



## USS LEXINGTON CV16

49 YEARS OF SERVICE

NOW THE USS LEXINGTON ON THE BAY IN CORPUS CHRISTI, TEXAS

JANUARY 2019

### We Need to Go Back to Basics: Basic Seamanship, Basic Navigation

Story by Bill Pike; Power & MotorYacht Magazine/March 2018 — Submitted by: Shipmate Lance Wagner

In 2017, at 5 o'clock in the morning on the 21<sup>st</sup> of August, the Arleigh Burke-class guided-missile destroyer *USS John S. McCain* was approaching Singapore's easternmost traffic separation scheme, just east of the Malacca Strait. She'd just overtaken a slightly larger, Liberian-flagged tanker *M/V Alnic MC*, leaving her well astern on her port quarter. There were numerous watchstanders on the bridge. The weather was apparently exceptional. Speed, according to a comprehensive U.S. Navy review of the tragedy that would soon ensue, was 20 knots.

There were, however, some issues that seemed minor at the time. First, three of the watchstanders were on temporary duty from another ship that was under repair, the *USS Antietam*, which some months before had suffered propeller and other damages while attempting to anchor in Tokyo Bay. Although the three were officially listed as qualified to stand watch on the ship, none of them had enough training to do so. Mostly, they were on board to gain underway time while the *Antietam* was in drydock. Second, the *McCain's* conning officer – a pivotal individual in terms of day-to-day navigation – was a freshly minted ensign who was also relatively new to the ship and had not attended the Navy's Basic Division Officer Course, which mixes simulator training with instruction in navigation, seamanship, shiphandling, engineering, and damage control. And third, against the advice of his junior officers, the skipper of the *McCain* had put off turning out the ship's so-called "Sea and Anchor Detail" in order to give its members some much needed rest. That decision would unfortunately leave individuals with considerable knowledge of steering-related technologies in their racks – and not on the bridge – at what would prove to be a critical time.

Upon entering the separation scheme, the captain observed that the helmsman was having trouble steering while simultaneously governing the ship's speed via her two throttles. In spite of the inadvisability of making significant changes

to a standard propulsion configuration while hemmed in by heavy traffic, the captain ordered that the steering and throttle controls be temporarily split between the helm station and a nearby secondary station, the point presumably being to simplify the helmsman's job.

What happened next was deadly. An inexperienced watchstander on the bridge unintentionally transferred steering control from the *McCain's* helm to the secondary station, at the same time, inadvertently "un-ganged" or desynchronized the throttles in such a way as to retain starboard propulsion control at the helm but send port propulsion control to the secondary station.

"I've lost steering," the helmsman almost immediately declared, in the midst of the mild, good-humored chaos that typically arises when, as meal times approach, reliefs for meals are traded. Over the next two minutes, in a misguided attempt to rectify a problematic situation that was beginning to snowball, steering was transferred to a variety of remote steering stations around the ship a total of four times without the helmsman ever regaining steering control.

Undoubtedly, confusion reigned. With a steering casualty seemingly on his hands, the captain ordered a reduction in speed and the young conning officer specified 10 knots. The crewmember at the secondary station quickly pulled both throttles back, unaware that his action was affecting only port propulsion. Starboard propulsion continued to churn our turns for 20 knots.

The unbalanced thrust imparted to the ship took effect quickly. The *McCain* slowed a bit, but then almost immediately began making a slow turn to port. Although a second speed reduction was ordered by the skipper, and watchstanders ultimately managed to synchronize the throttles at the secondary station, nothing helped. The *McCain* continued to turn to port, subsequently crossed in front of the ship she'd passed earlier, the *M/V Alnic MC*, and at 5:24 that morning, the *Alnic* slammed into the *McCain's* port quar-

ter. Berthing areas were immediately flooded and a total of 10 sailors lost their lives. In reality, the ship had never lost steering at all. It had only seemed that way. Court-martials were ordered, with criminal charges pending.

#### Yet Another Hapless Tragedy

The mission of the *USS Fitzgerald* in the hours just after midnight on June 17, 2017 was simple enough: Transit a highly trafficked area known as the Sagami-Wan, just off the coast of mainland Japan, at comparatively high speed. Given the ship's technological capabilities – she was a fast, gas-turbine-powered *McCain*-esque guided-missile destroyer carrying the latest in military-grade marine electronics in both her wheelhouse and her Combat Information Center (CIC) – the task was virtually custom made. But watchstanders on the bridge of the *Fitzgerald*, as well as her CIC, had been dangerously bungling along for quite some while. According to the Navy investigators who eventually pieced together an official version of the events that transpired early that morning, although the 505-foot, 9,000-ton *Fitzgerald* was speeding through the water at 20 knots, no one on watch was adequately monitoring the movements of any of the numerous commercial ships and fishing vessels around them, either visually (by looking through the bridge's windows) or via any of the highly sophisticated, long-range radar units on board. Indeed, according to the Navy, watchstanders were "unaware of multiple contacts within ten miles of the ship."

The sea is an unforgiving place. Regardless of the stunning lack of attention that prevailed on board the *Fitzgerald*, three merchant ships were approaching from her starboard side, each stacking up as a candidate for a classic crossing situation, each transmitting an AIS signature, and each doing about the same course and speed. At some point noticing the presence of what at the time seemed to be the closest of the three – the containership *M/V Wan Hai* – the officer in charge of the *Fitzgerald* opted to maintain course and speed, estimating

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Sunrise Press is a quarterly publication of the  
USS Lexington Association CV, CVA, CVS, CVT, AVT16



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Historian: Howard Canup

**WEBSITE: [www.usslexingtoncv16.org](http://www.usslexingtoncv16.org)**



**A Note from the Editor:**

If anyone has articles they'd like to include in the newsletter, please send them to me and I'll put them in, space permitting, including a byline to credit you with the submission.

My postal address is:  
23428 College Ave. Robertsdale, AL 36567

For electronic submissions, my email address is [gplante@gulftel.com](mailto:gplante@gulftel.com). Please put USS LEX in the subject line so that my spam filtering software won't delete it..

*Greg Plante, Editor of the Sunrise Press*



**A Word from Lance Wagner:**

If you know someone who served on the LEX, let me know and I'll send them information about our group.

If you move, please remember to send me your new address and phone number.

Membership Dues are \$20/year and due by Dec. 31st. Make checks payable to: USS Lexington Association.

Send Dues to: Lance Wagner  
71 - 21 73rd Place, Glendale, NY 11385

**Sunrise Press - EMAIL Version:**

The email version is better than the printed, with color graphics & pictures, e-links and more.

\*\*\* Update on the EMAIL Version:

For those receiving the email version of the Sunrise Press: You will receive an email stating that the Sunrise Press is available for viewing on the website. Follow the link to the Association website where you can view or download the current issue of the Sunrise Press.

**Share your LEX stories!**

Do you have special memories or sea stories from your days on the LEX. Feel free to share them with us. Just send an email (or snail mail) to me with your story's and/or pictures so I can include them in the newsletter.

email: [gplante@gulftel.com](mailto:gplante@gulftel.com)

snail mail: 23428 College Ave, Robertsdale, AL 36567



If you order from Amazon.com (and who doesn't) change to smile.amazon.com and select your charity as the **Lady Lex Museum on the Bay Association**. Amazon donates .5% of every purchase to the museum if you select it as your charity. This can really add up over time. Good for the ship and good for the association. [smile.amazon.com](http://smile.amazon.com) CHECK IT OUT!

**UPDATE: Your AmazonSmile Impact**

Remember, only purchases at [smile.amazon.com](http://smile.amazon.com) (not [www.amazon.com](http://www.amazon.com) or the mobile app) support charity.

Your current charity:

**Lady Lex Museum On the Bay Association**  
has received \$175.66 as of October 2018

Every little bit counts: When millions of supporters shop at [smile.amazon.com](http://smile.amazon.com), charitable donations quickly add up.



## WELCOME ABOARD: NEW MEMBERS

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**Karl F. Arbogast**

Onboard: 05/1944 - 08/1945  
1st Gunner Mate

**James D. Bailey**

Onboard: 01/1986 - 10/1989  
2nd & 3rd Deck

**Roland P. Goodloe**

Onboard: 07/1983 - 07/1985  
Supply/SK

**Daniel P. Avicola**

Onboard: 08/1959 - 12/1962  
V-1

**Dustin M. Croft**

Onboard: 04/1990 - 11/1991  
2nd Deck

**Joseph L. Green**

Onboard: 05/1966 - 12/1968  
1st

**Troy R. Baer**

Onboard: 02/1980 - 07/1982  
3rd



## SHIPMATES LOOKING FOR...

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**Looking for..... What?**

This is your newsletter. From the Associations point of view, this newsletter is to promulgate information concerning our reunions, and that remains its primary task. But there is room for much more than that, and that's for you. Looking for an old shipmate? Looking for a cruise book from a particular cruise? Maybe filling in the gaps of memory while writing some memoirs? Let us know what you're looking for and we'll include it in the "Looking for" section of this newsletter.

**Name:** James Chase Jr.      **Email:** [jameschase511@yahoo.com](mailto:jameschase511@yahoo.com)

**Subject:** Crew Book

**Message:** I am trying to get a crew book for the USS Lexington for the year 1989 or 1990.

**Name:** Karen Mitchell      **Email:** [mooncloud1957@yahoo.com](mailto:mooncloud1957@yahoo.com)

**Subject:** Looking for anyone who knew Donald Enos Mitchell

**Message:** He is the older brother of my husband who never met him but wonders what kind of person he was. Any information would be helpful as my husband is 76 and wonders about him. We only found out in the last few years what ship he was on.



## TAPS

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**Thomas A. Marsh**

October 19, 2018  
Pensacola, FL

**Thomas E. Arnold**

January 15, 2019, Hibbing, MN  
Onboard: 1957 - 1959

<http://www.baumanfuneralhome.com/m/?p=memorial&id=2158736>

*Day is done, Gone the sun, From the sky.*

*All is well, Safely rest, God is nigh.*



Fellow USS Lexington shipmates and Association members. Happy New Year! I hope your holiday season was filled with lots of good turkey with all the trimmings followed by a joyful Christmas celebration.

2019 is going to be a great year for the USS Lexington Association. As previously reported the annual reunion will be held in Corpus Christi, TX beginning on October 6<sup>th</sup> through the 9<sup>th</sup>. We are anticipating a large turnout for the reunion so watch the Sunrise Press and our web site [www.usslexingtoncv16.org](http://www.usslexingtoncv16.org) for reunion information as it becomes available and register early. I personally am looking forward to the reunion as it will be my third visit to the ship since it has been a museum. I am now convinced I can

find my birthing compartment and duty station. After all, it is said that the third time is a charm! Association members will have free roam of the ship allowing us to go wherever we want. Something that regular museum visitors can't do.

Did you pay your USS Lexington Association donation of \$20 by the end of December? Member donations are very important to the financial stability of our Association. If you have not paid, see the address of our Treasurer, Lance Wagner, for where to send your donation. \$20/year is a small price for membership in the Association that supports one of the greatest (if not the greatest) aircraft carrier ever.

Do you have any grandchildren, nieces, nephews, or other potential applicants for the USS Lexington Association scholarship awards? If so, now is the time to advise them of the scholarship awards and ask them to consider applying. See the application form in this and previous issues of the Sunrise Press. To encourage applications I will be posting requests for application on several USS Lexington related Face Book pages in January and again in April. Hopefully we will see more applications this year. All submissions for the scholarship award must be post marked by June 1, 2019.

I am looking forward to seeing many of you at the reunion in Corpus Christi. Stay warm the rest of the winter. For those of us who live in the north (a.k.a. the Frozen Tundra) spring is only 5 months away 😊.

**Gary Shorrel, President, USS Lexington CV 16 Association**

**"Dozens of Fort Snelling Buildings to Become Affordable Housing for Veterans"**

This is pretty cool.

For those of you who attended the 2017 Lexington Association Reunion in Minneapolis we were very close to this place when we did the city tour.

[http://www.fox9.com/news/dozens-of-ft-snelling-buildings-to-become-affordable-housing-for-veterans?fbclid=IwAR0dvx0MaZENxrM7ApgzoTEldeum\\_Gt0qYN\\_-DBCkidYvCMxn2MK3o9koSE](http://www.fox9.com/news/dozens-of-ft-snelling-buildings-to-become-affordable-housing-for-veterans?fbclid=IwAR0dvx0MaZENxrM7ApgzoTEldeum_Gt0qYN_-DBCkidYvCMxn2MK3o9koSE)

**USS Lexington CV16 Association  
Mt. Soledad Plaque Fund**

The association is raising money to purchase a 16"x8" plaque representing the ship and honoring those who served on the Lady Lex.

The cost of the plaque is \$1800. The Board made a commitment of \$500 with the remainder of the cost coming through donations from the Associations membership.

All donations should be sent to:

Lance Wagner: 71 - 21 73rd Place  
Glendale, NY 11385

**UPDATE!!**

**We are only \$245 away from reaching the full amount needed to purchase the LEX plaque. Thank you for all the donations!!**



## Embracing Hope *By: Chaplain Christopher Hagger*



2018 is coming to an end, we watch as the doors of our past slowly close, only leaving memories written on the tables of our heart allowing us to visit every now and then. We have lost several shipmates in this last year, each of them sailed into history leaving their cherished memories alive in each of us.

As we anticipate another year that seems to be approaching at light speed, we have hope. Hopeful our next year should be great, could be better, hoping to be successful. This year certainly has made its mark in history, in every aspect of the word. Fires uncontrollable, shootings, violence of all sorts, volcanoes, tsunamis. Yes, 2018 has been as we say in Texas "a heck of a bull ride," but our God in His Grace has met each of us at our crossroad in life. So, we stand, we stand, we stand.

Webster gives us to know that *hope is a feeling of expectation and desire for a certain thing to happen*. It also gives us to want something to happen or be the case. As we stand and wait for the new year, let us stand embracing hope. Present hurts and uncertainty over what the future holds create the constant need for hope. Historically people have looked to the future with a mixture of longing and fear. Many have concluded that there is no reasonable basis for hope and therefore to hope is to live with an illusion. Scriptures relates being without hope is as we are in the world without God:

*Ephesians 2:12 reads as such: remember that you were at that time separated from Christ, alienated*

*from the commonwealth of Israel, and strangers to the covenants of promise, having no hope and without God in the world."*

We sometimes seek hope in human efforts however, history has proven that even though a few of our problems are manmade, we need an active God in our life to see us through.

In the book of Genesis, we read of a patriarch Abraham. He is the model of faith and hope, and in spite of the realities that surround him he never wavered in his trust concerning the promises of God.



So, what has God promised us?

In the book of St. John 14:18 reads as such:

*"I will not leave you comfortless, I will come to you."*

Hope is, therefore, not irrational, but rather is based upon God, who has proven himself faithful. My dear shipmates, let us stay hopeful for a new year and prayerful.

*Yours in Service,  
Chaplain Christopher Hagger*



Chaplain Hagger pastors All People Worship Center in Odessa, Texas and also overseas the operation at All People Hospice and Healthcare.

Contact Information:	Phone:
Christopher Hagger	Home: 432-385-7643
4745 N. Sierra Ave	Cell: 832-312-0892
Odessa, Texas 79764	Office: 432-385-7502

*Chaplain Hagger can be reached anytime...*

*...no matter what the time*

## Veterans Day Presentation

By: Gary Shorrel

*I was honored to present this on Veterans Day at  
First Presbyterian Church in Chippewa Falls, Wisconsin.*

100 years ago today, yes, it was 100 years ago today at the 11th hour of the 11th day of the 11th month of 1918 that the guns went silent with the signing of the Armistice with Germany that ended World War I. November 11<sup>th</sup> is the day that our nation officially honors all U.S. military Veterans, both the living and those who are no longer with us.

*Who is a Veteran?*

We are but one of 7% of Americans to wear a military uniform in the service of the United States of America. 7% who have protected the freedoms of 100% of Americans. Yes, I am proud to be a Veteran as are those who I call my brother and sister veterans who are of the 7%. As I have said before only those who have served can fully understand the bond we share as veterans.

*Who are the veterans?* They were the Dough Boys fighting in the trenches of Europe in WW I. WW I was dubbed the war to end all wars. Sadly it was not to be. The last surviving American that served in WWI, Frank Buckles, died on Feb. 27<sup>th</sup>, 2011 at the age of 110.

*Who are the veterans?* They were the Marines (and one Navy corpsman) raising the American flag on Mount Suribachi, Iwo Jima during one of the deadliest battles of WWII in the Pacific. 6, 821 marines died and 15,000 were wounded on this five mile long island during the three week battle. The Navy Corpsman, John Bradley, lived in Antigo, WI. John died Jan. 11, 1994. He was a recipient of the Navy Cross, the highest honor next to the Congressional Medal of Honor. He was the last survivor of the six who raised the flag on Iwo Jima.

*Who are the veterans?* They are the sailors and Navy aviators who fought the great carrier battles in the Pacific in WW II. Battles that decimated the Japanese Navy and gave the U.S. Naval superiority for the remainder of WW II in the Pacific. Battles in places named Tarawa, Wake Island, The Marshall Islands, Leyte golf, Midway Island and the battle of the Philippine Sea also known as the great Marianas Turkey shoot. The USS Lexington, CV 16, on which I served, fought in these battles and more. Lexington was awarded the Presidential Unit Citation and 11 battle stars for her role in WW II. Her pilots shot down more Japanese aircraft than any other carrier during the great Marianas Turkey shoot. She was the first aircraft carrier to enter Tokyo bay at the end of WW II. Three Lexington pilots were awarded the Congressional Medal of Honor for their service during WWII.

*Who are the veterans?* They are the soldiers who landed on the beaches of Normandy on July 6, 1944 to begin the liberation of Europe. Beaches named Omaha and Utah where 2,499 American veterans died in one day during operation Overlord. 16.1 million Americans served in WWII. It was recently estimated that 620,000 of the 16 million WWII veterans are alive. They are passing at the rate of 370 per day. Today we honor one of our own. (She is here today). She is of the greatest generation. She served as an Army nurse in WWII in the Pacific theater. Thank you for your service Hess Morrison.

*Who are the veterans?* They are the cold soldiers who fought both the North Koreans and the elements during the hard cold winters and the hot monsoon summers of the North Korean peninsula during the Korean War. The Korean war has been called the "forgotten war", but not to those who served there. Let us pray that that war will soon be officially over.

*Who are the veterans?* They are the soldiers, the marines, the sailors and the airmen who fought in the fields, in the jungles, on the rivers and in the air over Viet Nam. 58,272 American veterans died during the Viet Nam war. I was moved by my visit to the Viet Nam memorial wall in Washington DC as six of my high school class mates and one second cousin names are on that wall. A very good friend of mine, Col. Paul Schmidt flew 192 missions as an F4 pilot over Viet Nam. I thank God for his service and safe return from the war of my generation.

Today we remember one of our own. He is no longer with us but he will be a hero of mine forever. A highly decorated career Air Force officer and distinguished pilot who flew the F-105 Thunderchief during the Viet Nam war. Rest in peace Colonel Roger Stiles, you will never be forgotten.

*Who are the veterans?* They are the soldiers, marines and airmen who fought in the streets and deserts of Iraq, the mountains of Afghanistan and in the skies above. Today we honor one of our own. He served four tours of duty in Iraq and Afghanistan. He served 12 years active duty in the Army. Thank you for your service Sergeant Mitch Manderlet.

*Who are the veterans?* They are the Special Forces Navy SEALs conducting special operations around the world, most of which we never know about. SEAL is an acronym for Sea Air Land. All environments in which the most highly trained and capable military men in the world operate. Seal team six saved Capt. Phillips of the Maersk Alabama and most notably brought justice to Osama Bin Laden.

*Who are the veterans?* They are the men and women of all branches of the armed services who served during peace time but none the less have sacrificed for our country. All veterans are a part of the 7% of Americans who we honor today.

Some Veterans served during peacetime, many served during time of war or conflict.

Some Veterans never left the United States, many served in lands far away.

Some Veterans never saw combat or were placed in harm's way, many did.

One thing all Veterans have in common is that we sacrificed to protect the freedoms that we enjoy as citizens of the United States of America. Too many made the ultimate sacrifice.

We owe our thanks and gratitude to all our Veterans.

Once again I ask of you, that the next time you see a Soldier, a Sailor, an Airman, a Marine, or a Coast Guardsman in uniform or someone wearing a hat like this one that says "Veteran", take a moment to thank them for their service. I can assure you that it is greatly appreciated and you should feel good that you did so. *We are the 7%.*



**2019 REUNION: OCTOBER 6TH - 9TH**

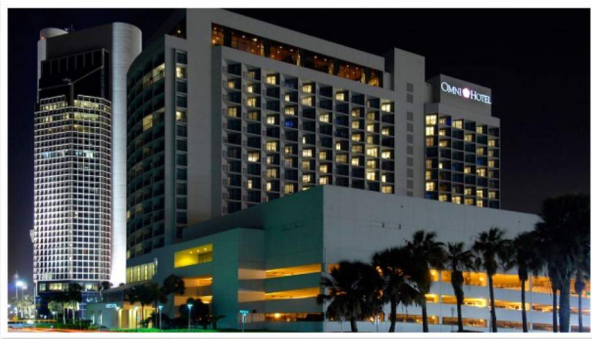
**\*\*\*\*\* Save the Date \*\*\*\*\* Mark your Calendars \*\*\*\*\* Save the Date \*\*\*\*\***

**2019 Reunion: October 6th - 9th, Corpus Christi Omni Hotel  
Corpus Christi, Texas: Home of the USS Lexington Museum on the Bay**

Plans are being made for our 2019 Reunion. We are close to getting all the details finalized for our tours and the banquet. Registration forms, prices, and finalized plans will be published in the April edition of the Sunrise Press. Updates will also be posted on the LEX Association website.

The Omni Hotel in Corpus Christi will be the venue for our Reunion. Located in the downtown Marina District, the hotel offers luxurious guestrooms with spectacular views of the Corpus Christi Bay. A few of the hotel amenities include an Outdoor heated Pool, Indoor Racquetball Courts, a Fitness Center, and 24 hour dining. The hotel is giving us a special rate of \$125 per night. Hotel reservations can be made online at the link below which will take you directly to the Lexington Reunion special rate page.

<https://www.omnihotels.com/hotels/corpus-christi/meetings/uss-lexington-vs-16-assn>

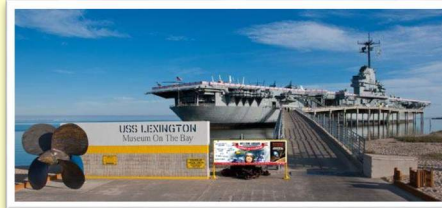


**Omni Hotel**  
900 N Shoreline Blvd  
Corpus Christi,  
Texas 78401  
**Phone:**  
**(361) 887-1600**



**Nearby Area Attractions:**

- USS Lexington Museum
- Texas State Aquarium
- Art Museum of South Texas



**Shopping:**

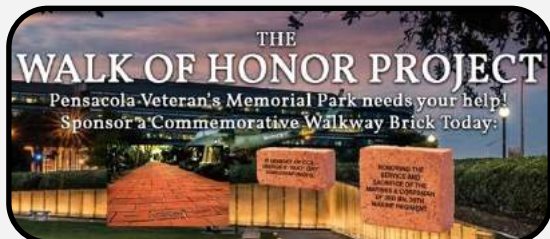
- Water Street District
- Blue Frog Mercantile
- La Palmera Mall
- Codi's Crafts & Collectibles
- & More



**SPOT-LIGHT ON VETERAN'S MEMORIALS**

**New Memorial for Veterans Memorial Park: "Walk of Honor Project" Pensacola, FL**

Shipmate Lou Minch recently notified us about this new memorial at the Veterans park in Pensacola, Florida. The Park Foundation has started a new memorial that will replace the current walkway leading to the Vietnam Wall. For the "Walk of Honor" project they are laying bricks in various sections of the sidewalk. You can purchase an engraved brick in the name of a military family member, friend, or even a service unit.



For more information, the link below will take you to the local news stations (WEAR Channel 3 Pensacola) press release.

Honor a service member: New memorial for Veterans Memorial Park  
<https://weartv.com/news/local/honor-a-service-member-new-memorial-for-veterans-memorial-park>

Submitted by: Shipmate Bob DiMonte

From a good friend who spent 18 months Flying chinooks in Vietnam - more meaningful for those that served.

## The Sack Lunch

I put my carry-on in the luggage compartment and sat down in my assigned seat. It was going to be a long flight.

'I'm glad I have a good book to read. Perhaps I will get a short nap,' I thought.

Just before take-off, a line of Soldiers came down the aisle and filled all the vacant seats, totally surrounding me.

I decided to start a conversation.

'Where are you headed?' I asked the Soldier seated nearest to me. "Petawawa. We'll be there for two weeks for special training, and then we're being deployed to Afghanistan."

After flying for about an hour, an announcement was made that sack lunches were available for five dollars.

It would be several hours before we reached the east, and I quickly decided a lunch would help pass the time.

As I reached for my wallet, I overheard a Soldier ask his buddy if he planned to buy lunch. 'No, that seems like a lot of money for just a sack lunch. Probably wouldn't be worth five bucks. I'll wait till we get to the base.' His friend agreed.

I looked around at the other Soldiers. None were buying lunch. I walked to the back of the plane and handed the flight attendant a fifty dollar bill. 'Take a lunch to all those Soldiers.' She grabbed my arms and squeezed tightly. Her eyes wet with tears, she thanked me. 'My son was a Soldier in Iraq; it's almost like you are doing it for him.'

Picking up ten sacks, she headed up the aisle to where the Soldiers were seated. She stopped at my seat and asked, 'Which do you like best - beef or chicken?'

'Chicken,' I replied, wondering why she asked. She turned and went to the front of plane, returning a minute later with a dinner plate from first class. 'This is your thanks.'

After we finished eating, I went again to the back of the plane, heading for the rest room. A man stopped me. 'I saw what you did. I want to be part of it. Here, take this.' He handed me twenty-five dollars. Soon after I returned to my seat, I saw the Flight Captain coming down the aisle, looking at the aisle numbers as he walked, I hoped he was not looking for me, but noticed he was look-

ing at the numbers only on my side of the plane. When he got to my row he stopped, smiled, held out his hand and said, 'I want to shake your hand.' Quickly unfastening my seatbelt I stood and took the Captain's hand. With a booming voice he said, 'I was a Soldier and I was a military pilot. Once, someone bought me a lunch. It was an act of kindness I never forgot.'

I was embarrassed when applause was heard from all of the passengers. Later I walked to the front of the plane so I could stretch my legs. A man who was seated about six rows in front of me reached out his hand, wanting to shake mine. He left another twenty-five dollars in my palm.

When we landed I gathered my belongings and started to deplane. Waiting just inside the airplane door was a man who stopped me, put something in my shirt pocket, turned, and walked away without saying a word. Another twenty-five dollars!

Upon entering the terminal, I saw the Soldiers gathering for their trip to the base. I walked over to them and handed them seventy-five dollars. 'It will take you some time to reach the base.. It will be about time for a sandwich. God Bless You.'

Ten young men left that flight feeling the love and respect of their fellow travelers.

As I walked briskly to my car, I whispered a prayer for their safe return. These Soldiers were giving their all for our country. I could only give them a couple of meals. It seemed so little...

*A Veteran is someone who, at one point in his life, wrote a blank check made payable to his country 'for an amount up to and including my life.*

That is Honor, and there are way too many people in this country who no longer understand it.

Prayer:

'Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. Amen.'



Submitted by: Shipmate Ron Haag

This is one of the best websites I have come across with decent old footage...

**Lots of Aviation Stuff: Great old videos, Hours of actual footage.**

<http://imageevent.com/okbueno/mopic>

You may find something on this website you find interesting.



# MEMORIES FROM THE LEX

Submitted by: Shipmate Mr. Martin Hoenges Jr

My name is Hoenges, Martin J. Jr DC1 I served on the carrier, CVA16, from August 10, 1956 until December 19, 1959. My quarters were aft, as far as you can get, last quarters, aft, starboard. The flight deck was forward, with the aft part of the ship with 5 inch anti-aircraft deck mounted as far as the end of the hanger deck. My quarters were two decks down, and a large armored opening, closed for "Z" quarters. I occupied this bunk, starboard. During the night, with no warning or general quarters, and no flight ops, there was a scraping sound, -very loud, for about 5 seconds, as if we hit a sub, or, it hit us, very hard. It was starboard side, about 6 ft from my bunk, starboard side. We were steaming in the middle of the open sea, with only destroyer escorts at their usual distance. I expected that GQ would sound, but it never sounded. This was never mentioned topside. Can you verify this, or have you knowledge of this incident? This occurred in Sept- Oct 1958 or 1959.

A friend of mine, Bob Carrig, DC2 took a lot of teasing because of a jet fighter that had the name "CARRIG" painted on the jet fighter on the side of the canopy of the jet. He and I were aft, just under the flight deck, starboard side, when "man overboard" was sounded. Directly under us, almost the carrier, slowly sinking with the canopy only open about an inch and the pilot clawing in an attempt to get the canopy open as it slowly sank.

The pilot named CARRIG; the canopy never opened. Bob later found out that the pilot was a long lost family member when families separated to Montana and California. This occurred in 1957- 1958, in the South China Sea, sometime during September and October.

*Please send any information you have about this incident to:*

Mr. Martin Hoenges Jr  
808 N Morris Ave  
Bloomington, IL 61701-2711

## Share your LEX stories!

Do you have special memories or sea stories from your days on the LEX. Feel free to share them with us. Just send an email (or snail mail) to me with your stories and/or pictures so I can include them in the newsletter.

Greg Plante, Editor of the Sunrise Press - email: [gplante@gulftel.com](mailto:gplante@gulftel.com) - snail mail: 23428 College Ave, Robertsdale, AL 36567

## JUST FOR THE FUN OF IT

# Arlo and Janis

BY: Jimmy Johnson



Online viewers, can't get enough of these characters? Click the Arlo and Janis logo, and it'll take you to the artists personal blog page.

 **SCHOLARSHIP APPLICATION**

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**SCHOLARSHIP AWARD PROGRAM: USS LEXINGTON CV-16 ASSOCIATION SPONSORED**

The Association Scholarship Award is a one-time award to a graduating high school senior or a college / technical school student in their first two years of post-secondary education up to the age of 25. The winning award is in the amount of \$1000 and two awards of \$500 will be granted to the first and second runners up to assist them in furthering their education at a college or technical school of their choice. The award program is open to any high school senior or college/technical school underclassmen who are a family member (son, daughter, grandson, granddaughter, niece, nephew, etc.) of a USS Lexington Association member. Complete this form and send it to the address shown at the bottom of the form before the deadline.

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

High School/College/Technical school Name: \_\_\_\_\_

HS GPA: \_\_\_\_\_

PSAT Score: \_\_\_\_\_ (or circle) Did Not Take. N/A for college or technical school students.

ACT Score: \_\_\_\_\_ (or circle) Did Not Take. N/A for college or technical school students.

Attach a typed essay of 500 words or less concerning the United States Navy of a historical nature or more topical with respect to the current US Naval fleet. The essay should also include one paragraph about your educational or personal goals and any other pertinent information the applicant wishes to share with the award committee.

Applicants Signature \_\_\_\_\_ Date \_\_\_\_\_

USS Lexington CV16 Association Member Info: Name: \_\_\_\_\_

Address: \_\_\_\_\_

Association Member's Signature: \_\_\_\_\_

Mail this form and essay to: Scott and Missy Redding: 11032 W. Crestline Drive, Littleton, CO 80127

All Submissions must be postmarked no later than June 1<sup>st</sup>, 2019

(continued from front page)

that the ship would cross the bow of the merchant at an unusually close range of 1,500 yards. Such a crossing (with the other vessel to starboard) was in violation of "The International Regulations for Prohibiting Collisions at Sea," often colloquially known as "The Rules of the Road." Nevertheless, things worked out – or seemed to at first. But soon an even more drastic complexity arose, seemingly out of nowhere. A junior watchstander reported seeing the lights of another of the three merchant ships – the *M/V ACX Crystal* – closing rapidly from the starboard side. In response, the officer in charge apparently became confused, first ordering right full rudder to pass astern of the *Crystal* but then ordering full speed, then flank speed, as well as full-left and hard-left rudder. None of this was effective. At approximately 1:30 in the morning, the *Crystal's* bulbous bow rammed the *Fitzgerald* amidships, doing significant damage both under and above her waterline. Again, several sailors sleeping or working below decks lost their lives. Ultimately, the toll turned out to be seven dead and three injured. And again court-martials were ordered, with criminal charges pending.

#### To Hell with the Basics

For three decades prior to 2003, the U.S. Navy sent all of its new officers, whatever their commissioning source, to The Surface Warfare Officer's School (SWOS) in Newport, Rhode Island. There, the officers underwent extensive simulator training featuring a variety of military vessels and worked through numerous courses that emphasized the practicalities of navigation and seamanship. "But all that changed fifteen years ago," says Capt. Kevin Eyer, a retired Navy skipper who served aboard seven cruisers during his Navy career and commanded three that were Aegis-combat-system-capable: the *USS Thomas S. Gates*, the *USS Shiloh*, and the *USS Chancellorsville*. "Instead of going through the rigorous training at SWOS for several months before reporting to their first ship, these young people went directly to the new ship with nothing more by way of training than a box of CD's the Navy termed CBT, or Computer-Based Training.

CBT was not an especially popular replacement for SWOS. Often, it was humorously dismissed as "SWOS in a box" by the new officers who attempted to wade through its content which, according to its author, Vice Admiral Timothy LaFleur, would generate "higher professional satisfaction, increase the return on investment during the first division officer tour, and free up more career time downstream."

"But what SWOS in a box really meant," adds Eyer, "was that the skipper of the ship that the new officer was assigned to was now expected to stand in for all training that had once been provided by the school. And trust me – the skipper and everyone else on board already had plenty of other things to do."

With the shuttering of SWOS in Newport, the Navy's emphasis on training across the board began to falter and has continued to falter despite the launch of a new, albeit abridged SWOS program, in 2012. Or at least that's the opinion of an acquaintance of Eyer's, retired Navy commander Kirk Lippold, who was the skipper of the guided-missile destroyer *USS Cole* in 2000 when she was attacked in Yemen and 17 of her crew members were killed by al-Qaeda terrorists.

"So now, many of these kids come aboard these ships and they don't know a thing," Lippold emphasizes. "So, what do we need to do? We need to go back to basics. Basic seamanship. Basic navigation. I'm passionate about this – I lost 17 sailors because of al-Qaeda in 2000 and now we've just lost 17 sailors as a result of these two collisions. That juxtaposition is one reason why I feel I need to speak up."

The Multifaceted Fix? Or Not!

More and better training is not all the Navy needs to address its problems in the coming months and years, according to Chief of Naval Operations Admiral John Richardson. Additional funding is also needed, along with extra manning to reduce the mounting pressures the Navy is currently struggling under, pressures that result in a lack of sleep for both officers and crew, the incremental but steady lowering of performance standards while smaller and smaller crews try to do more with less, and the unfortunate tendency to dodge

onboard training-related activities in favor of mission-related activities that seem more critical at the time.

Richardson has also suggested that going outside the Navy for additional assistance perhaps of a technological nature, may be a good thing. During a press conference shortly after the McCain collision he told reporters he envisioned venturing beyond the Navy's official footprint to bring in "industry experts" to help work through problems. The comment continues to frustrate many retired officers like Lippold. The point they make, often quite passionately, is that the Navy needs to again emphasize the fundamentals of seamanship and navigation when preparing new officers for sea duty, not muddy the waters with what they see as an ever-increasing reliance on contractor-supplied modern marine technology.

"We don't let people fly airplanes without sending them off to a ground school to learn the basics," says retired Capt. Rich Hoffman, who commanded both the frigate *USS DeWert* and the cruiser *USS Hue City* during his career. "Why are we assigning our sailors to combat-ready ships before they understand the fundamentals of radar or the necessity of adhering to the rules of the road? Some of them apparently don't even understand the importance of looking out the damn window!" Lippold wholeheartedly agrees. He is totally convinced that at the present time the U.S. Navy needs to reemphasize old-fashioned yet proven techniques, like the use of maneuvering boards, lookouts, strict adherence to the Rules of the Road and, "watchstanders who actually look out the bridge windows." But he's also less than hopeful that the Navy will genuinely address—or be able to genuinely address—the considerable training-related improvements he thinks must be made. Making big improvements, after all, typically means submitting big budgets.

"And from what I'm seeing right now," concludes Lippold, "the Navy's budget is not changing appreciably for 2018, nor is it changing that much for 2019. So, after all is said and done, and in spite of all that's taken place last year, I'm afraid we may be looking at business as usual for the Navy, at least in the near term."

## Membership Dues

**I feel like the preacher on Sunday morning when tithes are down, but this has to be said regardless....**

**Simply put, dues are down. They need to be up. Simple math. Dues are \$20/yr, and due at the end of each year for the next year. If you don't know whether you are in arrears, drop me a line, and I'll tell you. If you're up to date, and you know it, THANKS! We appreciate your diligence. Snail Mail recipients of the newsletter, look on your mailing label. Your dues expiration year is on there next to your name. Emailers, as I said, drop me a line.**

**Thanks!!!!**

**Greg Plante ~ Editor, Secretary, Database keeper, and pretty good shipmate.**

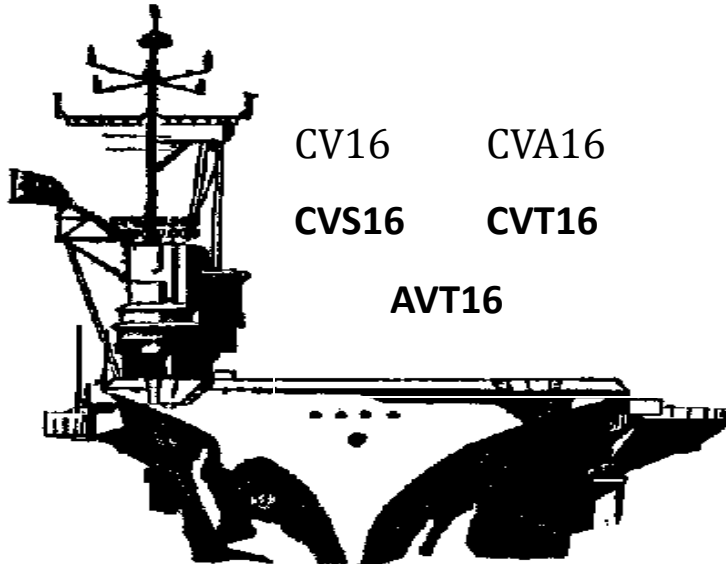
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