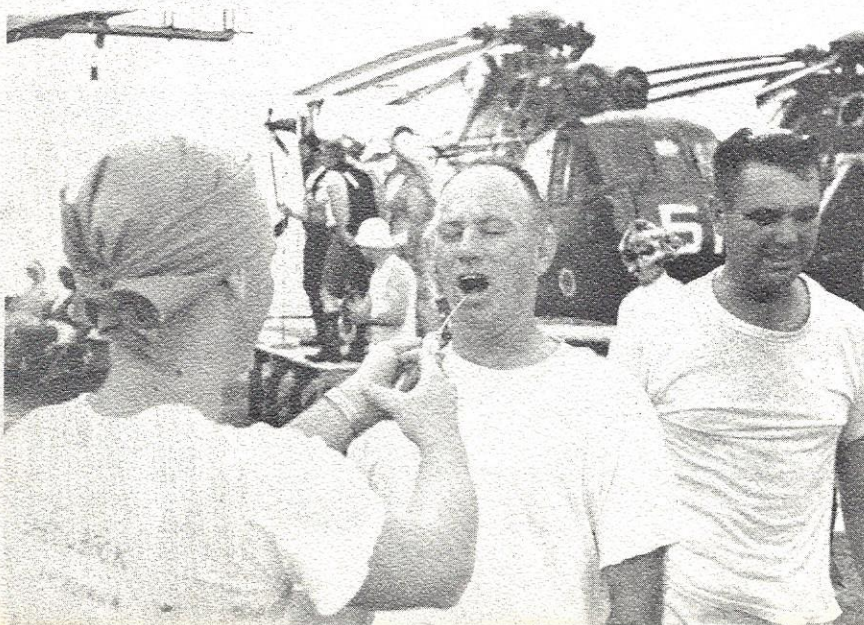


*some lost  
their locks*



*for others . . . .*

*special treatment*



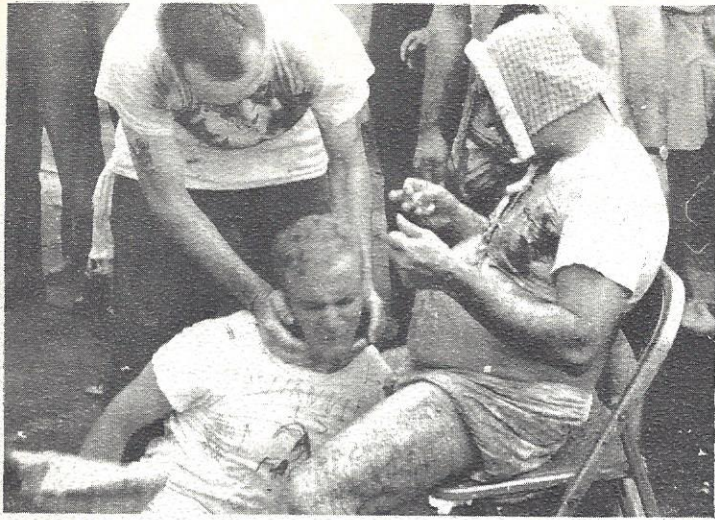
panic-dry mouths. Followed by a lump of peanut butter.

Next to the Royal Undertaker and his waterfilled coffins... to the pillory and public scorn ...WHACK!...to the barber and lock trimming humiliation... to the dunking chair where the sky spun and water slapped our backs ('No wading, here, motley Polywog')...to a garbage chute...to a saltwater shower and 'unsliming.'

After rendezvousing with NEPTUNUS REX at latitude 000 and longitude 106 , KEARSARGE claimed to have the greatest collection of Trusty Shellbacks aboard any Seventh Fleet ship.

The Royal court exempted no





BUT I DON'T WANT TO KISS THE BABY'S BELLY

*Photos by*

*APencer*

*PH3*

one from its Raging Main Rule. Even Capt. Nyburg, after more than twenty-five years in the Navy, sped through the gantlet of whacks. As a Polywog, he too was served a summons to prove his worth before his Highness.



THE GANTLET SEEMED ENDLESS  
AND SUCH A BEAUTIFUL BABY!..  
BUT AT LAST, THE CHUTE

AND.....

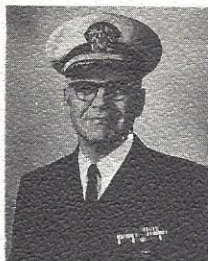
*Made  
it!*





# Leatherneck laurels

By Lcpl. A.A. Grant IV



## Padre's Parlayance

### Life's Philosophy

Chaplain Irvin D. Ingebretson

**A** birthday party, promotions, and a challenge well taken marked the Marine Detachment activities since last issue.

On November 10, the Detachment celebrated the Marine Corps' 191st birthday with traditional ceremonies on the mess decks.

A speech by Capt. W.L. Nyburg, Commanding Officer of KEARSARGE, followed dinner and a cake-cutting ceremony.

Following Marine tradition, the first pieces of the cake were presented to the oldest Marine, 1stSgt B.W. Martin, and the youngest Marine, PFC R.E. Fritsle.

But some Marines had even more than the Corps birthday to celebrate. Seven men were promoted this quarter.

Leading the list was First Sergeant Billy W. Martin, who was advanced to Sergeant-Major in a special ceremony held on the Hangar Deck Dec. 2.

Other men promoted were:  
LCPL Kirkpatrick to CPL  
PFC Leon Becket to LCPL  
PFC Mel Walker to LCPL  
PFC L. Helderman to LCPL  
PFC Terry Farber to LCPL  
PFC Gary Lintz to LCPL

In the two smokers held on the ship, the Detachment responded to the various challenges thrown at us, and took on both the ship's company and the air group although the odds against us were about 40:1.

We won three out of three in wrestling and two out of four in boxing.

The victors were PFCs Hinz, Mackey and Tolleson in wrestling, and LCPLs Jess and Gatheright in boxing.

**I**t was Socrates who said, "The unconsidered life is not worth living." This is a very appropriate exhortation for our day. Many moderns who have given little thought to this business of living find themselves overwhelmed with a weariness of spirit, a crushing sense of futility. For them life seems dull, uninteresting and inconsequent. "Fed up" is the modern colloquial phrase for it. The maxims, "Cheer up", "Snap out of it", or "Forget it", that we recite to one another may have some encouragement but they certainly do not go deep enough.

The heart of our modern misery is a result of many causes. One may find that the struggle of making a living is too difficult; the fight against temptation is too much; living and working with uncongenial people is unbearable; or just the dullness of the same old routine. The irritability, resentment, and sulking against life have brought us to an unprecedented toll of physical and mental disturbances, delinquency, broken homes and general unhappiness. Uncertainty, frustration and desperation hang like poisonous smog over our present generation.

Medical science has granted us an increased life span on this earth, but it has not told us what to do with our time. The advancement of technology has vastly accelerated our travel from one end of the continent to the other, but it has not concerned itself with the worthwhileness of the trip. In spite of these enhancements for our living, many people deem "the purpose of life is to go on, just to go on". Some even wonder at that.

The crux of our modern dilemma lies in the fact that we have not committed ourselves to a view of life which gives purpose to our journey and meaning to every turn. Along with the amorphous mass we have thoughtlessly started the journey and now take the turns on the materialistic treadmill involuntarily. What we must concern ourselves in this business of living is that it is a personal business. When we have made some allowance for factors of heredity and circumstances, we must accept the responsibility for the condition of our own lives. No one finds life worth living, he must make it so.

#### BEST FABRIC FOR LIFE

As impractical as the word may sound, every man must have a philosophy for living. As a matter of fact, every individual does have a philosophy for living as he embraces opinions about God, money, work, marriage, family, play, sex, death. In confrontation with every-day affairs, one cannot evade the personal

continued on page 21



# ¿ANSWERMEN?



JAMES C. MOORE

**P**resident Lyndon B. Johnson's tour of Southeast Asia, in late October, affected every man aboard KEARSARGE. When a change in the Quarterly Deployment Schedule of the Seventh Fleet sent KEARSARGE to Malaysia in support of the President's visit to Kuala Lumpur, each man became directly involved in the remarkable journey of Mr. Johnson.

A normally low level of political, and international consciousness aboard KEARSARGE expanded. Men who had never before pronounced the name of the capital of Malaysia learned where it was located. Port Sweetenham -- will we, or won't we moor -- became an object of conversation in the messes.

So, for a few days, men aboard KEARSARGE were adjacent to, if hardly in, the international spotlight. They were directly supporting, directly involved in the President's mission, and they considered its impact.

Answerman found four men who were interested in the world around them, and asked:

'ON THE BASIS OF YOUR EXPERIENCE ASHORE IN SOUTHEAST ASIA -- HOWEVER LIMITED -- WHAT DO YOU THINK THE IMPACT OF PRESIDENT JOHNSON'S TOUR OF ASIA WILL BE? WHAT WILL COME OF IT?

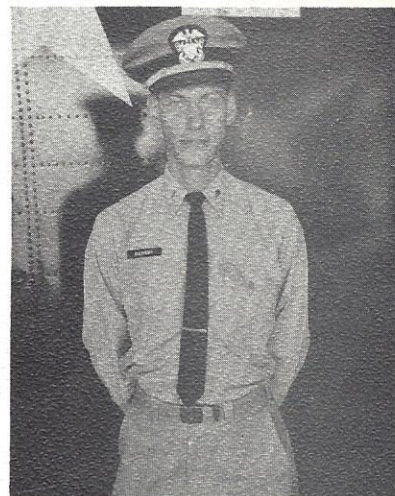
And here is what they said:

James C. Moore, X Division - Unfortunately, there are many who invent sinister motives to explain every move the United States makes on the international scene. Our



DENNIS W. CORMIER

enemies and those who have succumbed to adverse propaganda are bound to instigate some public misunderstanding of President Johnson's mission and motives. This is inescapable, and it will be taken into account by the President and those who are inclined to look upon the United States favorably. I am optimistic about the chances for limited over-all success in the Philippines where the favorable turnover of events in the past few months indicates that here the United States has wisely cultivated its closest Asian ally. Putting the prospects for good results in terms of a weather forecast, I predict clouds, but no rain -- or perhaps more optimistically, partly sunny.



DONALD H. BERGST

Dennis W. Cormier, Navigation -

'This is my first WESTPAC cruise, and I haven't had much time on the beach, not enough to call myself an expert on far eastern affairs. When I go ashore, I don't see very many types of people -- mostly just the sort that hang out in the night spots.

I think President Johnson's tour out here has been a pretty





JIMMY RESTON

good idea, but I couldn't for the life of me talk about it very seriously. Even though we carried his helicopter to Malaysia, I didn't feel very close to the trip. It didn't have too much effect on me. And as far as what effect it had on the people who live out here — well, I just haven't seen enough to be able to say.

Donald W. Bergst, Photo Lab -

"I think it will have a beneficial effect on America's

future relationships with the free nations of Southeast Asia.

A visit, whether to a home or to a foreign country, is a basic indication of friendship, trust, and respect. It does not depend on a common language or background to be understood. Our President's visit demonstrates our country's interest and concern for the problems faced by the free nations of Asia.

Publicity of this visit should bring new interest and understanding on both sides of the Pacific. It should point out the bonds of common goals, common problems, and common aspirations that unite the free people of the world. It should inspire greater confidence in forming new agreements -- social, political, and economic — with these free people. Cooperative efforts will strengthen our mutual hopes for peace and resistance against aggression.

I believe President Johnson's visit holds a seed from which these cooperative efforts will grow.

Jimmy Reston, SN, of 'B' Division, had this to say: "I think the official proposals for peace in Vietnam have had a cool reception in the world, not because they are unfair or unrealistic, but simply because they are not believed.

Likewise, the Asian conference in Manila has been dismissed rather casually, as far as I can tell, not because an Asian conference is unimportant, but because this one seems to have been arranged in Washington for domestic political purposes as much as anything else.

It is too bad that even our friends and allies are always scanning our official statements and actions for some unstated motive other than the one we give. I can understand that the colonial nations and Hanoi cannot believe that the United States would fight such a savage war for a principle, rather than a commercial or a military advantage; but this seems to me to be the American position.

## ADVANCEMENTS :

**K**earsarge sailors had reason to be happy when the results of last August's rating exams came out. In order to meet the needs of an expanding Navy, the number of men promoted was the largest in years.

Here is a list of the men advanced and their new rates.

1st Increment (16 Oct)

Anderson, D.L.	STG3
Arceo, A.D.	DK1
Ayers, T.L.	ABF3
Baldus, H.J.	ETR3
Battenfeld, J.L.	JO3
Batterson, L.V.	ABH3
Brandt, R.R.	ABE2

Brothers, R.	CS3
Brown, D.E.	ETN2
Burgar, D.E.	QM2
Calvert, W.B.	BM1
Casey, R.E.	RM3
Chamberlain, R.	EM3
Charrier, T.J.	ETN2
Collins, L.L.	QM2
Cook, K.L.	GMG3
Cook, M.W.	RM2
Coulter, G.H.	AK3
Cowan, D.W.	RM3
Deville, P.O.	MM3
Dodd, J.E.	ETN2
Emerson, R.	AK2
Ford, J.T.	ABH3
Frecke, M.J.	IC2
Glenn, P.W.	IC3
Goldberg, K.	CS2

Goodman, C.M.	IC3
Grant, M.	CS3
Green, B.R.	DC2
Hendrickson, D.	TM3
Hernandez, M.	MM1

### ANSWER TO PUZZLE

C	O	R	D	H	O	T	P	O	S	T
A	D	A	R	A	R	E	A	R	E	A
N	E	R	E	I	D	A	P	P	E	N
T	R	E	A	T	L	E	A	D	S	
	S	M	E	E	H	A	R	D		
H	A	T	R	I	P	E	N	S	T	A
I	T		D	O	E			O	D	
T	E	E	P	E	E	L	S	L	Y	E
	V	E	E	R		S	O	F	A	
L	O	A	D	S		R	I	N	S	E
I	N	D	I	T	E	H	E	R	A	L
S	T	E	T		N	E	E	E	T	O
T	O	S	S		D	A	M	S	E	T



Homan, J.M.	ABH3
Hope, H.W.	SFP3
Hoselton, L.	EM2
Howard, C.J.	BT2
Joplin, D.L.	AZ3
Katzbeck, J.K.	ABH3
Kehr, S.	CS3
Kelly, P.H.	AK2
Kozel, G.J.	YN3
Ladeau, D.C.	ABH3
Lanter, F.G.	CYN3
Lepper, L.A.	BT2
Loyd, F.C.	AE2
Mahon, E.J.	FTG1
Martin, R.E.	ABH3
Mastapietro, A.	ABH3
Mendenhall, L.L.	BT3
Metz, P.J.	RM2
Miles, R.S.	MA2
Moore, D.L.	CS3
Moore, T.I.	PC3
Mueller, G.P.	AG3
Murphy, R.J.	AG3
Neville, P.B.	IC3
Parker, J.R.	ABH3
Pippin, W.D.	STG3
Pritchett, C.	BM2
Ridgeway, R.E.	DC2
Riley, L.R.	DC1
Seymour, M.J.	EN2
Shafer, L.J.	ADJ3
Sharp, K.M.	FTG2
Sinquefield, L.E.	CS2
Snapp, R.J.	MA2
Socha, J.L.	ABH3
Stanley, J.E.	RD3
Tilkins, G.T.	RD2
Toth, D.S.	ATR3
Van Dorn, T.	EM2
Varner, R.J.	ABH3
Veal, T.R.	ETR3
Washington, J.W.	BM1
White, L.A.	AO3
White, R.M.	ETR2
Wilbright, R.F.	EM2
Williams, W.	ABH3
Wodtke, C.J.	CYN3

#### 2nd Increment (16 Nov)

Adams, J.N.	RM3
Barham, G.T.	BMC
Bigelow, A.E.	SFM3
Bowens, B.E.	BT3
Brush, F.C.	BT3
Duldulao, M.B.	DT1
Duren, S.A.	SFM3
Engle, F.W.	QM1

Harris, P.L.	TM3
Howell, R.E.	RDC
Hughes, R.D.	ABH3
Kubly, R.A.	MM3
Leighty, T.E.	EMC
McDonald, R.D.	MA3
Moore, D.N.	PHC
Parker, C.O.	MM2
Pineau, F.C.	ABH1
Reger, R.G.	EM2
Roth, R.J.	AO3
Samudio, F.	SD2
Simmons, W.O.	SH2
Stanton, R.B.	GMG1
Viggen, G.J.	SK3
Walters, R.H.	QM3
Warsh, D.L.	JO3
Weglarz, D.G.	CS1
Weinhardt, P.A.	PC3
Wilson, J.C.	ABH3

#### 3rd Increment (16 Dec)

Anderson, E.E.	QMC
Audiss, D.R.	RM3
Barnes, T.J.	IC2
Cline, J.L.	RM3
Garcia, T.L.	MU1
Gilley, J.E.	PH3
Hooker, C.	ABH3
Marquette, J.L.	MM2
McInnes, W.G.	SH2
Nicholasi, P.	GMG3
Pearson, L.L.	AE3
Provost, J.C.	CS3
Pujol, E.S.	AMS1
Reinhardt, J.E.	BT3
Sievers, H.F.	IC3
Smith, A.O.	ABH3
Sutherland, E.	MM2
Wagner, R.C.	MM3
Whiteside, L.	BT3

#### 4th Increment (16 Jan)

Almand, R.E.	YN3
Baldwin, D.T.	STG3
Benson, T.L.	ABH3
Brooks, L.R.	MMC
Christensen, D.	BT3
Cisneros, J.	MA3
Claton, W.E.	ABH3
Dodge, W.H.	YN3
Esler, P.F.	AG3
Fielden, S.A.	GMG3
Fields, J.A.	AG3
Guinan, W.J.	MM3
Hayes, H.B.	BT3

Hedtke, M.A.	MM3
House, R.R.	CS3
Hughes, G.L.	SFM3
Limkemann, D.	MM3
Miller, G.J.	BM2
Osborn, A.H.	SK3
Saye, H.B.	EM2
Sturgill, J.P.	IC3
Tibbet, C.W.	CS2
Tubbs, W.D.	DC3
Walsh, J.H.	RM3

#### 5th Increment (16 Feb)

Brautigan, G.	DK3
Chandler, R.D.	AMS3
Crosson, J.S.	ETN3
Derusha, D.F.	YN3
Dorrah, W.C.	EN3
Farmer, L.W.	SM3
Foster, W.E.	MM3
Franke, C.W.	YN3
Habecker, C.D.	EN3
Harbaugh, H.R.	RM3
Johnson, H.S.	BT3
Kablick, A.M.	EN3
Lothian, W.L.	MM3
Mallory, J.E.	AC3
Milberry, G.	YN3
Perez, G.	MM3
Richeson, L.E.	GMG3
Rogers, D.D.	BT3
Rossi, E.	MM3
Shalley, P.L.	MM3
Stephans, R.D.	CYN3
Street, R.A.	MM2
Vandenberg, B.	ABH3

## OCEANOGRAPHY .....

again when, equipped with a new claw, it played a crucial role in the recovery of the missing H-bomb off Palomares, Spain.

Oceanography is a relatively new science; the name dating back only to the 1930s. Oceanographic institutions have existed around the world for quite some time, and man's knowledge of the sea has grown; but until recently, there were too few people and too little money to produce significant, large scale breakthroughs.

After World War II, two developments made it imperative



that man learn more about the sea. The first was the advent of nuclear power. With a nuclear-powered and nuclear-armed submarine, man could remain hidden beneath the sea almost indefinitely, and at any moment unleash weapons capable of reaching any spot on the globe. Better methods were needed to detect and identify these submarines, and oceanography became the key to these methods.

The second development that made knowledge of the sea vital, was the rapid and almost uncontrolled population growth. It is obvious that soon the land will not be able to support all the people in the world, and new sources of food will have to be developed. The sea can provide the answer, but more efficient means will have to be developed to harvest its crop of food.

Despite the growing interest in oceanography, progress was slow for many years. There was a flurry of activity in 1960 when President Kennedy indicated there would be increasing emphasis on exploring the sea. However, at that time, pressures to advance the space program precluded the application of funds and materials required for a large scale oceanographic program.

The Navy has long taken the lead in oceanographic development. Also, American industry has become interested in the investment potential in undersea operation. Several major corporations have developed vehicles for undersea research and there are more on the drawing boards.

A tragedy in 1963 — the loss of the THRESHER -- sparked the more rapid development of vehicles that would allow undersea exploration and the recovery of materials from the ocean bottom. The recent

continued from page 17

responsibility of decisions, nor can he remain neutral about the things that really matter. The issue is whether one starts with a reasonable philosophy about which he weaves his life.

The thinking man will find direction and destination in Christ's declaration: "Seek ye first the Kingdom of God and His righteousness; and all these things shall be added unto you." In this business of living, when one's philosophy starts with God, he views the universe from the center outward. From this position he obtains the best view of every point on the circumference. If he stands on the edge, his perspective will be distorted with a loss of priceless time and wasted energy. To add even greater hope for our success in living, Christ said, "I am come that men may have life and have it in all its fulness." Through him we experience transformation, forgiveness, invigoration and victory. Anyone who sees himself and other people through the eyes of Christ will never find life dull, boring or useless.

#### SUNDAY AT SEA

Catholic Mass.....	0800, 1600
Catholic Confessions.....	one half hour before Mass
Protestant Divine Worship.....	0900, 1700, 2000
Latter Day Saints.....	0900, 1900
Church of Christ.....	1415
Christian Science.....	1300

recovery of an H-bomb off the coast of Spain points out that, while great progress has been made, there is still much that can and will have to be done.

#### DSSP

The growing importance to the Navy of its many undersea projects made it clear that a central organization was needed to better coordinate all the many facets of the program and insure the exchange of information. A special projects office, reporting directly to the Chief of Naval Material was formed. Designated the Deep Sea Submergence Project (DSSP), this office controls all research and development projects aimed at increasing the effectiveness of man beneath the surface. New rescue systems for submarines, large object salvage systems, the tools and technology for extended operations by man himself on the

continental shelf, and new submersible vehicles capable of searching the ocean floors are all part of the future of the Navy under the sea.

With the growing emphasis on oceanography, progress will continue at an accelerated rate, and many spectacular advances can be expected in the next decade.

#### ANSWERS TO SPORTS QUIZ

1. Greece was first in 1896 when it issued 12 stamps on occasion of the Olympic games.
2. Sandy Koufax. He has been with the Dodgers all the way, first in Brooklyn and then in Los Angeles.
3. Jim Pagliaroni with 17 home runs.
4. Babe Ruth.
5. Tennessee with 139 punts.



# QUIZ

(AFNB Feature)

1. What country issued the first sports commemorative postage stamp? When?
2. What major league pitcher never played in the minor league?
3. In 1965 a Pittsburgh catcher hit the most homers ever blasted by a Pirate catcher. Who and how many?
4. There's only one regular who ever hit over .600 in a world series, batting .625 in 1932. Who was it?
5. In 1937 a southern football team set a major college record for most punts in one season. What team? How many punts?

ANSWERS ON PAGE 21

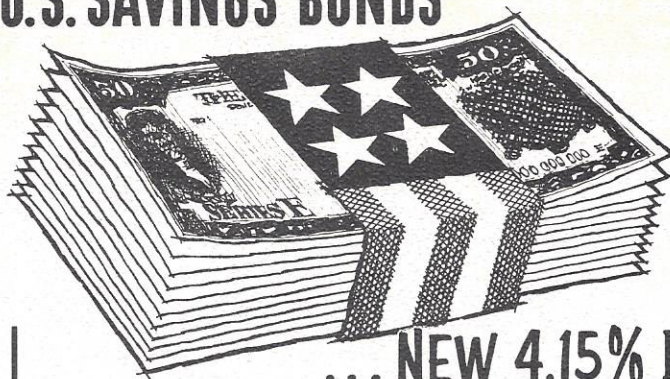
## ONE OF 16



AFNB

**NEAR BRUSH WITH DEATH**—Lt. Comdr. Thomas Tucker, USN, Officer in Charge of Light Photographic Squadron 63, Det. "C", is lifted from almost certain watery grave in Haiphong harbor, amidst heavy enemy fire. Pilot Tucker's RF8 Crusader was shot down while on mission over North Vietnam. He was rescued by helicopter of Anti-Submarine Squadron Six.

## U.S. SAVINGS BONDS



... NEW 4.15% INTEREST

### CROSSWORD PUZZLE

#### ACROSS

- 1-Heavy string
- 5-Torrid
- 8-Station
- 12-Hebrew month
- 13-Exist
- 14-Region
- 15-Sea nymph
- 17-Affix
- 19-Handle
- 20-Conducts
- 21-Pintail duck
- 23-Difficult
- 24-Chapeau
- 26-Mature
- 28-Music: as written
- 31-Pronoun
- 32-Female deer
- 33-Hypothetical force
- 34-Golf mound
- 36-Removes skin from fruit
- 38-Caustic substance
- 39-Swerve
- 41-Couch
- 43-Burdens
- 45-Wash lightly
- 48-Write
- 50-Harbinger
- 51-Let it stand
- 52-Born
- 54-Short jacket
- 55-Hurl
- 56-Obstruct
- 57-Bristle

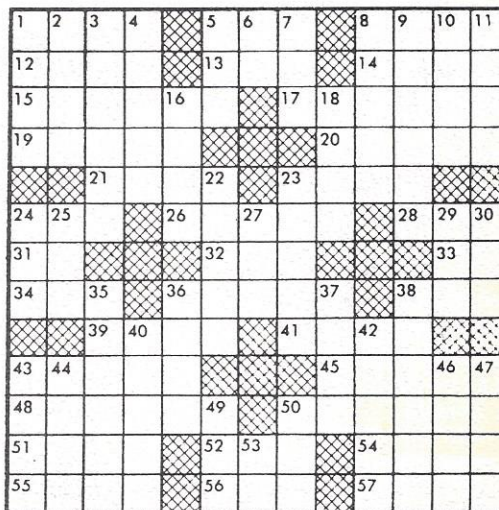
#### DOWN

- 1-Jargon
- 2-River in Germany

- 3-Most unusual
- 4-Fantasy
- 5-Possessed
- 6-Conjunction
- 7-Afternoon party
- 8-Document
- 9-Mountain nymphs
- 10-Dispatch
- 11-Youngsters
- 16-Roman road
- 18-Design
- 22-Downy duck
- 23-Part of shoe (pl.)
- 24-Strike
- 25-Devoured
- 27-American essayist
- 29-Plaything

- 30-Fruit drink
- 35-Avoids
- 36-Nuisance
- 37-Painful
- 38-Woolly
- 40-Prepares for print
- 42-Conflagrations

ANSWER TO  
PUZZLE  
ON  
PAGE 19



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