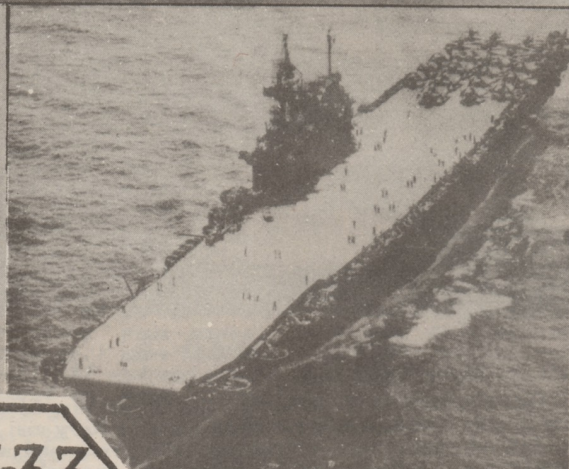
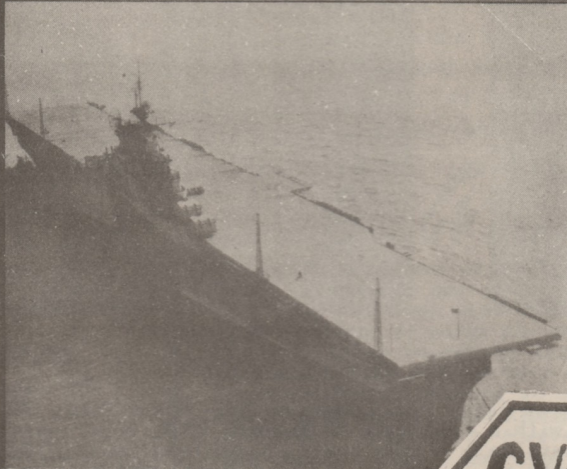
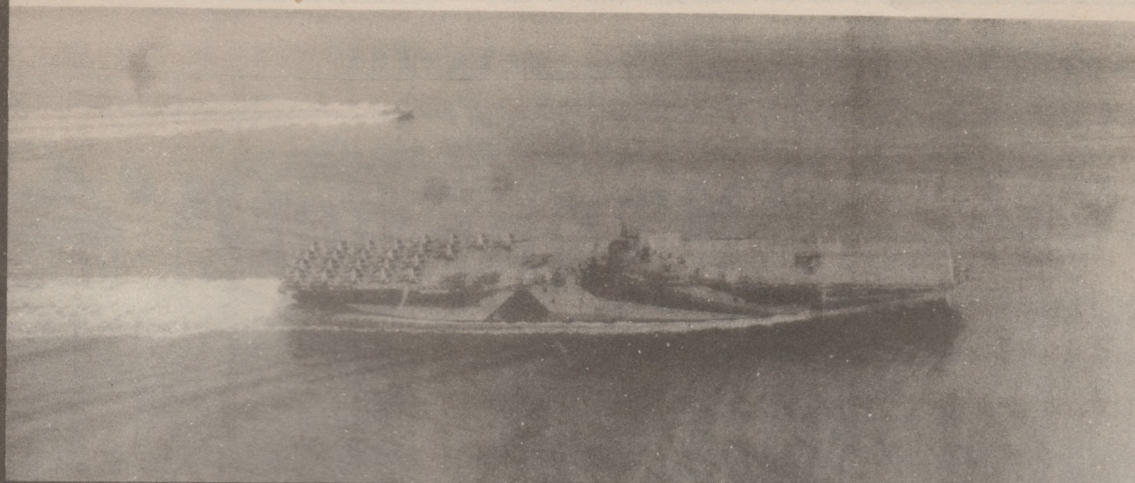


KEARSARGE



CV-33



SOUVENIR ISSUE
Commissioning
of
U.S.S. KEARSARGE CV-33
2 MARCH 1946
U.S. Naval Shipyard, Brooklyn New York

INTRODUCING



Captain Francis J. McKenna, the Commanding Officer of the U.S.S. Kearsarge, is a most capable Navy man with a wealth of experience embracing both peace and wartime conditions. He was born in Leicester, Massachusetts on 19 March 1898. He entered the Naval Academy in 1917 and graduated in 1920 as a member of the class of 1921.

After graduation, he reported on board the U.S.S. Sacramento of the Central American Patrol. This duty eventually carried him to China, where, in September 1923, he was ordered to the U.S.S. Elcano on the Yangtze River. In January 1925, he transferred to the U.S.S. John D. Edwards, on which he returned to the States. On arrival in August, he reported to the Naval Air Station, Pensacola, Florida for flight training, and won his wings in April of the following year. The next three years were spent on duty with VS-1 based at Norfolk, Virginia, and with VF-5. From 1929 to 1932, he served in the Experimental Department, Norfolk, working with the testing of various types of planes and arresting gear. The next three years' duty with VP 10 took him to various parts of the world, and he left the squadron in Honolulu to come back to the Experimental Department as Officer in Charge. In 1937, as Commanding Officer of VP-6, he went aboard the U.S.S. Enterprise when that vessel was put in commission. Then in 1939 and the two years following, he served on the Staff of Commander Air Battle Force. He reported to the Naval Air Station, Norfolk in 1941 as Operations Officer. The following year, he left for duty as Commandant of the Naval Operating Base, Dutch Harbor, Alaska and served for a year in that capacity. As Commanding Officer, he put the U.S.S. Midway (later changed to U.S.S. St. Lo) in commission in October 1943. It was on this vessel, in Leyte Gulf, that he won his Navy Cross. (He also wears the Legion of Merit (War Dept.) and the Bronze Star). After seven months as Commanding Officer of the Naval Air Station, Seattle, Washington, he reported to the Navy Yard, New York for fitting out and assuming command of the U.S.S. Kearsarge.

During this war, Captain McKenna has taken part in Marianas Operation and Morotai in addition to the Philippine landings.

The Captain of the Kearsarge is a family man. He married Catherine E. Bagnall, daughter of the late Admiral J. J. Cheatham, on 12 May 1927. They have two children, Elizabeth C., and Michael F. McKenna. Captain McKenna's stepson, Roger Bagnall, is a first classman at the Naval Academy. At present his family resides in Flushing, New York.

Commander John Weston Byng, USN, born in Washington, D.C. 27 January 1908, received his early education in the public schools of Washington and graduated from Central High School where he was very prominent in athletic circles. He received an appointment to the Naval Academy in 1927 and entered the same year. Nationally known as a football player in the Academy, he was mentioned for All American End. He graduated from the Academy in 1931.

His first duty was with Admiral Stanley, Commander Destroyers and Battle Force, aboard the U.S.S. Detroit. Because of his outstanding athletic ability he was assigned to the West Coast to assist Captain Tom Hamilton coach the West Coast Navy Fleet football team. After producing successful football teams in the fleet, Comdr. Byng entered Naval Aviation in June of 1933 at Pensacola, Florida. After successfully winning the wings of the Naval Aviator, he was assigned to VF-6 aboard the Saratoga. After a year of this duty, he returned to the Naval Academy as End Coach under Head Coach Tom Hamilton. In 1937, he was assigned duty involving flying aboard light cruisers serving aboard the Quincy and the Vincennes. From 1940 to 1942, Comdr. Byng was with Patrol Squadron 73 flying the hazardous conditions of Newfoundland and Iceland weather. He received the Air Medal and a gold star in lieu of a second Medal for his work during this time. He was in Iceland at the outbreak of the war and because of his experience in handling men, he was assigned to the Staff of ComAirLant, Naval Air Station, Norfolk, Virginia. As officer in charge of enlisted personnel, it was his task to man the new aircraft carriers that were being built and to organize all other enlisted personnel for Advanced Air Bases. In January 1944, Comdr. Byng reported aboard the U.S.S. Core (CVE-13) for duty as Executive Officer and remained in that capacity until July 1945. August 6, 1945, he was appointed Prospective Executive Officer of the U.S.S. Kearsarge.

On October 23, 1933, Comdr. Byng married Miss Alice Smith of White Plains, New York. They have two sons, W. Hamilton and Robert H. Byng. Mrs. Byng and the two children now reside in Norfolk, Virginia.





K E A R S A G A

Published for, by, and about
the CREW of the

U. S. S. KEARSARGE CV 33

Vol. 1 2 March 1946 No. 1

COMMANDING OFFICER

Captain Francis J. McKenna USN

EXECUTIVE OFFICER

Commander John W. Byng, USN

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205 E. 42nd. St. New York, N.Y.

Captain McKenna Says:

The commissioning issue of the Kearsaga, like the commissioning itself, marks a red-letter day for the ship's company of the Kearsarge. In it appear the first items in the telling of the ship's history, which will be followed by others in the future issues recording events large and small in the lives of all of us.

We are today having intrusted to us this great ship, with the best equipment in the world. It is our responsibility to make of the ship the pow-

erful unit in the fleet that she is capable of being.

I have not the slightest doubt, with outstanding spirit and enthusiasm shown by our personnel even under the great difficulties and disappointments which resulted from repeated delays in our commissioning, that this spirit will continue, and that future issues of the Kearsaga will have great things to recount as the new Kearsarge carries on in the great tradition set by her predecessors.

What We Think:

The first edition of a ship's newspaper is usually quite an occasion. This paper is even more than just a first edition; it marks the beginning of our life on board the Kearsarge. Shipboard life can be very dull if no diversion is present to amuse us and that is exactly what KEARSAGA will try to do. This won't, however, be a 'gag sheet.' You'll know your officer as you could never do by just ordinary, every-day contact, and, what is just as important, is that your officer will know you a little better (is that good????). A closer contact always makes for a more efficient and happier ship. The latest 'dirt' from your division will appear in your division's column and your favorite gal will be admired by your shipmates.

CONTEST ON!!!

The Ship's Seal Contest is still open! The seal which appears at the top of this page in column one, (one of the leading ones thus far) has been submitted by S.P. Rizzo Slc (Ptr.). It is pictured here to give others an idea as to what is required for a ship's seal.

Several excellent entrees have been submitted. However, it is felt that more time is necessary to allow more to be submitted. It is already apparent that there is much skill and originality in our crew, for this type of work. We are therefore assured of a splendid seal for our splendid ship.

It has been announced that the prize for the winner of this contest will be a Mido wrist watch (self winding model).

The folks at home will get a big kick out of seeing your name in print so don't forget to send them a copy of your paper. With your help we can make KEARSAGA a paper you can be proud of and also a paper that would be the envy of the fleet.

VERBIST WINS NAME CONTEST



The Ship's Newspaper Name Contest, that closed on 19 December 1945 was won by John W. Verbist EM2c of the Engineering Department. John submitted his entry on the 17th of December along with several other brain storms that he had.

The contest committee, composed of Cmdr. Wescott (chairman), Cmdr. Coombs, Cmdr. Robinson, Cmdr. Hardcastle, Lt. Cmdr. Ott, Lt. Cmdr. Block, Mr. Hertel (formerly a Lt. in the Navy), and the Newspaper staff, composed of Ken Greenspan and Jack Barbour, had to choose from some 80 or 90 names submitted, the one that caught the eye. The contest was a close one with names like Flattopics, Cee Vee Double Three, K Rations, Third Sarge and Kearsaga all very close. The committee agreed that Kearsaga was the best and submitted their choice to Captain McKenna who was well pleased with the selection.

A short time ago, Verbist was transferred to another duty station and therefore he was unable to receive the Parker '51' pen and pencil set at the commissioning ceremonies. The set will be mailed to him.



'Why, I've passed more buoys than you have telephone poles,' grinned Dominic M. Mirando, CWT.

'Oh yea,' I snarled, 'How long have you been in this man's outfit, Mac?'

'Twenty-five years, son, and twenty-one of those were spent on the sea.'

'OK,' was my weak reply, 'so you have passed more buoys than I have telephone poles.'

Chief Mirando, who proudly displays five blinding, gold hash-marks has just about the longest service record of any chief on board the mighty K.

On June 12, 1900 Dom opened his eyes and started yelling at the world---HE WAS BORN!!



He went to school in Waterbury, Conn. where he was born, bred and buttered. At the ripe old age of 18 D.M. signed on the dotted line and was given a pair of bell-bottoms.

His Naval career started in Newport, R.I. where he took boots. Soon after boots he started his 21 years of sea duty. Destroyers and cruisers are what took Mirando where the Navy wanted him. In fact this is the first carrier the chief has ever served on, and he likes it so far. When asked what he thinks of his new ship he said that it was very big and promises to be very interesting. This is the largest ship he's ever served on.

'Salty's' present hitch is up in '48 so at least we have him on the shake down (if no-one else).

'Are you married, Chief?' I asked

'Nope,' he proudly answered, 'I'm still happy!'



If you ever happen to see a batch of hash marks and a stack of campaign ribbons walking along followed by a chief-----the chief would be Charles M. Mullis. The Chief Signalman proudly displays the American Theatre, Pre-Pearl Harbor (American Defense), Asia-tic-Pacific with 9 stars, Good Conduct with 4 stars, and Victory Ribbons. Five gold hash marks dangle at the end of his sleeve. (Hm, short timer!!!!)

Charlie is a North Carolina lad and the town of Charlotte started claiming him as her son on January 24, 1908.

On April 24, 1925, 'Flags' started his Naval 'sentence' (Ed's opinion). After 3 months of boot camp at Norfolk he started the first year of his 20 years of sea duty. Sub-tenders, mine-sweepers, hospital-ships and cruisers are his speciality. He was attached to Admiral Spruance's flag until the Admiral became Chief Of Staff, then he was assigned to Admiral Good's staff. Mullis reported to the Kearsarge detail way back in June of '45 and saw the ship take shape. He likes the ship so far and thinks that the crew will make it a very happy organization.

Bachelor life seems to agree with Charlie for he has no intention of getting married yet. He's thinking of opening a tap room when he gets out of the service.



O if I had the wings of an angel... I'd write a bit of an article 'bout the Air Department. This goes to confirm my angelic tendencies.

A few short months ago, when the guns of the world were still playing their tune of death and destruction, the prime purpose of our giant aircraft carrier was to spearhead invasions. Today the guns are silent, and the prime purpose of our carriers is acting as the eyes and ears of a serene fleet, which is the mightiest symbol of peace in the world.

In these ultra-modern times we must carry our airfields with us and the carrier itself is the all important center of operations. However, the responsibility of the keen and watchful eyes is that of the highly coordinated and well organized Air Department which prevails aboard our ship, and others like her.

Our Air Department provides all the necessary facilities for operation, maintenance and upkeep of aircraft; the storage and maintenance of all aviation accessories, workshops, berthing for personnel, etc. Many details are required in this organization, including such jobs as plane-handling crews, ordnance men, fire crews, plane directors, inspectors and fuel squads.

Our Air Department is organized administratively into four divisions: V-1, V-2, V-3, and V-4. The Air Group (pilots) is absorbed in the Air Department as a separate division. Thus making four natural divisions of authority and responsibility. The V-1 or Flight Division has charge of plane handling; the V-2 or Maintenance Division is charged with maintenance; the V-3 or Combat Information Division has charge of information; and the V-4 or Service Division has cognizance of servicing.

Since this makes the divisions too large to be efficiently administered by one officer, each division is further sub-divided into functional units. The head of each of these units is known as the 'Unit Officer.'

Within the Department, the Air Officer occupies the same position as the Commanding Officer of a ship. Directly under him is the Assistant Air Officer, who is the next senior Naval Aviator and executive officer of the Department.

Commander R.E. Coombs U.S.N. is the Air Officer of our ship and the Assistant Air Officer is Lt. Comdr. E.T. Deacon U.S.N.

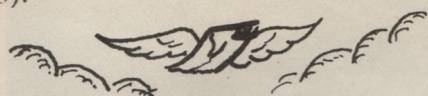
Soon the 'Sarge' will sail on her mission of peace and good will and wherever she goes her brood of planes will ever be on watch over the Earth...To the end that--Peace Shall Reign Supreme.





LETTERS TO HOLLYWOOD

A short time ago we sent letters to the various studios in Hollywood asking them to send us snap-shots of their lovelies so that we could run a pin-up contest to determine the Sweet-heart of the Kearsarge. We also told them that we were interested in their latest motion pictures and asked them to send us the latest reviews and also to include Hollywood gossip. We contacted Warner Brothers, Metro-Goldwyn-Mayer, Twentieth Century and Republic. Thus far we recieved several photos (see left of this column-----or haven't you taken your eyes off that yet to read this!!!) from MGM and a number of reviews from Republic (page 8).



SHIP'S DANCE

The big night for the Kearsarge crew will be Tuesday, March 5. On that night the Grand Ballroom of the Commodore Hotel will be invaded by us and our gals. We'll be dancing to the music of our own ship's band, eating sandwiches, and drinking beer-----all on the house. For those men whose last minute dates fell flat, arrangements have been made to have bits of femininity sprinkled around the hall, so that all will be happy.

Admission will be by ticket only and one ticket will admit a couple or a single. The fun starts at 2030 (Navy for 8:30)

If you see a camera in the place stick your face in front of it....you will see it in the next issue of KEARSAGA.



Team work. Yes, during the war that was the pass-word. That word has-n't lost its meaning because it will take much team work among the United Nations to win the peace, team work among our nations' strategists and statesmen to develop and work policies to insure America's just and leading role, team work among our fighting ships, of which the U.S.S. Kearsarge is a proud and major unit, team work among the Army, Air Corps, and Navy to maintain our national security, and team work with other nations to police the world as they will be so ordered, to carry out the decisions of the UNO.

Without communications our army, Air Corps, Navy, and Intelligence Departments would cease to be a team. Assuming that this statement is correct one might say that communications is the prime requisite of team work and a highly deciding factor in the world of today. Communications may be aptly defined as a means of transferring intelligence. Under Communications on our new aircraft carrier we have our Comm. Officer, coding board (encrypting and decrypting officers), radio men, electronic technician mates (ex RT's), and signal men who operate and maintain our radio and visual equipment. An added duty of our ETM's is the maintenance of radar for the Air and Gunnery Departments.

Let no man belittle or put asunder the importance and infinite value of communications. It was through the interceptance of the Japanese Communications that made our congregation of military might descend upon the Nipponese with sureness, deftness and with such deadliness that they might be said to have lost the war because of communications. It was also through communications that we were able to land the army of occupation without the loss of life.

Thus you have an introduction to the Communications Department of your ship.



Kearsarge Album

To tell the complete story of the Kearsarge one must start at a picturesque lofty peak in the southeastern ranges of the White Mountains in the romantic days of the Indian wars which made devastation and havoc become a part of everyday routine of the rugged pioneers. Mount Kearsarge this peak was called, taken from the Abnaki Indian tribal language meaning 'high'. The narratives concerning the prominence of the happenings in the surrounding expanse viewed from this peak are much more than of a legendary nature. Early in the struggle, which eventually led to the Revolutionary War and our birth as a free nation, the events and wars that raged over this country were the foundations of the highest traditions which are synonymous with the name *Kearsarge*. The Indian Wars which were fought in this section were really setting the stage for a much bigger turn of events to take place in later years.

There is nothing amazing about this mountain as far as its height is concerned for it is only 2937 feet in altitude. Although there are many more mountain peaks of greater height and grandeur in our great nation of scenic wonders and beauty, no one can detract from the illustrious tradition surrounding the name *Kearsarge*.

With the passing of the frontier also went the destruction and decay of slaughter. Mount Kearsarge remained to view the advance of the future, its name destined to play another part in American History. On August 4, 1861 Miss Ellen Stanton, aged 17, daughter of a United States Representative in Washington, from Boston, and her aunt were riding on saddled horses ascending Mount Kearsarge. Miss Stanton was to be given the privilege of christening a warship in the Portsmouth ship yard on November 5, 1861. Thus far the girl had not thought of a name for the sloop-of-war. The warm August evening and beauty of the trail winding its way to the summit impressed her as being so remarkable that

she turned to her aunt and said, 'At last I have a name for my battleship.' On November 5, she christened the ship saying, 'In the name of God, I pray and bless my ship be called Mount Kearsarge.'

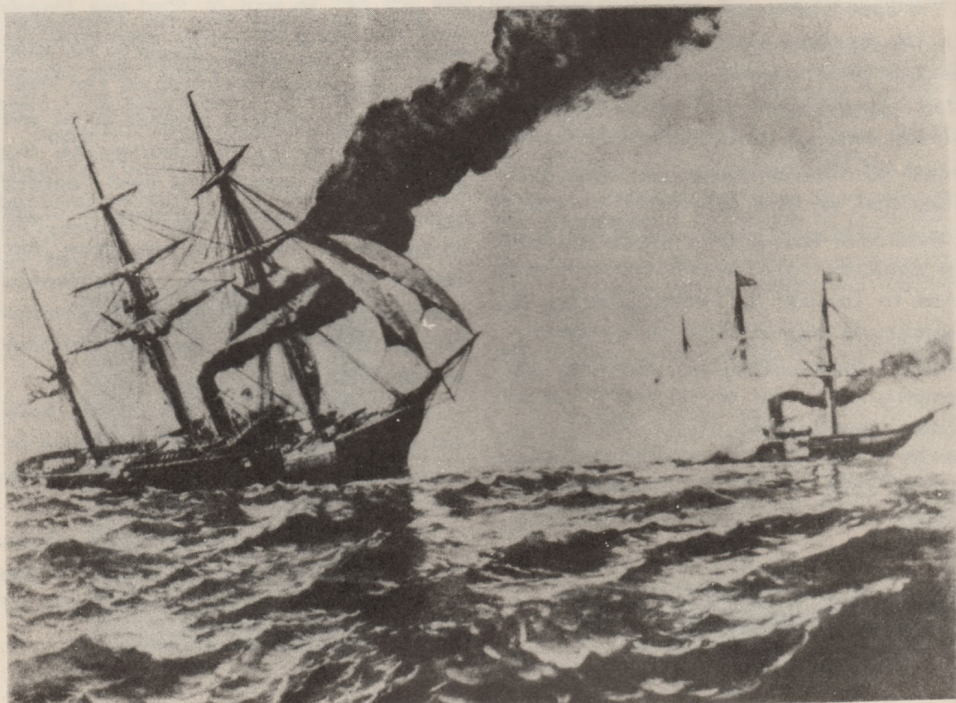
The Mount Kearsarge was a sloop-of-war of 1031 tons and was built at a cost of 104,000 dollars. She was 214 feet in over all length and 198 and one-half on the water line, 33 feet 10 inches beam, 16 feet draft with two engines of 400 horsepower. Her armament was two 11 inch smooth bore Dahlgren guns and one 30 pounder rifle pivoted, with four 32 pounders in broadside. Her complement was 22 officers and 163 men.

Commander Pickering was the first

commanding officer of the sloop. He thought very little of his ship for in a letter to the Navy Department he stated, 'I wish I could make a favorable report of this vessel, but am constrained to say that with her present weight of armament she is only adapted to river and harbor defence(?)

For a number of months the Kearsarge was given the task of watching the Confederate raider *Sumter* which was under the command of Captain Raphael Semmes, a shrewd naval man who had resigned from his Washington assignment and reported to Jefferson Davis at Montgomery. In October 1862, the *Sumter* changed her complement and Captain Semmes was assigned to the pride of the southern fleet, the *Alabama*. April of 1863 saw a change in the command of the Kearsarge and it was Captain John A. Winslow who took over and was given the task of cruising in search of the *Alabama*. After six unsuccessful months the orders were changed to 'cruise with hope of falling-in with the Florida or the Georgia'. Reports were coming in to Captain Winslow that both of those ships and another were preparing to capture the Yankee sloop-of-war. When the Captain notified the Navy Department about the contemplated Confederate action, the reply he received was, '..... In case of such an attack..... the Department will rely on the Kearsarge to defend herself and cripple or capture her assailants.'

The battle was never given a chance to materialize for Captain Winslow was notified that the infamous *Alabama* was at Cherbourg. The ship's company greeted the welcome news with hearty cheers. At long last, they were going into battle with their wily enemy, Captain Semmes who was indeed a brave and able sailor and a ruthless fighter.



2 March 1946

The most famous Confederate cruiser, the Alabama, for which all the United States warships had been hunting for some time, was an even match for the Kearsarge. The Kearsarge had seven guns and a crew of 163, while the Alabama had eight guns and a crew of 149. The Kearsarge was the more speedy of the two but this did not count in the fight. The Kearsarge had this advantage however: Captain Winslow, with great foresight, had hung chains down the sides of his vessel in the center, thus protecting the boiler and the machinery from damage.

Captain Winslow and his men were rather afraid that the Alabama would not dare to come out to fight. But at last, on Sunday, June 19, 1864 - a beautiful summer's day - a steamer was seen to be coming out of the harbor. It was soon discovered that it was the Alabama.

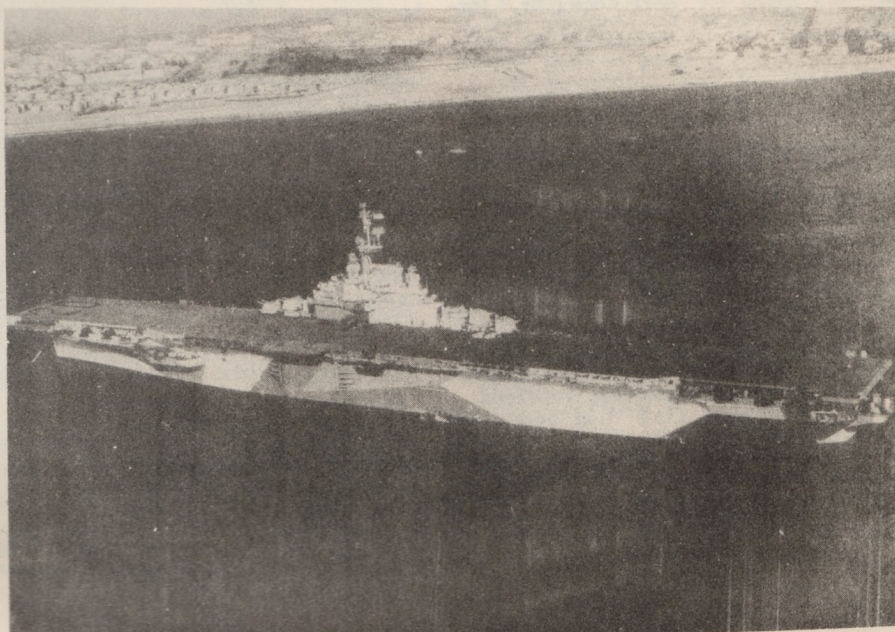
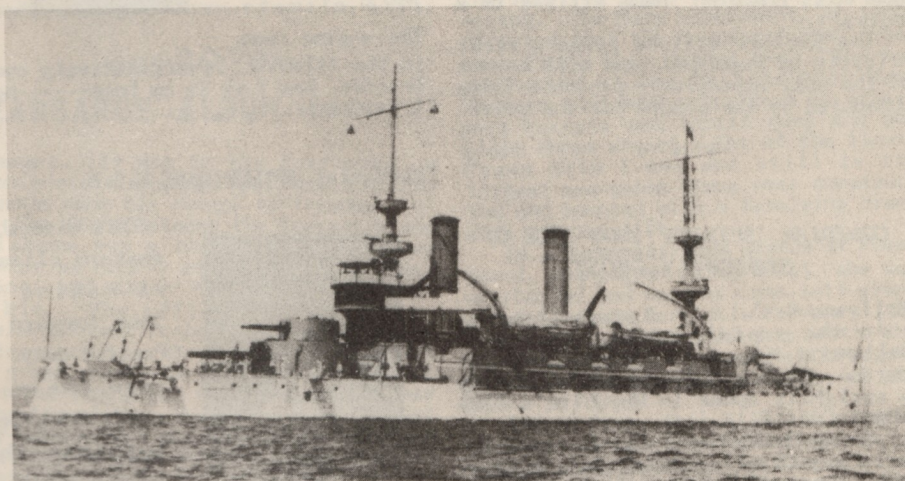
Word of the duel that was to come spread quickly. The hills and every point of vantage along the shore were black with spectators. Special wires to Paris reported every stage of the action. In fact, excursion trains ran from Paris to Cherbourg, carrying thousands of spectators. Captain Winslow took the Kearsarge well out to sea, and then, at ten minutes to eleven, turned about and headed straight for the Alabama. Seven minutes later the Alabama opened the action with a broadside which did no material damage. Shortly afterwards, Winslow delivered his broadside. Then Captain Semmes attempted to close in, but the Kearsarge kept at a good distance. This resulted in a circular motion, the ships sailing round and round each other in large circles. Seven complete revolutions were made in this manner.

The gunnery of the Kearsarge was excellent. The Northerners in the battle fired 173 shots, nearly all of which took effect; while the Alabama fired 370, of which only 28 struck. The chain of armor of the Kearsarge did its work admirably.

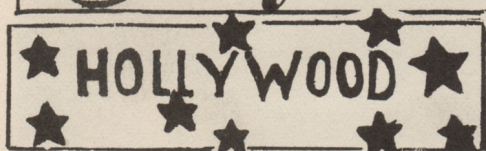
After an hour's fight, the officers of the Alabama began coming to Captain Semmes reporting serious accidents. At last the ship was reported to be sinking. Then the Alabama ceased firing, and endeavored to run into shore. Captain Winslow quickly steered so as to cross her bow. He was just about to pour in a raking fire, when Captain Semmes ordered the flag to be hauled down. Winslow thought that this might be a ruse, and, although he ceased firing, he held his guns in readiness. Then the white flag was displayed, and Winslow was convinced that Captain Semmes had surrendered. It was at this moment that the Alabama resumed her firing, but she was sinking rapidly and the time had come for every man to save himself. The two remaining boats in the Kearsarge were sent to save the men. Finally, the Alabama, lifting her bow high out of the water, plunged stern first to the bottom of the sea. Most of the wounded were carried with her, and the living were left struggling in the water.

Captain Winslow asked the owner of the yacht, Deerhound, which had just come alongside, to assist in saving the drowning. This the Deerhound did, picking up 42 men, including Captain

(Continued on page 9)



Inquiring Photographer



HIT PARADE VOCALIST SIGNED FOR SCREEN 'PARADE'

Hollywood, Cal..... Joan Edwards, who each Saturday night sings the nation's top tunes on the Hit Parade radio program, will sign a contract this week to star in Republic's forthcoming picture, 'Hit Parade of 1947' it is announced by Allen Wilson, studio vice-president. Robert North, who will produce the picture for Republic, is currently on his way to New York to have Miss Edwards' name affixed to a contract.

The picture will be given a first priority by Republic, and will be one of the most expensively produced films scheduled by the studio for the year.

* * *

COMEDIAN 'SPIRITS' AWAY ROLE OF SPRIGHTLY GHOST

Hollywood, Cal..... Latest actor to join the rapidly growing group of Hollywood 'ghosts' is Edward Everett Horton who has been signed to portray a sprightly spook in Republic's 'The Ghost Goes Wild.'

Among Hollywood's famous 'spirits' are Cary Grant and Constance Bennett who 'ghosted' hilariously in the Topper films, Spencer Tracy who was the charming 'departed' pilot in 'A Guy Named Joe' and Claude Rains who helped mortals along in 'Here Comes Mr. Jordan.'

* * *

VETS GET PRIORITY IN STUDIO CASTING

Hollywood, Cal..... Discharged veterans who were actors before they went into service are given a special hearing at Republic Studio's casting office, where regular hours are set aside each morning especially for them to be interviewed. The arrangement was made and set up by Harold Rossmar and Nick Treositi, of the casting department, both of whom are themselves veterans.

A 'preference list' has been set and wherever possible, veterans are given preferential treatment in assigning extra and bit roles as well as building star material.

* * *

On a recent Navy list assigning ships to the two different oceans, the Kearsarge was slated to be in the warm watered one. Do you like the idea of being a Pacific sailor or would you prefer the Atlantic as the place to collect your sea pay?

FRANK D'AMORE MM1c U.S.N.

Anyone in the 'Black Gang' who prefers the Pacific is nuts! It's hot enough as it is down there without adding the Pacific climate.

The engine room, in the Atlantic, is comparatively cool. Besides, New York is my home-----need I say more. * * *



Machinist ARTHUR HAWK U.S.N.



This miserable eastern climate is making me look forward to Pacific duty. I know the west coast much better than this one since my home and duty

was out there. This place is too cold for me to enjoy. * * *

LESTER BIGELOW CMM U.S.N.

All my time has been spent in the Pacific—that's the best reason for wanting to be in the Atlantic. There is more variety when on liberty on the east coast

and Europe beats Pearl Harbor anyday Good ol' east coast-----ah women!!!!

* * *



Compartment B-219 L which is located on the second deck, starboard side between frame 143 and 150 might not mean much to you as far as ship's designations go, but it will mean a great deal to you when you are at sea for in this compartment is the ship's library. The ship's library is one place on the ship that every Kearsarge sailor should become familiar with, because from this library you will derive much pleasure and enjoyment in your leisure time. Books of all descriptions, 3500 of them in fact, will be at your disposal.

In every issue of the Kearsaga this column will appear to acquaint you with the many fine books that we have for your use and enjoyment. This space will offer you reading suggestions and digests of the best books found in the library.

It is only proper that LIBRARY in its initial run should explain the workings of the library and the arrangement of the books that you will find.

For all practical purposes, our books will be divided into two general categories, namely: Fiction (story-books, novels etc.) and Non-Fiction (historical and scientific works etc.)

Fiction books are shelved alphabetically by the author's last name. The Chaplain will furnish upon request a catalogue containing the title and author of each book in your library.

Non-fiction books will be classified according to subject matter as prescribed by the Dewey Decimal System. An index of these books according to this system will be posted in the library.

The library and the books contained therein belong to you and we want you to use them. Library hours will be posted later.

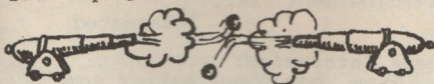


Gunnery, as age old as the Navy, and the first department which distinguished it from Merchant sailing, still is the determining factor in many phases of Naval Warfare. Although on carriers, and especially fast ones of the Essex class, the primary function of the ship is to launch planes, once these planes are airborne, maneuvers are, in a large measure, set to obtain maximum fire power.

What constitutes, then, this fire power, on a ship ordinarily thought of as having to do only with air power, and yet armed in a manner to make it a formidable foe to enemy aircraft? Flight deck installations, which are 'Main Battery,' consist of twin 5"/38, guns proven in the whole of World War II able to throw out a slug effectively for great distances at an unbelievable rate. Backing up the 5"/38 are four more single mounts with the same barrel and able to add their voices to the twins, giving additional coverage. For medium range work, the ship is fitted with eleven quad forty millimeter mounts, able to throw out a tremendous number of shells a minute from each barrel and in the medium ranges throw up a blanket that will catch anything which manages to elude their higher power brothers. All of these guns are director controlled, are fed through computers which instantly and accurately calculate the position of the target at the end of the time of flight of the projectile with consideration given to wind drift, super-elevation etc. Directors, which are equipped with the latest in Radar to enable this fire power to continue unhampered at night to shoot at a single target if necessary, are also part of the ordinance equipment. There is yet another type of gun, the 20 mm, waiting for close inboard attacks for the few lucky (?) planes that can filter through the barrages laid down by the 40's and 5"/38's. These twin mounts, highly flexible and packing a wallop which is still sufficient to cripple with each explosive hit, constitute the ship's inner defense line, which is strategically spotted everywhere possible.

Is it any wonder, then, that so few carriers sustained major damage through the war? With a properly manned gun battery, the chances of any plane getting through, while not negligible, is very slim.

This ordinance equipment is far from being completely handled by the Gunners Mates and Fire Controlmen. Many of you will find yourself at one time or another serving with a gun crew. In this respect every man aboard ship should have a specific interest in Gunnery because of his eventual duties in connection with such equipment.



VITAL STATISTICS OF THE U.S.S. KEARSARGE

Overall length.....	888
Length of flight deck.....	870'
Beam.....	129'
Extreme height.....	163' 9 3/4"
Area of rudder.....	429 sq. ft.
Weight of rudder.....	70,700 lbs.
Diameter of propellers.....	14' 7"
Standard displacement.....	27,000 tons
Average displacement.....	37,000 tons
4 twin 5" & 4 single 5" 38 cal. guns..	
18 quadruple 40mm mounts.....	
35 twin 20mm mounts.....	
Power.....	150,000 shaft horsepower
Accommodations for officers.....	306
Accommodations for men.....	2,976.

KEARSARGE ALBUM (cont.)

Semmes. (It was in the Deerhound, a Confederate sympathizer, that Captain Semmes made his escape to freedom.)

The fight between the Kearsarge and Alabama was a contest between two ships as nearly equal in size, armament, and number of crew as was possible. The officers of both vessels had been trained in the same military school. But the Kearsarge had a great advantage over her antagonist in the character of her crew and her moral quality. The Alabama was manned by adventurers and desperados of every nation, lacking in discipline and held together solely by mercenary motives. Very few of them were Americans, and these few were mainly outcasts with no personal interest in the cause of the Confederacy, under whose flag they had enlisted as free-booters in search of adventure and gain.

In the years following, the Kearsarge had routine duties under several commanding officers (Captain Winslow was relieved in 1874) until the unfortunate day of February 2, 1894, under the command of Commander Oscar F. Hyerman. She had the misfortune, on her voyage from Haiti to Nicaragua, to run on Roncador Reef in the Gulf of Mexico and become a total wreck. So ended the glorious Kearsarge. All that remained were her colors and on June 19, 1894, the thirtieth anniversary of the great duel between the Kearsarge and the Alabama, they were presented to the Navy Department.

The proud name was not given a chance to become dormant, for in the year following the disaster on the reef, Congress authorized a second Kearsarge to be built (March 2, 1895). She and her sister ship, the U.S.S. Kentucky, were built side by side in the Newport News Shipyard and were launched on March 24, 1898. Both of

these ships were first class battleships of 11,525 tons, length of 368 feet, and a beam of 72 feet. The Kearsarge's 16 knots were attained by her 10,000 horsepower, split between two sets of engines. Her armament consisted of four 13 inch and four 8 inch breach loading rifles with a secondary battery of fourteen 5 inch rapid rifles and an auxiliary battery of twenty 6 pounders, four gatling guns and one field piece. Her complement was 39 officers and 618 men. Building the ship cost \$2,250,000.

Mrs. Herbert Winslow, wife of Lt. Commander Herbert Winslow, the only surviving son of the captain of the first Kearsarge, was given the honor of christening the vessel. Lt. Comdr. Winslow followed the path of his illustrious father as captain of the second Kearsarge.

With the Great White Fleet, in 1908, the Kearsarge sailed around the world, helping to exchange good will with every country she visited. Upon her return, the Kearsarge formed part of the Atlantic Reserve Fleet. She served as a training ship for the Massachusetts Naval Militia.

When World War I broke, the Kearsarge, being in reserve status, joined the fleet to train personnel in engineering. The Navy Department, in 1920, directed that the Kearsarge should become Crane Ship Number One. She was converted at the Philadelphia Navy Yard in 1921 and redesigned to transport turrets and turret guns and emplace these aboard ships of the fleet. Crane Ship I was and still is the largest sea-going crane ever constructed and mounted with a revolving crane with 250 ton lift.

In a decommissioned status at Puget Sound, Washington (1926-1931), she was overhauled and used as a non-self-propelled floating derrick. February 1938 found the vessel helping with the construction of the new battlewagons North Carolina and Washington at New York.

And so Crane Ship I, still playing her own part in Naval history, is on active duty officially known as an auxiliary, crane ship type.

The name Kearsarge was assigned in the building stage for a time to the CV-12, another aircraft carrier, but this was later changed to become the U.S.S. Hornet, to honor the carrier that participated in the famous Doolittle raid on Tokyo.

On Saturday, May 5, 1945, Mrs. Aubrey W. Fitch, wife of Vice-Admiral Aubrey W. Fitch, christened the CV-33 the U.S.S. Kearsarge. May our ship's future be as proud and glorious as the history of her predecessors.



We've got great plans for KEARSAGA but are helpless to carry them out. Our editor is on his way to being discharged and so the assistant editor is taking over the job. One man, however cannot report, write, edit, and print the sheet. We need lots of help. If you can write, draw, sketch, or even just type we can use you. **HELP!**



Gals of my Dreams



Donna Lou York-- 'Babe' to friends, is the VERY GOOD friend of Gene Burke CY in the Exec's office. Babe likes to dance, swim and eat.... We'll buy her a lunch any day.



Petite Peggie Lorah PhM1/c is the little miss. At present she's at the Naval Hospital. If you ever see Tommy Pringle (CRM) dreaming in the radio shack-----she's the reason, and we see what he means.



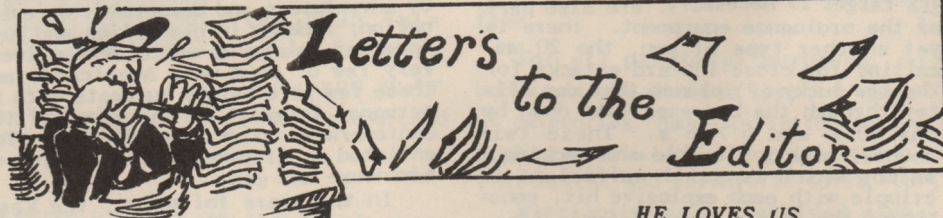
Dennis Murphy S1/c is the proud owner of Dolores----or is it the other way around??? They are married. This lovely lass likes to swim, skate and dance, but Dennis is the only partner. Darn it!!

The above pictures are the beginnings of a regular feature to be run by us each week. If you would like the rest of the crew to admire your girl, just bring us the picture in your wallet. We will copy it and return it to you unharmed along with a copy for yourself if you so desire.



By Ships' Editorial Association

Buy your civilian supply of socks, handkerchiefs and underwear before you leave the service. These are among the articles discharged GIs have found hardest to obtain on the retail market--and, incidentally, a 15% boost has just been authorized in the manufacturers' prices. The Navy will sell you up to 6 cotton undershirts, 6 pairs cotton socks, 1 blanket and limited quantities of other items before you get out.



HE LOVES US

WISHES US LUCK AND CROSSWORD

Dear Editor:

Best of luck to you on the new ship's newspaper. I hope it's at least as good as your Pre-Kom Comments. I hope you won't discontinue the crossword puzzles, they were lots of fun.

Satisfied Lieut.

Dear Satisfied Lieut.:

Thanks for your wishes. We, too, hope not to discontinue the crossword puzzles, but our 'puzzle man' has been discharged. Until we find another, we're afraid they're out. How about an idea to take its place.

ED.

Dear Editor:

Why don't you guys have a 'Letters to the Editor' column so that all the guys can see what most of the guys think of your crummy paper? Guess Who?

Dear Guess Who:

What do you think you're reading?
ED.

INFORMATION PLEASE

Dear Editor:

How about answering some questions about discharge, life insurance, civil readjustment, etc.?

Interested.

Dear Interested:

Fine, how about asking some?
ED.

IT'S ALL IN FUN!!

Ninety day Wonder; Listen, sailor, if the Captain ever heard you call that deck a floor he'd throw you right out one of them little round windows.

You'll live longer if you don't smoke, swear, gamble, drink or dance. Anyway it'll seem longer.

Mother, don't point father at me... he may be loaded!!!

CCS: What are you doing in that GI can, Mac?

S2c: Eating!

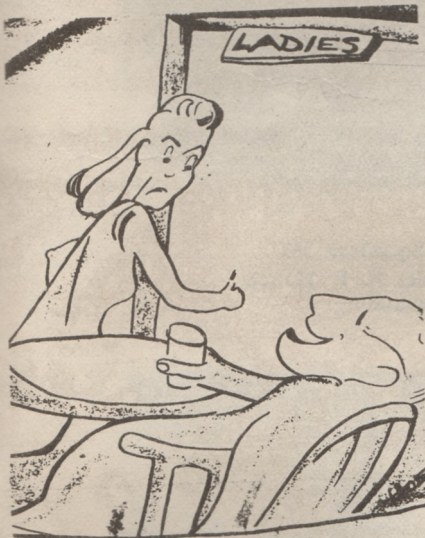
CCS: Well get back into the mess-hall, you're no better than the rest of the men.

'Some of the best cooks in the world are in the Navy.'
'Is that so, what are they doing?'

INQUIRING PHOTOG.: What do you think of the Kearsarge?

SAILOR: What a lot of razor blades she'd make!!!!

Diplomats are clever people who get us out of scraps we would never get into if there were no diplomats



Just say you know me, and you'll get the best seat in the house.

A hot spell story that we like is about the girl who went in swimming in the raw in a secluded mill pond. Along came a little boy who started to tie knots in her clothes. She floundered around, found an old washtub, held it in front of herself and marched toward the little boy, saving, 'You little brat, do you know what I'm thinking?'

'Sure,' said the little brat, 'You think that tub has a bottom in it.'

The hardest thing about doing nothing is that you can't stop and rest.



'With a food shortage and civilian rationing at home, I must say that's a damned unpatriotic act on your part!'

A college education is something that enables a man to get a job from a man who has never been to college.

GUY to GAL...I'd ask you for a dance but all the chairs are taken.

'What's that ugly insignia on the side of the bomber?'
'Shhhhhh-----that's the exec looking thru the porthole.'



'Something wrong with the chili, Sir?'

Chief Phillips arrived home at 0300. 'Well, home is the best place after all, isn't it?' roared his wife. 'I wouldn't know about that,' he answered 'but it's the only place open.'

A returning vet's letter to his girl; 'Having a wonderful wish, time you were here.'

The wife and daughter of Admiral Berry were halted by a guard on duty, who had orders to allow no one to enter by that gate.

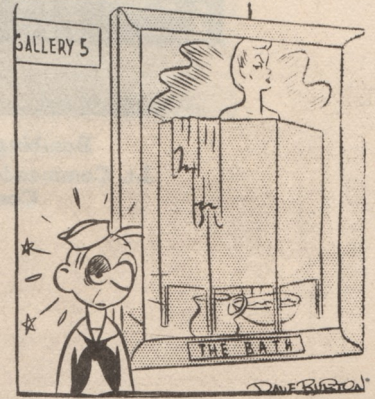
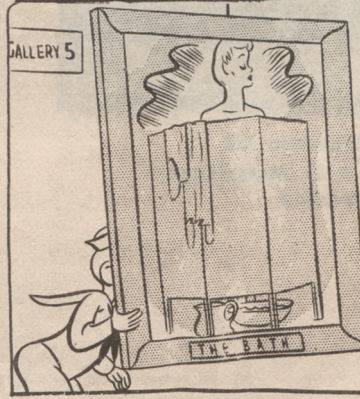
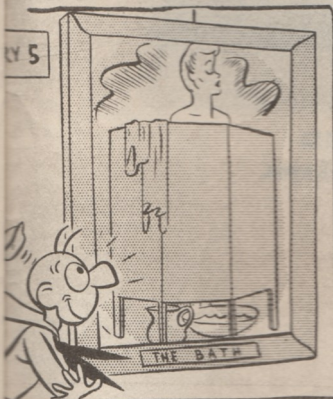
'Sorry, but you'll have to go around to the main gate.'

'Oh, but we're the Berrys.'

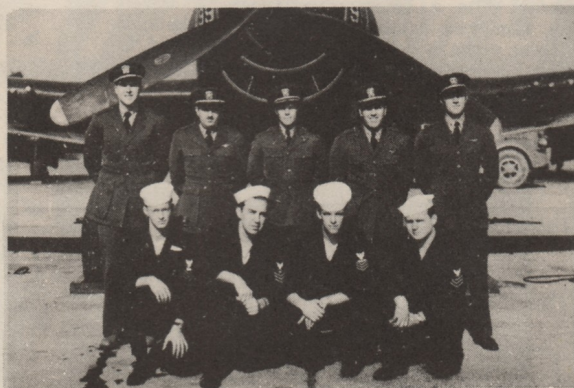
'Lady,' the sentry retorted, 'I don't care if you're the nuts. You can't go through this gate.'

Guard duty is walking around on a piece of dirt to make sure no one else walks on it.

For those who think our jokes are poor
Would straightway change his views,
Could he compare the jokes we print
With those we do not use.



AIR GROUP 153



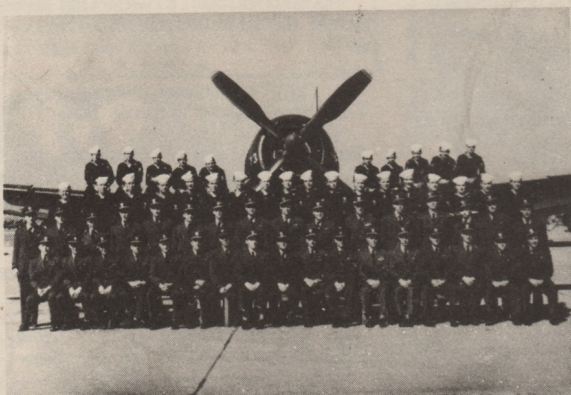
Group Commander Staff
Commander R. A. Teel,
Commanding



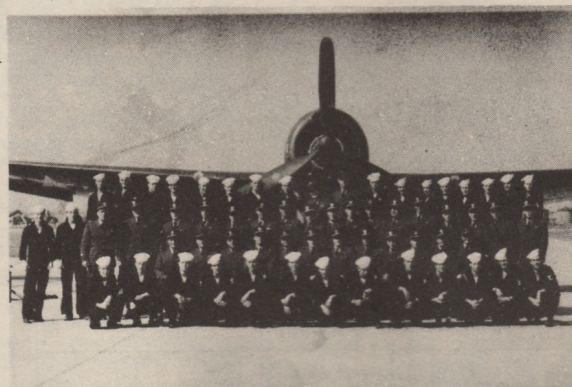
Bombing Fighting Squadron 153
Lt. Commander H. M. Jensen,
Commanding



Fighting Squadron 153
Lt. Commander K. P. Hance,
Commanding



Bombing Squadron 153
Lt. Commander F. D. McGaffigan,
Commanding



Torpedo Squadron 153
Lt. Commander F. G. Lewis,
Commanding