

USS SARATOGA ASSOCIATION

NEWSLETTER

www.uss-saratoga.com
1-877-360-SARA (7272)

USS Saratoga Association
447 Land Or Drive
Ruther, VA 22546



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A Letter from the Executive Board

Welcome Shipmates,

In order to improve the workings of the Association, the Members of the Executive Board have decided to make certain changes in the way that the Association conducts business. These changes will occur over a period of time, beginning in January of 2016 and culminating in December of 2018. In an effort to streamline our processes and to reduce costs, starting with the January 2016 Newsletter and Renewal Form, we will begin sending the Bi-Annual Newsletter to each Association Member via email. With this in mind, **it is imperative that ALL of your contact information be up to date with the Association.** Either prior to, or at the reunion, please contact Association Secretary, Ed McCready, to check on, or make any needed changes to, your contact info. You may also contact Ed by email at: emc0853@yahoo.com.

The 2016 Membership Renewal Form will allow you to indicate if you have a current email address. It is our intent to move Association communications completely to email by 2018. With the rising cost of printing and postage, it is not cost effective for the Association to continue with mailings. In any given week, our Association Secretary receives between 15 to 20 returns due to wrong addresses; for which the association is forced to pay for the return postage.

Our printed Membership Directory will continue to be mailed to all Association Members in good standing.

We have found that the majority of the returned Newsletters and Directories have been attributed to memberships that are in arrears. Therefore, if membership dues are TWO (2) years in arrears, a member will not receive a Newsletter or a Directory. It is not the intention of the Board to alienate ANY shipmates. However, in order to streamline our association and make it more cost effective, these measures will contribute to the continued success of our Association well into the future.

There are a number of ways you can stay "connected" to what's going on with your Saratoga shipmates and the Association:

The Association's website: <http://www.USS-Saratoga.com>

The Association's Facebook Page: search "USS Saratoga Association"

The USS Saratoga Association Ship Store: Use store link on Association website

Get involved- Help us pick a new location for a future Reunion

If any shipmate would like to host a reunion, it is important to understand how the process works.

1. You will need to present a suitable location.
2. You will need to form a committee of (three or more) shipmates.
3. You will need to submit your committee's proposal, in writing, to the Association's Executive Board for approval prior to our Annual Membership Meeting (held at the reunion).

Choosing a location is most important. A hotel close to a major airport, located near points of interest (such as a naval base), and tours to a number of area attractions are essential. Rates per room may not exceed \$109 dollars per night, with a Hotel capacity of 250 rooms or more. There are many other specifics that comprise a reunion contract, and we are here to assist you throughout the process. We encourage all of our shipmates to present new and exciting location ideas for future reunions. Please keep in mind that any presentation must be proposed to the members in the format described above. Please contact President, Jerry Ferrara for any assistance. Email: mysupersara60@gmail.com Phone: Toll Free 877-360-7272

From the Editor's Desk

I'm sad to report that this will be my final effort as USS Saratoga Association Newsletter Editor. I want to thank Presidents Brad Senter and Jerry Ferrara for giving me this opportunity. I was looking forward to a long tenure in the position, but life had other ideas. I was recently approached about chairing a committee that aids veterans in SW Ohio who are in need of emergency financial assistance. < <http://www.wclfoundation.com/heroes.asp>> . It was too important an opportunity to pass up.

I had hoped that I would be able to handle both jobs, but I've found that the time commitment for each means not doing either the justice they deserve.

I sincerely appreciate those of you that took the time to drop me a note with critiques, ideas, and thoughts concerning the newsletter.

God bless the USS Saratoga and her crew.

ATTENTION!!

Please note that the annual dues for the USS Saratoga Association have now increased from \$15 to \$25. 2015 dues should be sent to the new address, Ed McCready USS Saratoga Association 447 Land Or Drive Ruther, VA 22546 . Also note that the Members Directory will now be sent out every **TWO** years, with the next edition being published in 2015.

2015 Reunion - Norfolk, Virginia

Hello Shipmates,

We are once again pleased to be talking about our upcoming reunion, this time in Norfolk, VA. This year we are starting with something new, as we will be offering an early bird tour package.

Although, the reunion does not officially start until Thursday October 8th, there will be two tours offered on Wednesday (October 7th). The first tour will be to Colonial Williamsburg and the Jamestown Settlement. This tour will start at 8:30AM and end at 4:00PM. The second tour will be an evening dinner cruise on the Spirit of Norfolk starting at 6:30PM and ending at 9:30PM. *This tour requires a minimum of forty (40) people to sign up or it will be cancelled.*

On Thursday (October 8th), there will be a *“Welcome to Norfolk City & Naval Station Tour”* which will begin at 9:00AM and end at 2:00PM. On Friday (October 9th), a tour to the Oceana Naval Air Station and Museum will begin at 8:30AM and end at 4:00PM.

Although there will be no other activities on Wednesday (October 7th) other than the tours (*no hospitality or ship's store etc.*) , we encourage everyone to come early. Those of us, who have been working throughout the year to prepare for our reunion, would appreciate any and all help in setting up. So, please come early and help us make this a great event.

All of the banquet and tour(s) information are included in this newsletter explaining the tour(s) registration fees, banquet dinner selection(s), and, of course, our annual Ladies of the Saratoga Luncheon on Saturday the 10th. In addition, Willy Ferrara, our President's wife, has announced that there will be a *“Fashion Show”*, which will include many wonderful giveaway prizes. This will undoubtedly be a great deal of fun, so don't forget to sign up early!

We have many new and exciting ideas coming up throughout the year, and we hope that all of our shipmates and friends will enjoy the changes as they unfold. The first will be the new look of our Ship's Store, where we will have many new and exciting items available for purchase. T.C. Chastain, the *“Commanding Officer”* of the Ship's Store, has requested that all of you drop by, say hello, and bring your wallets...so that you may shop 'til you drop!

Here is a message from our new Secretary, Ed McCready.

“Shipmates- I first want to thank our past Secretary, Sammy King on the fine job he did. Now that I have taken over, I would like you all to know that by the time you receive this letter, I will be in my new and permanent home. I am sorry for any confusion that may have been caused due to my temporary address. The position of Secretary takes a lot of time, and right now I still work a full time job. Each week I receive and process 15-20 items. The job is very time consuming, so if I am a little slow in mailing things out please understand my situation. I will also post on Facebook the correct mailing address so that there will be no misunderstanding. Again shipmates, thank you for all of your patience and we'll see you in Norfolk.”

Please don't forget to bring something for the silent auction, and/or an additional item for the raffle. Any item of value that can be contributed to the raffle would be greatly appreciated.

For the moment... that's about it shipmates.

“All hands on deck” in Norfolk

USS SARATOGA ASSOCIATION 64TH ANNUAL REUNION

OCTOBER 8th to OCTOBER 11th 2015
SHERATION NORFOLK WATERSIDE HOTEL
777 Waterside Drive, Norfolk, VA 23510

RESERVATION METHOD: PHONE 1-800-325-3535 or 1-757-622-6664

All reservations must mention group affiliation at the time of reservation in order to receive special group rate of \$99.00 plus tax. Group rate will be honored (3) days prior to reunion and (3) days after. Be sure to mention at check in that you are with the USS SARATOGA ASSOCIATION as another reunion will be coming in almost at the same time and has a similar name.

Banquet Dinner Selection

Chicken Marsala---\$40 Per Person/ Number of guests () \$ _____

Roast Sliced Sirloin of Beef \$40 Per Person/Number of guests () \$ _____

The Banquet Dinner will include: roasted red bliss potatoes, Chef's selection of fresh seasonal vegetables and fresh rolls with sweet butter. Also included a deluxe dessert & freshly brewed Starbucks coffee, tea, & iced tea.

Ladies of the Saratoga Luncheon

Trio Salad Plate-----\$25 Per Person/Number of guests () \$ _____

Luncheon will include Scoop of chicken Salad, Scoop of Tuna Salad, and Field Greens Salad. Also included will be dessert, freshly brewed Starbucks coffee, tea & iced tea.

Total Amount Enclosed \$ _____

***** Note: There will be absolutely no substitution of dinners at the banquet allowed *****

Please make all checks payable to the "USS SARATOGA ASSOCIATION".

Mail payment to:
Ed McCready
447 Land Or Drive
Ruther Virginia 22546

USS SARATOGA ASSOCIATION REUNION TOUR REGISTRATION

October 7-9, 2015, Norfolk, Virginia

THE PACKAGE PRICE INCLUDES:

- ◆ Motor coach transportation, tour guide service, admissions as listed, meals as listed, taxes and meal gratuities.
- ◆ Gratuities for guide and driver are not included and are at the discretion of the individual.
- ◆ Prices are based on a minimum of 40 people per tour.
- ◆ Guests may pay by check or credit card (Mastercard or Visa Only). **NO PHONE ORDERS WILL BE ACCEPTED.**
- ◆ An e-mail address is required to receive confirmation of your registration.
- ◆ **TOUR REGISTRATIONS DUE ON SEPTEMBER 7, 2015.**
- ◆ No refunds after **SEPTEMBER 7, 2015** unless the tour is cancelled due to lack of participation. Refund requests must be made prior to September 7, 2015 and submitted in writing via e-mail or mail. All refund requests will be assessed a \$10.00 per person administrative fee and refund amount is subject to vendor policies.
- ◆ Tour tickets will be held at the USS Saratoga Association registration desk for pick up. It is suggested that you do not wait until the day of the tour to pick up your tickets. Tickets must be presented to a Phillips DMC guide upon boarding the coach.
- ◆ All itineraries are subject to change. Every attempt will be made to include all sites mentioned within this itinerary.
- ◆ Boarding times will be fifteen minutes prior to listed departure times in front of the Sheraton Norfolk Waterside Hotel.
- ◆ Last minute participants will be accommodated on a space-available basis only. On-site tickets sales will be assessed an additional \$5.00 per person.

TO MAKE YOUR RESERVATION:

Please mail or e-mail completed reservation form to Phillips DMC, PO Box 11043, Norfolk, VA 23517
QUESTIONS: Email: Shannon@phillipsdmc.com, Phone: 757-623-4400

 USS Saratoga Association Reunion—October 7-9, 2015, Norfolk, Virginia

TOURS

OPTIONAL EARLY BIRD TOUR: October 7, 2015: Colonial Williamsburg & Jamestown: \$61.00 x _____ (# of people) = \$ _____

OPTIONAL EVENING EVENT: October 7, 2015: Spirit of Norfolk Dinner Cruise: \$71.00 x _____ (# of people) = \$ _____

Thursday, October 8, 2015: Welcome to Norfolk: \$57.00 x _____ (# of people) = \$ _____

Friday, October 9, 2015: The Military Tour: \$67.00 x _____ (# of people) = \$ _____

TOTAL AMOUNT ENCLOSED: \$ _____

NAME (S): _____

PHONE NUMBER: _____

EMAIL (*Required for registration confirmation): _____

SPECIAL NEEDS OR DIETARY RESTRICTIONS?

Payment Method

Check # and amount _____ **Please charge to my credit card: MasterCard** _____ **or Visa** _____

Amount to be charged: _____ **Name on Card:** _____

Card Number: _____ **Expiration Date:** _____ **3 Digit CVC Code:** _____

Billing Address: _____

Signature of Card Holder: _____

A Few Minutes with Vice Admiral Joe Mobley (CO USS Saratoga-1991-1992) (Part 2)

On August 11, 2014, I was honored to spend almost an hour on the phone with former CO of the Saratoga, retired Vice Admiral Joe Mobley. What follows are portions of that interview.

If you would like to hear the interview in it's entirety, you can download it from:
<https://www.dropbox.com/s/115me4vryao3d/Admiral%20Mobley%20Interview.mp3?dl=0>

Note: There are some differences between the transcribed interview and the audio, as Admiral Mobley was kind enough to go over the transcript and fix some mistakes and clear up some issues that weren't clear from the audio version. I thank him very much for his time. Additional info will be in italics.

KEY: **BL:** [Bill Lack](#) **JM:** [VAdmiral Joe Mobley](#)

Time as Commanding Officer of the Saratoga and wrap-up

BL: I found two different dates for when you assumed command of the Sara, one is in January 1990, the other is in April 1990.

JM: April. I was there for one year, April of '90 to April of '91.

BL: So, were you there for the workups for the cruise?

JM: No, I got there for the tail end of workups. Actually, we still had ORE to do. I relieved a fellow named Jim Matheny. And we still had to complete work ups, weapons on load. And deployed in August.

BL: I assume you knew when you deployed that you were going to the Persian Gulf?

JM: Yeah, we were scheduled to deploy about a week later and were supposed to go to the Med. But we knew that Iraq had invaded Kuwait, maybe we left on time, I can't remember exactly. But I think we left a few days early. It was a bit early. And we rushed across the Atlantic, we didn't fly. We picked up the air wing in hijaca (*in a hurry*). The Engineer did a great job, the old ship was going over 30 knots across the Atlantic, burning a lot of fuel. We needed gas by the time we got to Gibraltar. Got that, steamed right on through the Mediterranean and through the Canal and down and relieved, I think it was, the Eisenhower.

BL: I read it was August 22nd when you went through the Suez and into the Red Sea. Did you operate out of the Red Sea or did you go around the Persian?

JM: We operated out of the Red Sea. The Battle Group Commander, Nick Gee, treated us great. He felt so bad about our early deployment and the fact that we were in the Red Sea, instead of the Mediterranean that he arranged for us to go back through the Canal sometime in December, did a couple of exercises, a couple of port visits. Lost a...had a ferry sink in Haifa, lost 22 guys.

Then we came back in, picked the ball back up, and in the Red Sea, and that's where we fought the war from the Red Sea.

BL: When Sara did her Westpac in '72-'73, when she went to Vietnam, she went around the horn, rather than through the Suez, do you think that was because of the climate in the Mideast at the time?

A Few Minutes with Vice Admiral Joe Mobley (CO USS Saratoga-1991-1992) (Part 2)

JM: Yeah, I don't think anyone had gone through the Suez at that time. That was definitely the problem. Carriers didn't like going through. As I recall, the first aircraft carrier that went through the Suez went through sometime around '78 or something like that. It was fairly late. It was definitely the (*political*) climate and you're kinda "hangin' it all out". If something would happen and the Canal would close ahead of you, which would be very easy to do, that'd be tough, you can't turn around. You'd have to back all the way down.

(Note from BL: I looked this up, it appears that the USS Intrepid (CV-11) had traveled the Suez shortly before the "Six Day War" in '67, but the USS America (CV-66) was the next to do it in '81)

BL: You mentioned the terrible night of December 22, 1990 in Haifa.

JM: Yes.

BL: The ferry capsized with, what I read here, you can correct anything I have wrong, reports I read said there were 102 men on board and we lost 23 shipmates. That has to have been one of the worst days of your life.

JM: Ummm, that was probably one of the worst days of my life. It was a pretty tough thing. I remember I was ashore, I was going to spend the night ashore. I had a room and had just happened to get back from dinner and was looking out the window and saw all these lights flashing in the area down by fleet landing. I thought that's really strange, what's going on? Then the phone rang about a second later and told me that the ferry had capsized and there were a bunch of people in the water. I knew at that point that we were going to lose some people. I was hoping it would be less, but I was pretty sure that we'd lose some people and I went right down to fleet landing and back out to the boat. That was a bad time. That was a tough time.

BL: Was there ever a final determination as to what happened?

JM: Yeah, there was a pretty good JAG investigation done. The young man, it (*the ferry*) was run by two people, it was a big ferry and the captain, who was about 60 years old, and he had a young deck hand. And he decided, the younger fellow, in his 20's, decided not to pump bilges on that last run. It was a fairly rough night. It took on a little bit of water, then a little bit more, then a little bit more and the bilges were already kind of full and it finally just settled and sank. Turned over and sank. (*Additional info from Admiral Mobley: I'm not sure about the "turned over" part. It probably just settled into the seaway.*) That's what happened.

BL: It had to have been a horrible, horrible Christmas onboard the Sara.

JM: Yes, yeah. I can't even think about how guys coming from liberty, it was really close to

Christmas time, the 22nd or 23rd, as I recall. Ahhh man, ugh, that was a terrible, terrible time.

BL: And you knew that you still had a long dangerous mission in front of you. Did you do anything, as hard as it must have been, to make sure the crew was looking ahead? To the job that you HAD to do?

JM: Well, yes, we didn't know that the war would start up, I was pretty sure that it would, that we'd have to do something as soon as we got all of our forces over there. My biggest concern was about morale. How the troops were going to bear up under this. It was a big shock for everybody. It wasn't just me. I think in every division, that everybody knew someone that didn't come back from liberty that night. And my biggest concern was morale, it happened right around Christmas time. My wife and I, the Ombudsman, a bunch of other people that happened to be in Haifa at the time, came out to the ship, served chow on Christmas Day and tried to make everybody feel like it was home.

A Few Minutes with Vice Admiral Joe Mobley (CO USS Saratoga-1991-1992) (Part 2)

But it was real dicey. (*Can't understand, something about wartime*)...we turned it into a positive, although it was still a very sad event. But as far as morale, I think it steeled us, made us a little tougher, ready to go to combat.

BL: As I'm sure you know the Saratoga Association reunion last year was back in Jacksonville and we were given the opportunity to take a tour out to Mayport and got to see the (Haifa) Memorial ...and between the Memorial and the Mirror in the Chief's Club, it's a very fitting tribute to these men that didn't make it back.

JM: Brad Senter was a big factor in getting that done. I know he had a lot of assistance from a lot of people. He's a good man. He's a very conscientious and hard working guy.

BL: So, moving on a little bit, on January 17th, Desert Storm begins. Can you tell us about that day?

JM: I didn't know it was going to happen that day, I found out very late. I got on the 1MC and told the crew that we were going to launch combat missions. We're going to do it...finally. We'd been doing Desert Shield all the time, practicing, and we finally decided to do Desert Storm. I didn't, General Schwarzkopf called the shots and he said this is the day we're going to do it and we did it.

It was a very emotional thing to see those airplanes. We started at night and we lost an F-18 that first night. We flew the big battle flag, which you probably have never seen. It was a big flag, HUGE flag that got tangled up with the radar, if the wind was not blowing just right. As the flag was flying, I got on the 1MC and the 5MC and told them (*everybody on the flight deck*) to look up, that the flag was flying for them.

BL: You mentioned losing Lt. Commander Speicher...

JM: Spike is what we called him.

BL: There's been a lot controversy and rumors and "stuff" over the years. He was declared KIA in April of '91, then changed to MIA in 2001 and then his remains were finally recovered in 2009. There have been a lot of rumors and stuff, but from what I've read, it seems like he perished that first night.

JM: It was really screwed up. The whole deal. We knew there was an explosion in the sky, Spike didn't come back, we finally figured out that had to be him. He had radioed the AWACS aircraft that was controlling everything, he radioed them that he had...that two MIG, two Iraqi aircraft had lifted off and he wanted to shoot them down. But they couldn't give him permission to do that because they didn't have the Iraqi aircraft. Well, they were a long, long way away. And it's likely that those aircraft came up and one of them shot him down. I would guess, I'm guessing at this. But we didn't know what happened to him. We knew where he was, we flew multiple, multiple, multiple missions trying to find the wreckage and we were within a mile or two. We knew where he went down.

Then the next day, Secretary of Defense announced that he was a KIA. I figured that he knew something that we didn't know. It turned out he didn't. It was just a miscommunication and he didn't know anything more than we did. I feel like I wish I had paid a little bit more attention, but it's one of those "fog of war" kind of concepts.

A Few Minutes with Vice Admiral Joe Mobley (CO USS Saratoga-1991-1992) (Part 2)

You would think with my experience as a POW that I would have been quite concerned about it, but I wasn't concerned enough. In all likelihood, Spike was dead in the aircraft, in the crash. But we don't know that for sure. I wish that we had put a little more effort into finding the wreckage and finding him and resolving the issue years ahead of time. In fact, I wish we'd have done it a couple days after the event took place, rather than years later.

BL: I also read that Saratoga based Navy Seals conducted the first wartime boarding of a merchant ship in the Red Sea.

JM: That could be. I didn't remember that it was first, but we did have a Seal Team onboard and they practiced "fast roping", that's dropping from the helo onto the deck, onto our deck numerous times. If somebody was resisting a boarding, we'd launch the Seal Team on the helo and they'd do a "fast rope" assault on them. When they realized they were going to be boarded anyway either by us, the US Navy, or we were going to do it with Seals, who were going to be armed, they decided it was time to cooperate. We had good boarding rates. There was a lot of that.

BL: You returned to Mayport on March 28th. What are your memories of coming back to Mayport that day?

JM: First thing I remember is it was a BIG day, a lot of people on the pier. But there was a guy standing out, I called them "Breakwater people". I don't know if you remember how coming in and out of Mayport how that long breakwater sticks WAY out?

There was a guy out there waving a HUGE American flag to say "Welcome Home" and that was the Homecoming for me. Then the pier and the families that were waiting anxiously for their loved ones to come back and the loved ones that didn't come back, that was heavily on my mind. I remember the big celebration.

I think I was told about a week later that there was no use hanging around, might as well go ahead and have a change of command. So, I was off.

BL: So, April the 18th, you were relieved as CO.

Final Questions:

BL: What was the high point for you?

JM: I don't know. The high point was probably one of two things, being released from Hanoi was a high point and coming home on the Saratoga from the combat cruise was a high point. Those two things were the high points of my time in the Navy.

BL: What was a personal low point? Was it during the POW time?

JM: I don't know, there were a lot of low points at that time, but one of the lowest points was the loss of the ferry in Haifa. That was definitely a low point. The other low points were just personal low points, being locked in solitary confinement, locked up in handcuffs and manacles. As far as magnitude though, that (*Haifa*) was probably the lowest (*emotional*) point in my career.

BL: What was your favorite liberty port?

JM: I had an awfully good time in Turkey. I liked the Turkish people and it seemed to be more of a "foreign port" than Naples or some of the other Mediterranean ports that you go in to. So, I would say Istanbul was probably my favorite port.

A Few Minutes with Vice Admiral Joe Mobley (CO USS Saratoga-1991-1992) (Part 2)

BL: What was the biggest/best change in the Navy from the beginning to the end of your career?

JM: It changed so many times, but probably the most significant change was being able to wear flight jackets off base, then NOT being able to wear flight jackets off base. Going back and forth, but the liberty uniform issues were probably the biggest thing. The general relaxation of coming and going from work, finally evolving now that they can come and go from work looking like human beings. But I'd say that's probably the biggest social issue that I saw in the Navy.

BL: When you were CO of the Sara were there females on board?

JM: No there were not. They were just starting to go into the fleet...and a friend of mine, who ended up being the last CO of Saratoga, Bill Kennedy, he and I unrepped a couple of times when I had the Kalamazoo and he had the Sylvania (*he had females aboard the Sylvania*). I could see the difference, when we would pull alongside, the ships that had woman on board, the way the crew responded. They did things that were crazy, they took chances (*when we refueled from ships with females aboard*). I was really concerned and watched carefully for any unsafe practices while we were alongside a ship that had women on it.

BL: I just always felt that it would create more problems than it solved.

JM: It did create problems, but with the demographics what they are, if we want the size of the military that we need, we have to do it. We have to find a way to make that work. But you're exactly right, it creates a lot of problems.

BL: To close on a high note, do you have a message for the Saratoga sailors as the old girl is getting ready to be pulled around and scrapped?

JM: Well, I was just talking to a Saratoga sailor this afternoon about that, he was really down in the dumps about the fact that we couldn't get the museum, how it didn't pan out and her place is going to be taken by the Kennedy. I knew as soon as the Kennedy was going to retire, that that was going to be an issue. That with the Kennedy family and the Kennedy name, that ship and the politics involved, I just knew, there's not enough room on the east coast for both ships. I knew the Kennedy was going to be displacing the Saratoga. That was a given.

You can't save every ship in the Navy. You just can't do it. You can't make a museum out of every ship in the Navy and I think we have to get over that. To put all of our effort into the fact that we were on an aircraft carrier, and the Kennedy's an example of that, but don't be disheartened by the fact that Saratoga didn't make it. We tried, and we tried very hard, and we didn't make it, so lets just buckle down and get on with the program.

BL: As long as there's a Saratoga sailor around, she'll still exist.

JM: I agree. Maybe there'll be another one, who knows?

Thanks!!

Thank you to the following people that helped with this issue of the Saratoga Association newsletter. I sincerely appreciate each person's contribution.

T.C. Chastain, Jerry Ferrara, Linda Lack, John Lipscomb, Ed McCready, and especially, Vice Admiral (ret.) Joe Mobley.

USS Saratoga Ship Store

Item #	Description	Price
001	Belt Buckle - US Navy Belt Buckle (Pewter & Enamel 3 1/8" x 2 1/2") "Made in the USA"	\$12.00
180	9" Frisbee	\$5.00
190	Shot Glass	\$3.50
200	Men's or Women's USS Saratoga Watch (Call before ordering)	\$39.95

Stickers

Item #	Description	Price
210	USS Saratoga Combat Vietnam Vet Sticker	\$7.00
211	Proud SeaBee 5.5" Sticker	\$9.00
212	SeaBee Sticker	\$6.00
213	USN Shellback King	\$6.00

Books

Item #	Description	Price
010	Cruise Book	\$125.00 - \$175.00
011	Med Cruise Book 1984	\$175.00
012	THE NAVY - United States Navy - Naval Historical Foundation - Very Large Collectors Hardback Book.	\$100.00
013	Navy Days by Eddie Jon Spear	\$15.00

Caps

Item #	Description	Price
020	Extreme Embroidery Ship on Bill of hat CVA60 or CV60 on back	\$18.00
021	Extreme Embroidery "We Own The Seas" CVA60 or CV60	\$18.00
022	Extreme Embroidery "We Own The Seas" CVA60 or CV60 Washed Out Look	\$18.00
023	Gamecock Embroidered on front CV3, CV60, CVA 60 Made in USA	\$18.00
024	Mesh with Silhouette of ship on front CV3, CV60, CVA 60 Made in USA	\$18.00
025	Marine Red, Silhouette of ship & USMC embroidered on front	\$18.00
026	Silhouette of ship on front CV3, CV60, CVA 60 Made in USA	\$18.00
027	Specify which cap you want on the Order Form:	\$18.00

USS Saratoga Ship Store

028	U.S.S. Saratoga: Lady and Youth	\$15.00
029	USS Saratoga Association Logo Hat	\$18.00

Coffee Mugs

Item #	Description	Price
100	Coffee Mugs	\$7.00
101	Port Hole Beer Mugs lined in 22K gold.	\$25.00

Coin

Item #	Description	Price
030	Challenge Coin Saratoga 2"	\$10.00

DVD

Item #	Description	Price
040	USS Saratoga Decommissioning DVD Limited Quantities	\$10.00

Flashlights

Item #	Description	Price
050	Led Flashlight Keyring	\$4.00

Jackets

Item #	Description	Price
060	Windbreaker CV3, CVA60, CV60 Silhouette of Ship Left Chest Limited Quantities	\$42.00
061	Marine - Red M - XXL Limited Quantities	\$42.00

Knife

Item #	Description	Price
070	Cambridge 5-Function Pocket Knife	\$5.00

License Plates

Item #	Description	Price
080	License Plate - Metal	\$10.00
081	License Plate Frames	\$13.00
082	Motorcycle License Plate	\$5.00

USS Saratoga Ship Store

Mouse Pads		
Item #	Description	Price
090	Mouse Pads USS Saratoga	\$8.00

Patches		
Item #	Description	Price
110	6th Fleet	\$8.00
111	Crows for 3rd Class through 1st Class Petty Officers	\$9.00
112	CVA 60 Crest	\$10.00
113	CVA/CV-60 Gone But Not Forgotten 5"	\$8.00
114	Original Reproduced CVA-60 Ship's Patch 5"	\$10.00
115	Rocker USS Saratoga 3.5"	\$5.00
116	US Flag 2" x 3"	\$5.00
117	US Flag 2" x 3" (Waving)	\$5.00
118	USS Saratoga Association CV3, CVA 60/CV60	\$8.00
119	USS Saratoga with Gamecock 9"	\$10.00

Pens		
Item #	Description	Price
120	Ballpoint Pen (3 for \$10.00)	\$4.00
121	Clarion Flightlight Pen and Stylus (3 for \$10.00)	\$4.00

Pins		
Item #	Description	Price
140	Ball Cap Pins	\$8.00
141	Hat Pin - 3rd Class through 1st Class Chevrons Large Shiny Silver Metal	\$9.00
142	Lapel Pins	\$5.00 - \$7.00
143	Ships Silhouette - CV60, CVA-60, US Navy Logo, US Marine Logo, US Flag	\$5.00
144	Text Only USS Saratoga, Ships Crest - CV3, CV60, CVA 60	\$5.00
145	USS Saratoga Logo Medallion, or USS Saratoga Gamecock	\$5.00
146	USS Saratoga with Ribbon	\$5.00
147	SEABEE Pin	\$5.00
148	Plank Owner Pin	\$5.00

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Shirts		
Item #	Description	Price
150	Denim Light Blue faded or stone washed light blue work - Long Sleeve	\$36.00
151	Denim Light Blue faded or stone washed light blue work - Short Sleeve - CVA/CV60	\$36.00
152	Denim Long Sleeve	\$36.00
153	Denim Short Sleeve	\$36.00
154	Dress Shirts	\$35.00
155	Gildan Ultra Cotton Lt. Wt. Sweatshirt/Long Sleeve Tee's	\$24.00
156	Freedom Polo Shirt	\$36.00
157	Freedom T Shirt	\$27.00
158	Freedom T Shirt - Youth sizes	\$21.00
159	Red T-Shirt - USS Saratoga Marine Detachment	\$27.00
160	Lady's Freedom Pique Polo	\$35.00
161	Red Marine Detachment Men's Freedom Pique Polo	\$36.00
162	Polo – Men's White, Navy or Gray USS Saratoga	\$36.00
163	Polo - LIMITED TIME AKWA	\$28.00
164	Sweat Shirts - Heavy Duty	\$35.00
165	Sweat Shirt - Hoodie	\$35.00
166	Sweat Shirts - Light Weight Gildan Heavy Cotton	\$34.00
167	Sweat Shirts - Crewneck	\$26.00
168	T-Shirts Gamecock	\$22.00 - \$28.00
169	T-Shirts - Long Sleeve Angle Deck Carrier	\$28.00
170	T-Shirts Short Sleeve Angle Deck Carrier	\$26.00
171	USS Saratoga Association Logo T-Shirt	\$22.00
172	Denim Long Sleeve USS Saratoga Association Logo	\$35.00
173	USMC Logo T-Shirt	\$22.00

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Photographs (Call Before Ordering)

Item #	Description	Price
130-001	1963 Med Cruise Photo (B/W Only)	\$5.00 - \$8.00
130-002	At Sea (B/W Only)	\$5.00
130-003	Bow	\$5.00 - \$10.00
130-004	CV3 off Diamond Head (B/W Only)	\$5.00 - \$8.00
130-005	CV3 Underway (B/W Only)	\$5.00 - \$8.00
130-006	CV60 Underway (B/W Only)	\$5.00 - \$8.00
130-007	CVA60 (B/W Only)	\$5.00 - \$10.00
130-008	Diego Garcia	\$5.00 - \$10.00
130-009	Dropping Anchor (B/W Only)	\$5.00 - \$8.00
130-010	New York Hudson River (B/W Only)	\$5.00 - \$8.00
130-011	New York (B/W Only)	\$5.00 - \$8.00
130-012	Sara and Statue of Liberty (B/W Only)	\$5.00 - \$8.00
130-013	Sara 1957 (B/W Only)	\$5.00 - \$8.00
130-014	Mayport 1964 (B/W Only)	\$5.00 - \$8.00
130-015	Steaming (B/W Only)	\$5.00 - \$8.00
130-016	Underway 1964 (B/W Only)	\$5.00 - \$8.00
130-017	Underway Med	\$5.00 - \$10.00
130-018	Underway (B/W Only)	\$5.00 - \$8.00
130-019	Whitewater December 1977 (B/W Only) (Out of stock)	\$5.00 - \$8.00
130-020	USS Saratoga Flyover	\$5.00 - \$10.00
130-021	USS Saratoga Flyover	\$5.00 - \$10.00
130-023	CV3	\$5.00 - \$10.00

Closeout Items

Item #	Description	Price
102	Travel Mugs Wood grain with handle CV3/CVA60/CV60 (Close out special)	\$5.00
502	Outer Banks Nylon Golf Vest (Call for Colors/Sizes)	\$15.00
503	CV3 Ship's Crest Key Ring	\$5.00
504	Kamp Shirt (Call for Sizes)	\$20.00



**USS SARATOGA ASSOCIATION
SHIP'S STORE**

T.C. & Emma Chastain
304 Council Lane
Ringgold, GA 30736
Phone: 706-965-9826

ussaratogashipstore@yahoo.com



Date: _____

Please Print Legibly

Shipping Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Phone: _____

Your Time On The SARA

Came Aboard: _____ Departed: _____ Division: _____

Item Num	Quantity	Size	Item / Options <small>(Specify CV3, CVA60, CV60, etc.)</small>	Color	Price
				Subtotal:	
				Shipping:	
				Total:	

Shipping charges below do not include multiple cup orders or oversize items. You will need to call for a shipping quote.

\$1.00 - \$10.00 = \$5 | \$10.01 - \$30.00 = \$8.75 | \$30.01 - \$50.00 = \$10.85 | \$50.01 - \$100.00 = \$14.95