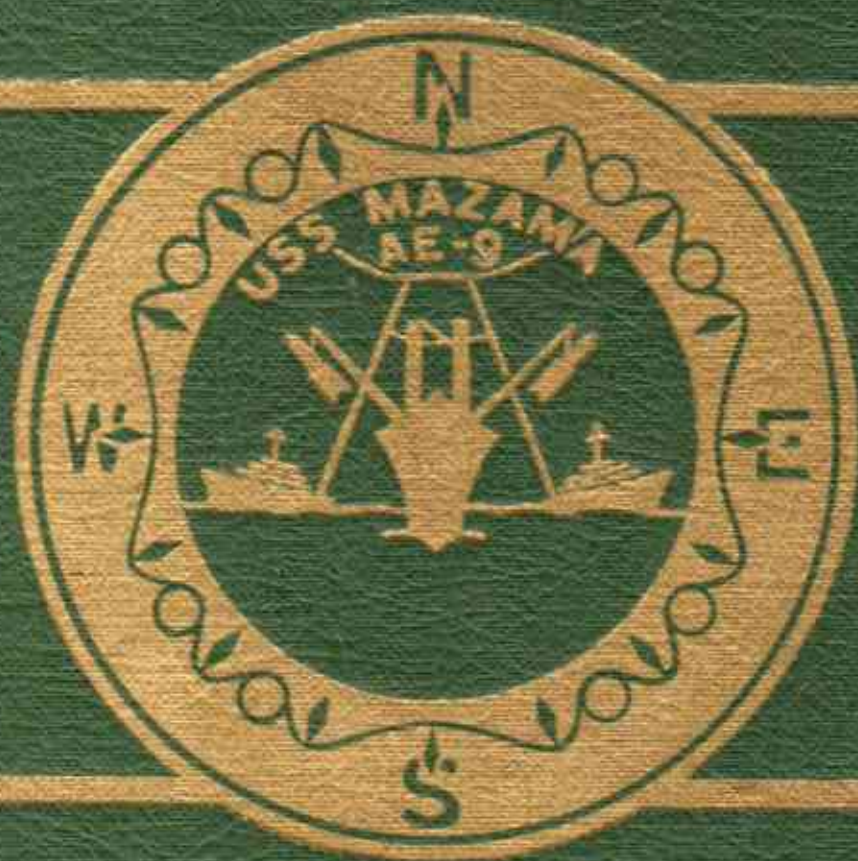
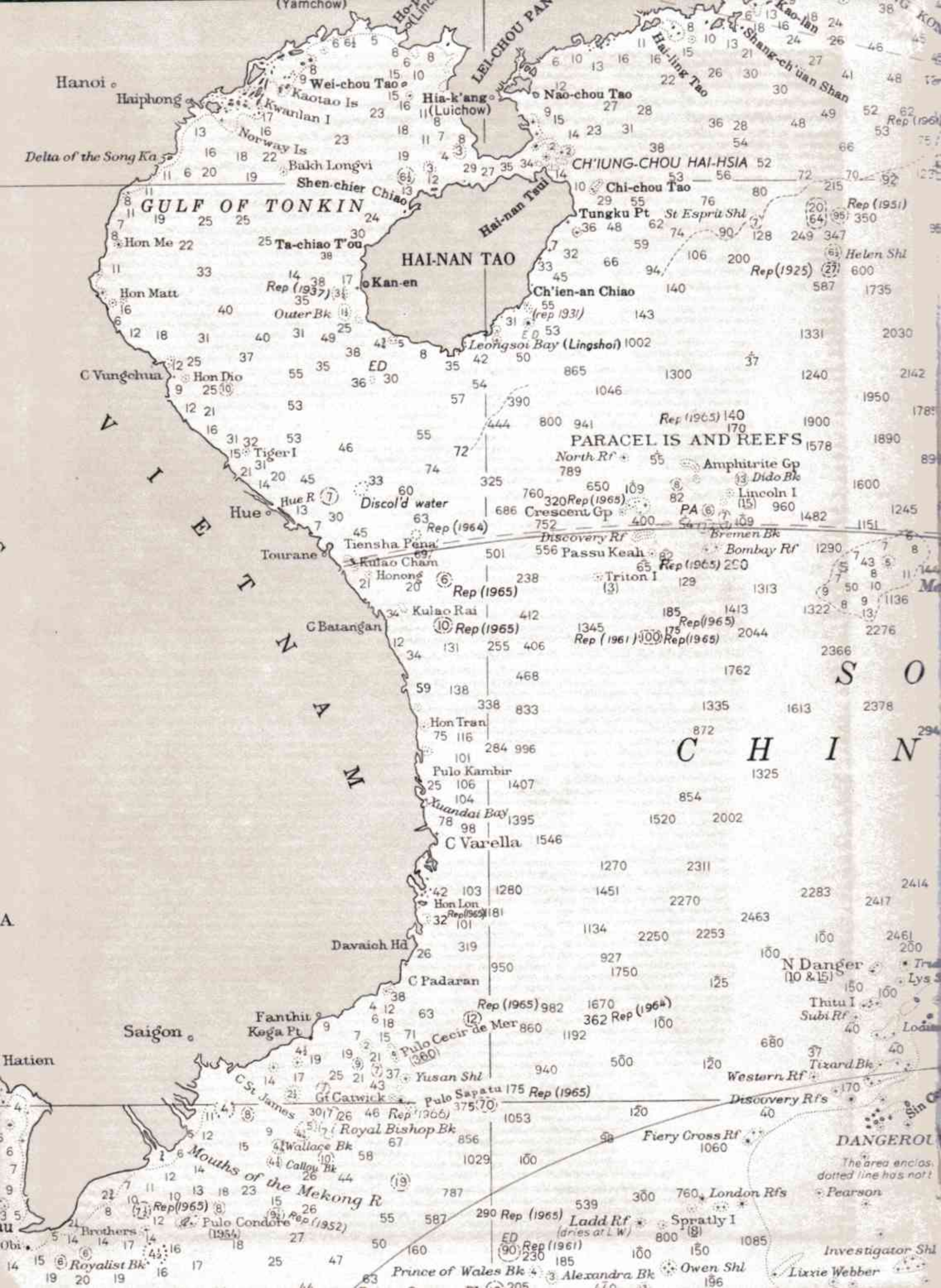


**WESTPAC
DEPLOYMENT
1966**







WESTPAC DEPLOYMENT

of USS MAZAMA (AE-9)

I. THE SHIP

Built by Tampa Shipbuilding Company at Tampa, Florida.

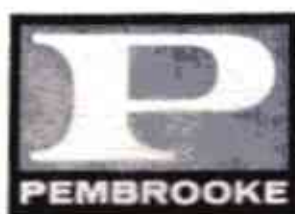
- A. MAZAMA is 459 feet long and 63 feet at the beam.
- B. Powered by two 3100 horsepower Nordberg Diesel engines.
- C. Hull is modified C-2 type merchant cargo ship, A Lassen Class Ammunition Ship.
- D. Full load displacement is 14,400 tons.
- E. Capable of maximum speed of 14.7 knots and capable of steaming 25,000 miles between fuelings.
- F. Armed with four 3-inch 50 gun mounts.
- G. Total personnel aboard - 16 officers and 187 enlisted.

II. REARMING

- A. Carriers - 41 times - including
 USS ENTERPRISE (CVA (N) 65)
 USS KITTY HAWK (CVA 63)
 USS HANCOCK (CVA 19)
 USS RANGER (CVA 61)
 USS CONSTELLATION (CVA 64)
 USS ORISKANY (CVA 34)
 USS F. D. ROOSEVELT (CVA 42)
 USS CORAL SEA (CVA 43)
- B. Others - 74, of which 49 were destroyers.
- C. 10,800 tons of ammunition transferred - 807 tons in one day in one 14 hour period.

III. ROUND THE WORLD - 17 Mar 66 to 20 Dec 66

- 17 MAR - Underway from Davisville.
- 24 MAR - Colon Bay
- 25 MAR - Transit Panama Canal and tied up NAVSTA Rodman, C.Z. on Pacific side.
- 26 MAR - Underway for Pearl Harbor.
- 11 APR - Arrived Pearl Harbor.
- 16 APR - Underway for Subic Bay, R.P.
- 5 MAY - Arrived Subic Bay, R.P.
- 10 MAY - Underway for operations.
- 28 JUN-5 JUL - Hong Kong, B.C.C.
- 8 & 9 SEP - Rescue operations with SS UNIVERSAL PRIDE (Lebanese cargo vessel).
- 3 NOV - Underway for Equator and Singapore.
- 7 NOV - 1730 Crossed Equator.
- 8-11 NOV - Singapore.
- 11 NOV - Underway for Suez Canal.
- 29-30 NOV - Transit Suez Canal.
- 2-3 DEC - Beirut.
- 3 DEC - Underway for Davisville.
- 20 DEC - Arrival Davisville, R.I.
- Away from Davisville total of 279 days - 200 days spent underway
79 days in port
- 72% underway
- Steamed 53,537 miles during deployment.



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ATLANTIC CRUISEBOOKS

A DIVISION OF PEMBROOKE COMPANY, INC.

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SHIP'S HISTORY



The USS MAZAMA was built by the Tampa Shipbuilding Company at Tampa, Florida. Her keel was laid on 14 April 1942 and she was launched on 15 August 1943. The ship was named after Mount Mazama, a former volcano, which is presently the site of Crater Lake, Oregon.

MAZAMA joined the fleet on 10 March 1944 when she was accepted by the Navy and placed in full commission at Tampa, Florida. After a shakedown in Chesapeake Bay, the ship made ready for sea at the Norfolk Naval Shipyard. Taking on her cargo of ammunition at Boston, the ship sailed on 6 May 1944 bound for the Pacific.

MAZAMA participated in the invasion of Saipan, sometimes referred to as the "Marianas Turkey Shoot", the invasion of Leyte Gulf, and was a part of the Logistics group which remained at sea off Japan during the signing of the surrender document, standing ready for any last-ditch Japanese opposition.

Of interest is the following event which happened on 12 January 1945. While anchored at the Fleet anchorage at Ulithi, a suspicious object was sighted some 2000 yards off the starboard quarter. It was shortly identified as a periscope. Before anything could be done, however, a torpedo struck the port side abreast of number one hold, which flooded rapidly. Seven men were blown overboard by the explosion, but were subsequently rescued. All the ship's pumps went to work immediately but could make no headway against the flooding, so the ship got underway for the central portion of anchorage to avoid a possible second attack, picking out a spot on Potangeras Island to beach if help did not arrive in time. Within a few

minutes a tug TATARRAY, the first of eleven to come to her assistance, was standing by. With their aid, the ship was lightened, flooding boundaries established, and ballast bumped over so that the ship stopped settling. With the flooding stopped the ship's crew concentrated on discharging serviceable ammunition. The following day repair parties began to caulk and plug open seams. After repair work was completed, MAZAMA was able to get underway for Saipan on 6 March.

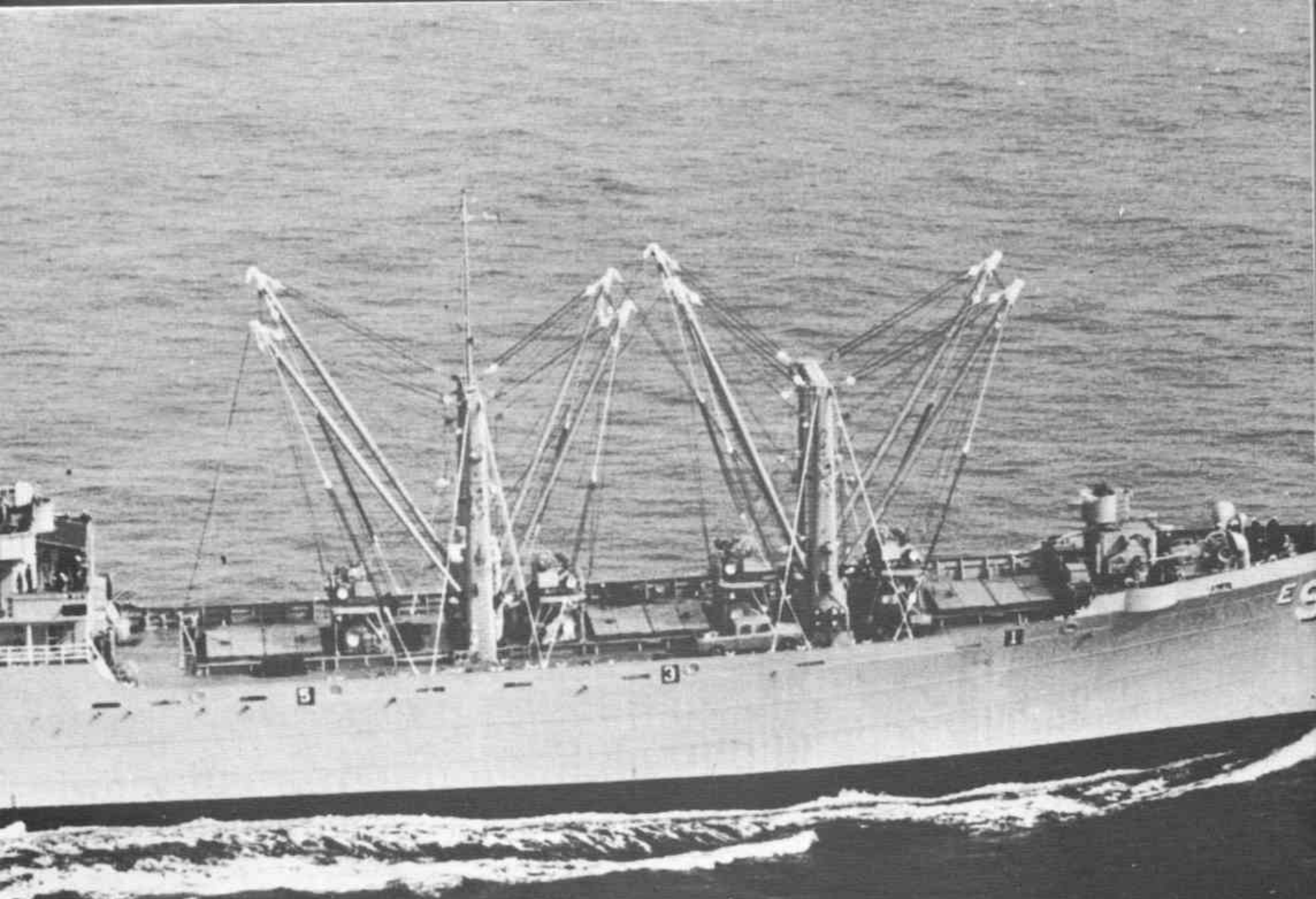
The USS MAZAMA earned two Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star-Capture and occupation of Saipan 21-23 June 1944
- 1 Star-THIRD Fleet operations against Japan - 15 August 1945

She also earned the Navy Occupations Service Medal, Asia, for the period from 2 to 10 September 1945.

The ship was placed out of commission in reserve as part of the Pacific Reserve Fleet at San Diego, California, under a directive of January 1947. She was recommissioned on 24 April 1952. She was deployed in the Mediterranean with the SIXTH Fleet and was part of the logistic force during the Suez Crisis. She was placed out of commission again in June 1957 at Orange, Texas.

MAZAMA was selected for reactivation on 31 July 1961 and arrived at Sun Shipbuilding Corp., Chester, Pa., 11 September 1961. After extensive overhaul and modernization, she was recommissioned again on 27 September 1961 at Philadelphia. Subsequent to shakedown training cruise to Guantanamo Bay, Cuba in February 1962, she has



joined the U.S. SECOND FLEET in the Atlantic as a regular member of the Service Force. She now makes her home in Mayport, Florida.

MAZAMA participated in the Cuban Quarantine of October and November 1962 carrying out support and ammunition resupply missions for the quarantine task force. In February 1963 she again deployed to the Caribbean for two months as part of Operation SPRINGBOARD.

Commencing in September 1963, three months of overhaul enabled MAZAMA to double her communications spaces, air condition the crew's quarters, provide maintenance for the engineering plant, and many other required jobs. January and February 1964 brought two weeks participation in Operation Springboard. After completing her tasks in the Caribbean MAZAMA started back to Mayport, Florida to begin preparations for deployment to the SIXTH Fleet in April.

In April 1964 MAZAMA deployed to the Mediterranean. On 13 May MAZAMA relieved the USS DIAMOND HEAD (AE-19) and began her duties as a member of the SIXTH Fleet. The first two months of MAZAMA'S tour in the SIXTH Fleet were busy months, as she participated in several NATO exercises and performed her duties in the underway replenishment group.

In early August the MAZAMA was near Sardinia in the central Mediterranean when she was directed to proceed to a point near the Island of Cyprus. There was a near state of war, as the Greeks and Turks on the island were fighting. For the next three weeks MAZAMA and the units of TG 60.2 stood by waiting to give assistance in case of total war on Cyprus. Late in August MAZAMA was relieved of her Cyprus Patrol station by

USS NITRO (AE-23).

Following the excitement of the Cyprus Patrol life settled down to routine again and MAZAMA completed her eight month cruise in the Mediterranean on 9 December 1964. MAZAMA arrived back in CONUS on 23 December 1964 at Mayport, Florida.

From early January until late March 1965 MAZAMA underwent a major overhaul of her two main diesel engines. This work was performed while in an upkeep and restricted availability status in Mayport, Florida. On 24 March Captain G.E. Lambert relieved Captain J.F. Schremp as Commanding Officer of the MAZAMA in Mayport, Florida.

While operating in the Norfolk, Virginia area in April 1965 MAZAMA was ordered to proceed to the Caribbean area to join Task Force 124 to patrol the waters in the vicinity of the Dominican Republic where a crisis was developing.

During the remainder of April and midway through May MAZAMA stayed in the Dominican Republic area. On 13 May MAZAMA was released and proceeded to Mayport, Florida, having earned the Armed Forces Exp. Medal.

MAZAMA participated in local operations in the Mayport area from June through mid-August 1965 when she sailed to Davisville, Rhode Island and her new home port.

The remainder of 1965 was spent loading ammunition and on local operations.

The month of January 1966 was spent in the Caribbean on Operation Springboard preparing for future operations in WESTPAC. On 17 March 1966, having to miss the St. Pat's Day parade in New York City, MAZAMA sailed for WESTPAC.

GLENN E. LAMBERT
CAPTAIN, U.S. NAVY
COMMANDING OFFICER



Capt. Glenn E. LAMBERT succeeded Capt. James F. Schremp as C.O. of the ammunition ship USS MAZAMA, on 24 March 1965.

Capt. LAMBERT was on the staff of Commander Fleet Air Norfolk as Readiness and Operations Officer prior to assuming his new assignment.

Son of Mr. and Mrs. George E. LAMBERT of Uriah, Alabama, he was commissioned in 1943 following graduation from the Naval Academy.

The new MAZAMA skipper participated in five major Pacific campaigns during WWII while serving aboard the light cruiser USS BILOXI.

Upon completion of flight training in August 1945, he received his wings and has been active in Naval aviation since then.

Capt. LAMBERT has served in four fleet aviation squadrons, one of which he commanded for a year. He also served on the staff of Commander Fleet Air West Coast, Commander Naval Air West Coast, Commander Air Force, Pacific Fleet, Commander Naval Air West Coast, Commander Naval Air Basic Training Command, and Commander Naval Air Test Center.

He has also served aboard the USS FORESTAL.

Capt. LAMBERT is a graduate of Naval War College.

He is married to the former Frances ROBINSON of Repton, Alabama. They have two children: Glenn, Jr. and Susan.

CHANGE OF COMMAND CEREMONY



ON JULY 8, 1966 CAPTAIN D. W. KILEY RELIEVED CAPTAIN G. E. LAMBERT AS COMMANDING OFFICER AT SUBIC BAY, REPUBLIC OF THE PHILIPPINES.



DONALD W. KILEY
CAPTAIN U.S. NAVY
COMMANDING OFFICER



Captain Donald Walter KILEY, U.S. Navy was born in Scranton, Pennsylvania on 29 October, 1925. He is the second child and only son of Mr. and Mrs. Walter J. Kiley of Falls Church, Virginia. He was selected for the Navy V-12 College Program and enlisted in the Naval Reserve as an Apprentice Seaman(V-12) on 22 May 1943. He was called to active duty and ordered to one of the first V-12 units, at Cornell University. After the first academic year he was transferred to Dartmouth College. After completing the prescribed two year V-12 curriculum he was commissioned an Ensign.

Captain Kiley's first assignment was aboard the USS TURNER as First Lieutenant and Damage Control Officer. He served in a Motor Torpedo Boat Squadron and also attended Deep Sea Diving School where he qualified as a Second Class Diver. After the USS MACOMB as Operations Officer, Captain Kiley served at Officer Candidate School, Newport,

R.I. as a Seamanship Instructor. He entered Post Graduate School in July 1952. Captain Kiley holds a B.S. degree in Ordnance Engineering and a Graduate Degree in Aeronautical Engineering. He is also a graduate of the Naval War College.

In August 1955 Captain Kiley assumed command of the USS RICE COUNTY which lead to a series of executive command billets; in Washington, D.C. as head of the Guided Missile Propulsion Section of the Bureau of Ordnance in 1959, then again from 1963 to 1965 as military head of Polaris Missile Engineering Section of the Bureau of Naval Weapons, and as head of the Plans and Program Branch in the Surface Missile Systems Project Office. Other duty stations include the USS MCGOWAN as Executive Officer and the USS WADLEIGH as Commanding Officer.

The present skipper of the USS MAZAMA is married to the former Harriet C. Rolland of Dunmore, Pa. They have five children: Kevin, Kathleen, Christopher, Mary Brigid, and Donald.



JOHN J. POWELL
LCDR U.S.N.

LCDR SWEENEY, the present Executive Officer, from Flushing, New York, graduated from St. Johns University, Brooklyn, New York in 1951. In March 1953 he entered the Navy via Officer Candidates School, Newport, Rhode Island and was commissioned ENSIGN, United States Naval Reserve. He has had the following assignments prior to reporting to MAZAMA in October 1966.

USS PILOT (AM-104) - First Lieutenant

USS NOTABLE (MSF-460) - Minesweeping Officer

USS CROSS (DE-448) - Gunnery Officer, Executive Officer

USS SHELTON (DD-790) - Operations Officer
NROTC University of Notre Dame - Associate Professor of Naval Science

USS GUARDIAN (AGR-1) - Executive Officer
Naval Schools Command, Newport, R.I. -
Interviewing and Classification Div. Head

LCDR SWEENEY is married to the former Theresa McKEEN of Jackson Heights, New York. The SWEENEYS' have six children: Susan Ellen, Brendan, Dennis, John Patrick, Austin, and James Kilian.

LCDR POWELL, the former Executive Officer, from Queens, Long Island, graduated from the Brooklyn Technical High School where he studied mechanics. In 1947 he entered the United States Merchant Marine Academy at Kings Point where, during his last two years, he went to sea as a Cadet-Midshipman. Upon graduation, he received a commission in the Maritime Service and a degree in Marine Engineering.

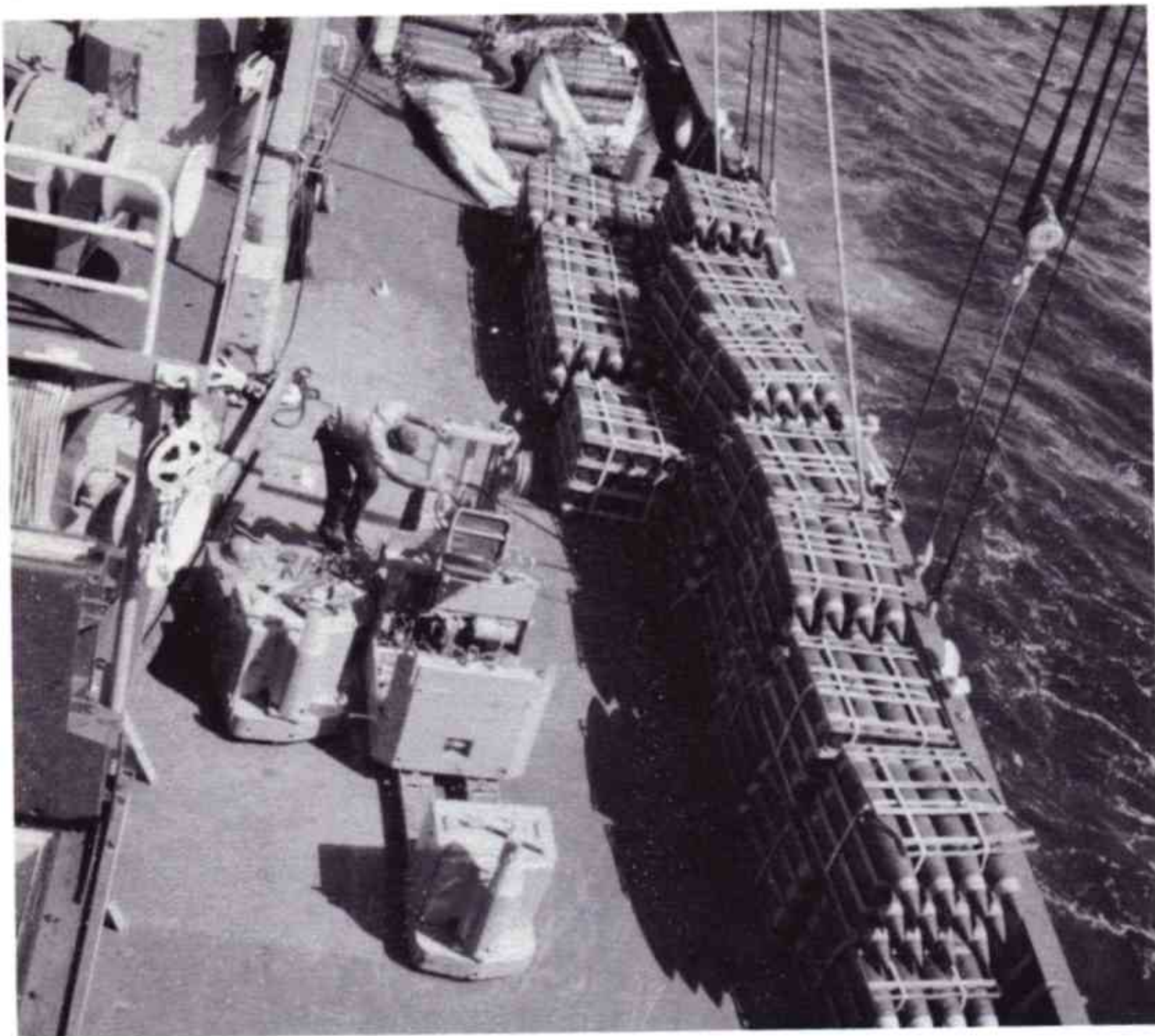
In December 1952 he entered the Navy. He went to Damage Control School and Amphibious Warfare School prior to receiving orders to the USS SEMINOLE. In July 1955, LCDR POWELL was sent to the Gunnery Officers Ordnance School for sixteen weeks. Upon completion of this course he was sent to the USS CONE as Gunnery Officer.

After his tour on the CONE, LCDR POWELL was sent to the U.S. Navy Postgraduate School at Monterey, California where he studied Ordnance Engineering, receiving a degree in chemistry upon graduation. He was then sent to the USS PONCHATOULA as Operations Officer and Navigator, after which LCDR POWELL was ordered to the Bureau of Naval Weapons in Washington. Here he served as head of the Supporting Research Branch of the Missile Propulsion Division, prior to reporting to the MAZAMA in November 1964.



JOHN F. SWEENEY
LCDR., U.S.N.

DECK DEPARTMENT



LT J. R. HECK
FIRST LIEUTENANT



BMCS H. C. APGAR
SHIPS BOATSWAIN

FIRST DIVISION



LTJG B. M. WENTWORTH
FIRST DIVISION OFFICER



ENS B. R. JARVIS
WEAPONS OFFICER

"Now go to your stations all the rearming detail."
"All forward stations manned and ready. All hands fall in."

"Standby to receive shot line. All topside personnel take cover."

"Get that wire hooked up. Send the net first. Request permission to send over the first load. Send it over!"

These are the words that everyone in first division has heard so often on this cruise that sometimes after a long day some of us can still hear them in our sleep. They are the words that proceed each and every rearming. To others it is no doubt confusing to see forty men doing seemingly meaningless tasks or to hear words such as those mentioned above. But from these little tasks and words there comes an undeniable result: readiness. The readiness and ability to perform that is brought about through the teamwork of over forty men. How else could we ever have rearmed well over one hundred ships or transferred tons of munitions and components in a single day?

Whether it's LURCH and SUPER SMED pushing a two thousand pound bomb or ten others loading a net, the key to 1st Division efficiency lies in teamwork.

Although the transfer of ammunition to warships is the job we are most concerned with, the Sun Downers – so called because of our late hours on deck, have other important functions. Before it can be transferred the ammunition must be brought up on deck. Break-out is a behind the scenes job, except for those directly involved, requiring long hours, hard work and sometimes little sleep.

Personnel, movies, stores and mail are a few of the items we have to be able to transfer and sometimes it seems like we transfer them only during "holiday routine."

Add to these duties the chore of an average 1st Division such as preventive maintenance, mooring, anchoring, and in general keeping things ship shape and you may well be able to realize just how busy 1st Division is. Don't get the idea that we're making ourselves out to be Supermen; we're just average sailors doing a difficult job the best way we know how.



BM2 K. E. WILLIS
LEADING PETTY OFFICER





first row:

BM3 DANIELS

BM3 FROST

BM3 MYERS

second row:

BMSN STARNES

SN ADAM

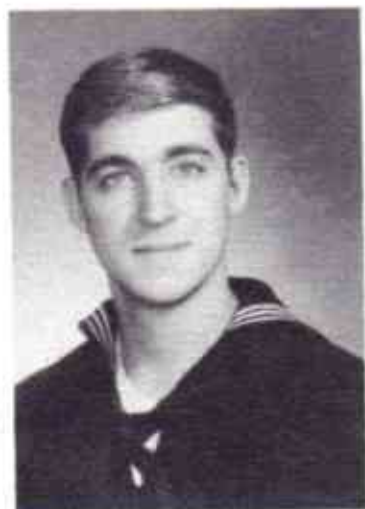
SN BRUNCK

below:

SN BARRY

SN BROWN

SN COMMENDER



first row:

SN HALVERSON

SN HAWKINS

SN HEFFELMAN

second row:

SN HOLBROOK

SN JOHNSON

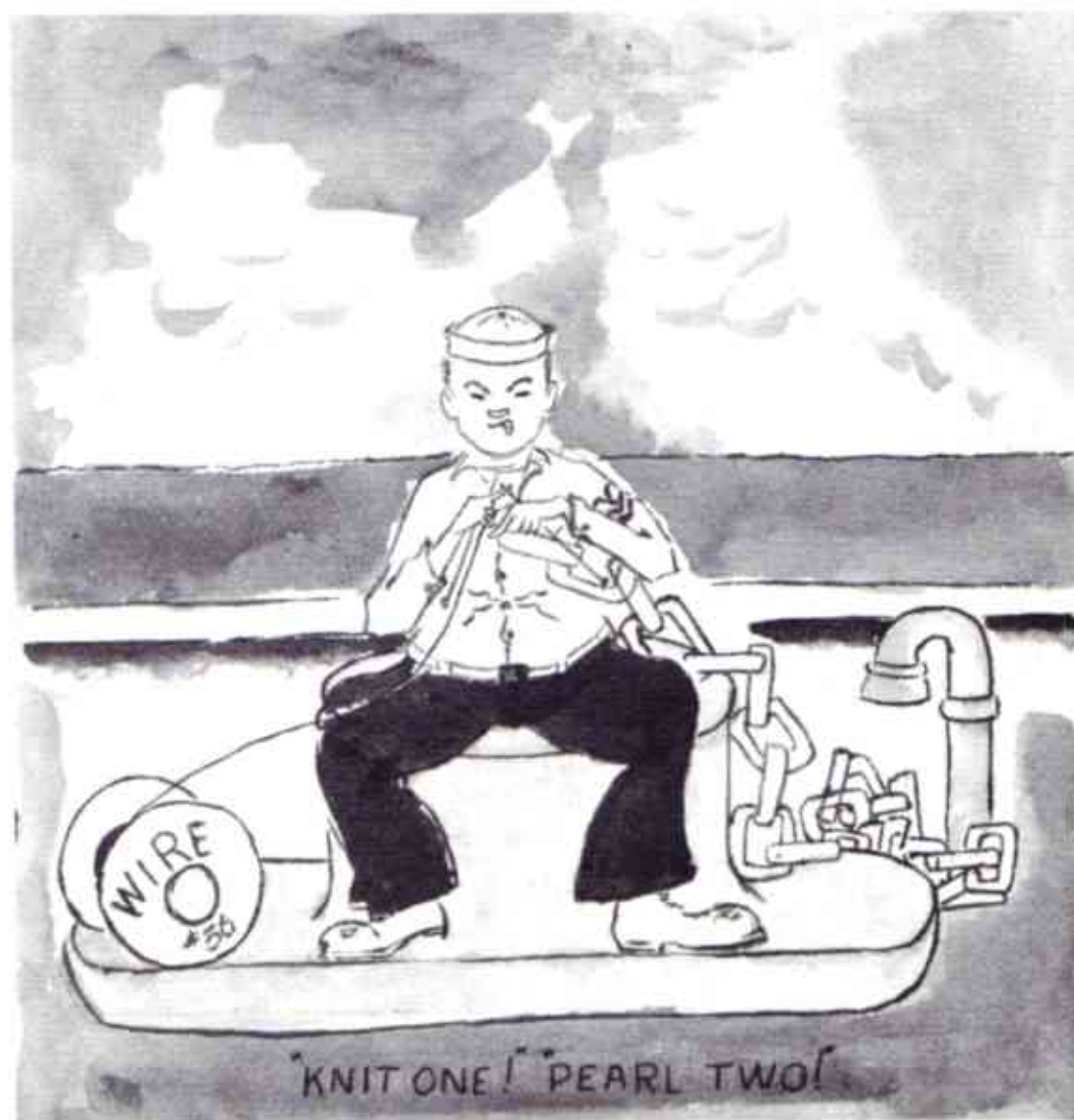
SN LOWRY

below:

SN LYONS

SN MORTON

SN PALMER





first row:

SN REITER

SN RUTHINOSKI

SN SMITH

second row:

SN STONE

SN WALSH

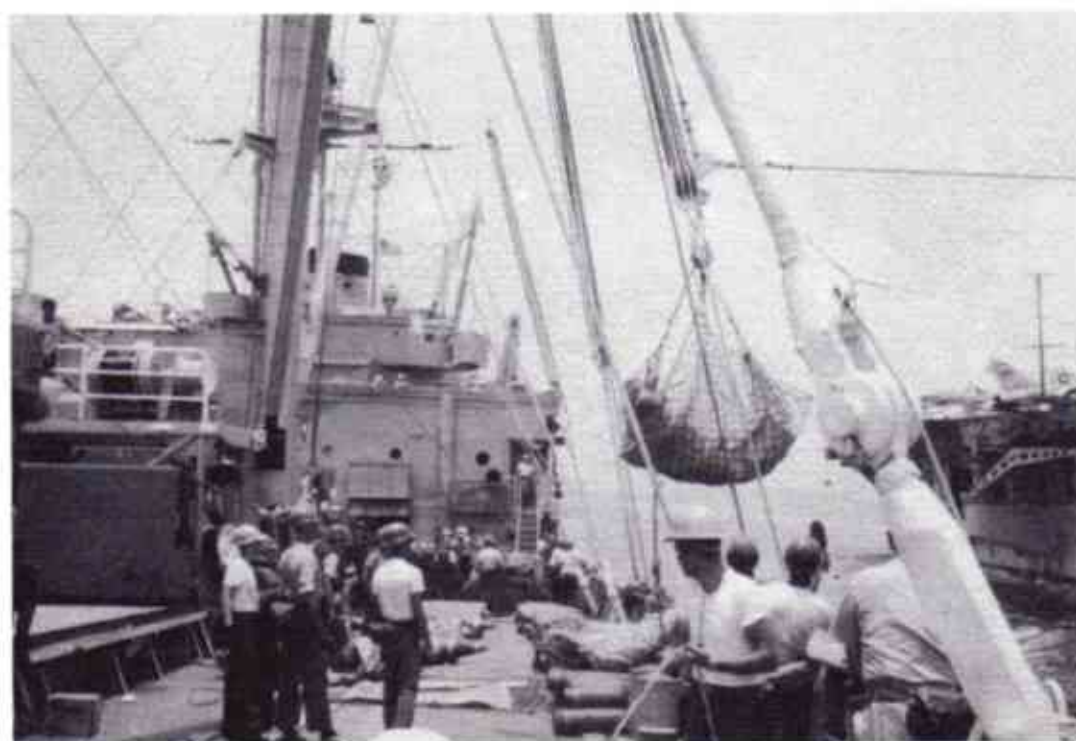
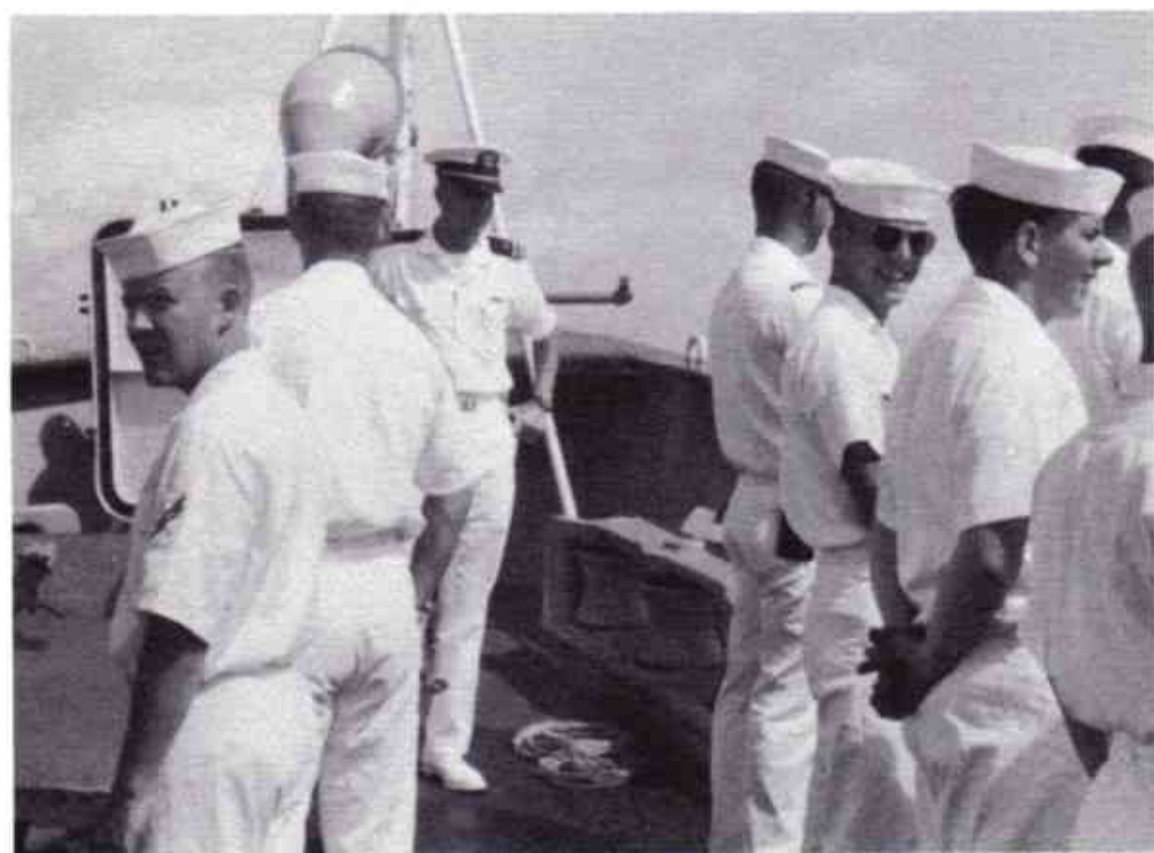
SN WILLIAMS

below:

SN WINN

SN COURTWRIGHT

SN STEWART



SECOND DIVISION



ENS J. D'ALESSANDRO
SECOND DIVISION OFFICER

To say this has been a cruise would hardly begin to disclose the mens' emotions regarding it. The simple fact is, it was a long cruise. One not soon to be forgotten.

The individual triumphs, the slumps, the endless break-

outs, rearmings and routines, the moans and groans will soon be forgotten for detail. The 100 plus ships that made our sides, the transfers and rigs completed when most didn't think another step was possible, the heat and the holds which drained all but critical reserves of energy - these also will be, for the majority, forgotten because we were successful. But what will be remembered by all, because of the omnipresent vitality and significance of the tasks we performed, is the opportunities these nine months confronted us with. The opportunity to serve, and appreciably aid, an all important defense of freedom; the opportunity to acquaint ourselves better with other peoples (times, even ourselves. . .) and ways of life; the opportunity to appreciate team efforts and the men working with you; the opportunity to make well with very limited resources (we did employ a few "jury-rigs" and improvisations); and this but a partial list.

No other division took as full advantage of these opportunities as did the men of second division. But the cruise was not all work and no play - we did have a "rest" period in Hong Kong (remember? . . .). Most "rested" from that opportunity after we'd left. And then we always had Olongapo, should the desire possess us, to vent our frustrations and anxieties from those extended operations on the line. Those San Miguels and "flowers" of the Orient were most sympathetic and soothing to our shredded nerves and fatigued minds.

So it was a long cruise, but also a prolific one. No pleasure cruise by any standards, but still one from which we all benefited, each in his own tangible or intangible respect, and one from which we will recall pleasures, or displeasures, for many years to come.

Now, and I'm sure I speak for 100% of the crew when I say that Davisville, the sub-freezing snow blizzards, and many (too long unseen) "round-eyes" will look pretty damn good!



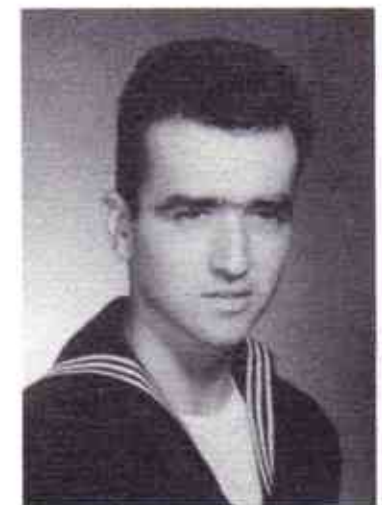
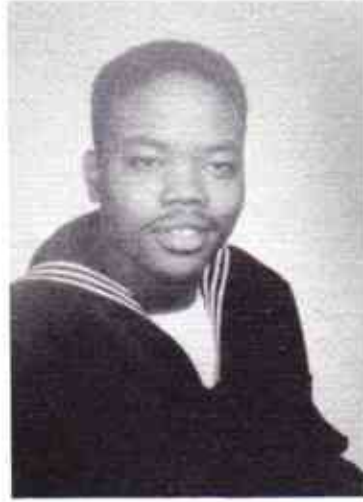
BM1 PIERCE



BM3 LAING



BM3 WHITAKER



first row:

SN GOHDE

SN GOTLEWSKI

SA HUNT

second row:

SN HARMON

SN LANKFORD

SN MASTERSON

SN PRINGLE

third row:

SN ROBBINS

SN WALTERS

SN ALLEN

SA OUTLAND

below:

SA VALENCIA

SA HARRIS



THIRD DIVISION



CWO W. N. HUGHES
ORDNANCE OFFICER



GMG1 McCLINTOCK

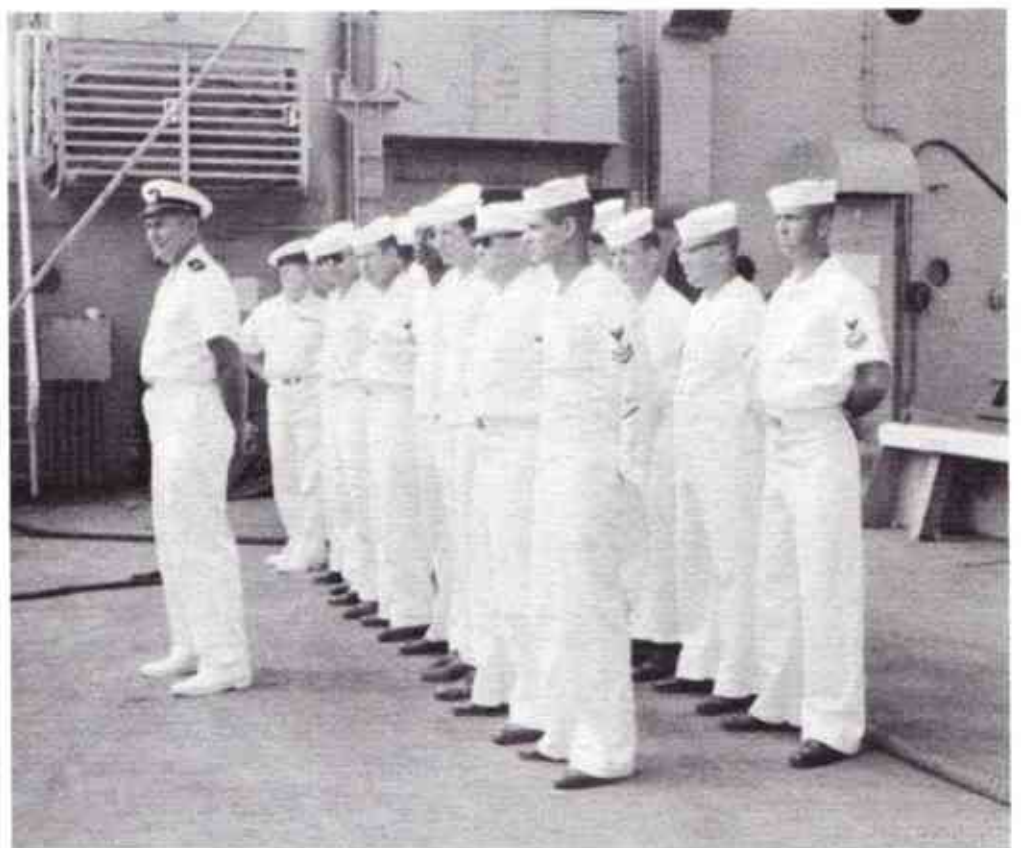


GMG1 NEWMAN

The Gunner's Mates function on board any ship is the maintenance and operation of the gun mounts, the training of gun crews and the safety of ammunition, operation of hedgehog mounts, depth charges, and rocket launchers. Fire Control Technicians do not fight fires but care for the gun directors and electrical equipment. On an AE GM's and FT's have this responsibility and more. When they don the red hard hat, they are a unique combination of carpenters, cargo handlers, fork truck operators and musclemen.

Nearly everyone aboard is somewhat familiar with our cargo and its delicate handling. Whether the men of third division were carrying fins in a working party or just trying to negotiate the main deck it was pretty difficult not to notice them. Each man in third division must know the amount and location of each different type of ammunition in his assigned hold and be able to break it out when the need arises. It takes versatile multiskilled men to do this difficult job well.

In port Subic their job had a different aspect. A constant battle against a language barrier took place while reloading. It seems like the only English understood was "Pisst-Smoke Break Joe", "No Joe, Impossible, too hard", or "Chow Joe?" "You give me coffee?" But despite this problem the loading was always completed on or before schedule.





first row:

GMG2 POST

GMG2 WARD

GMG3 ALLEN

GMG3 PARDEE

GMG3 THOMPSON

second row:

GMG3 NELSON

FTG3 DEVLIEGER

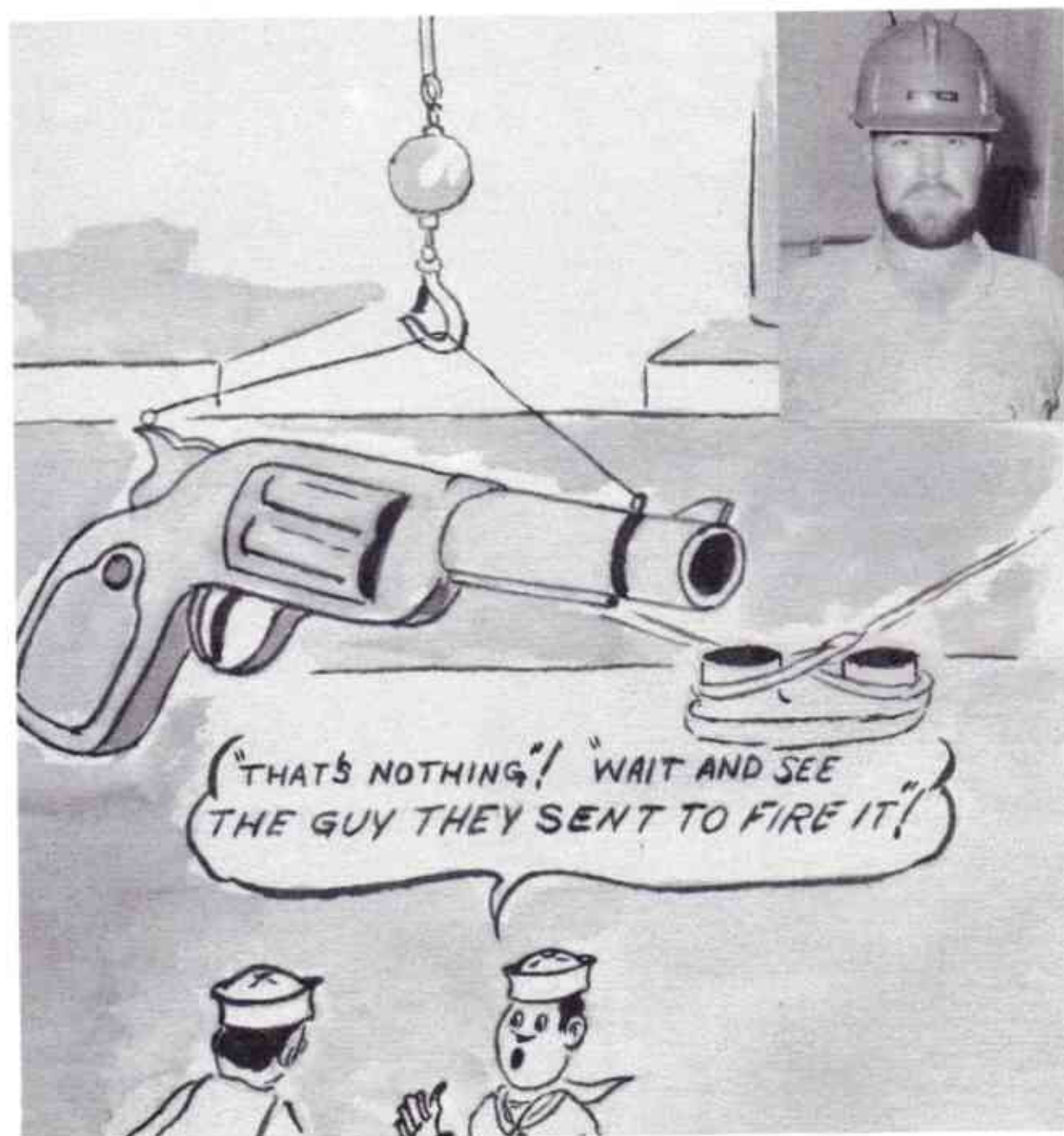
FTG3 MILLARD

SN NEFF

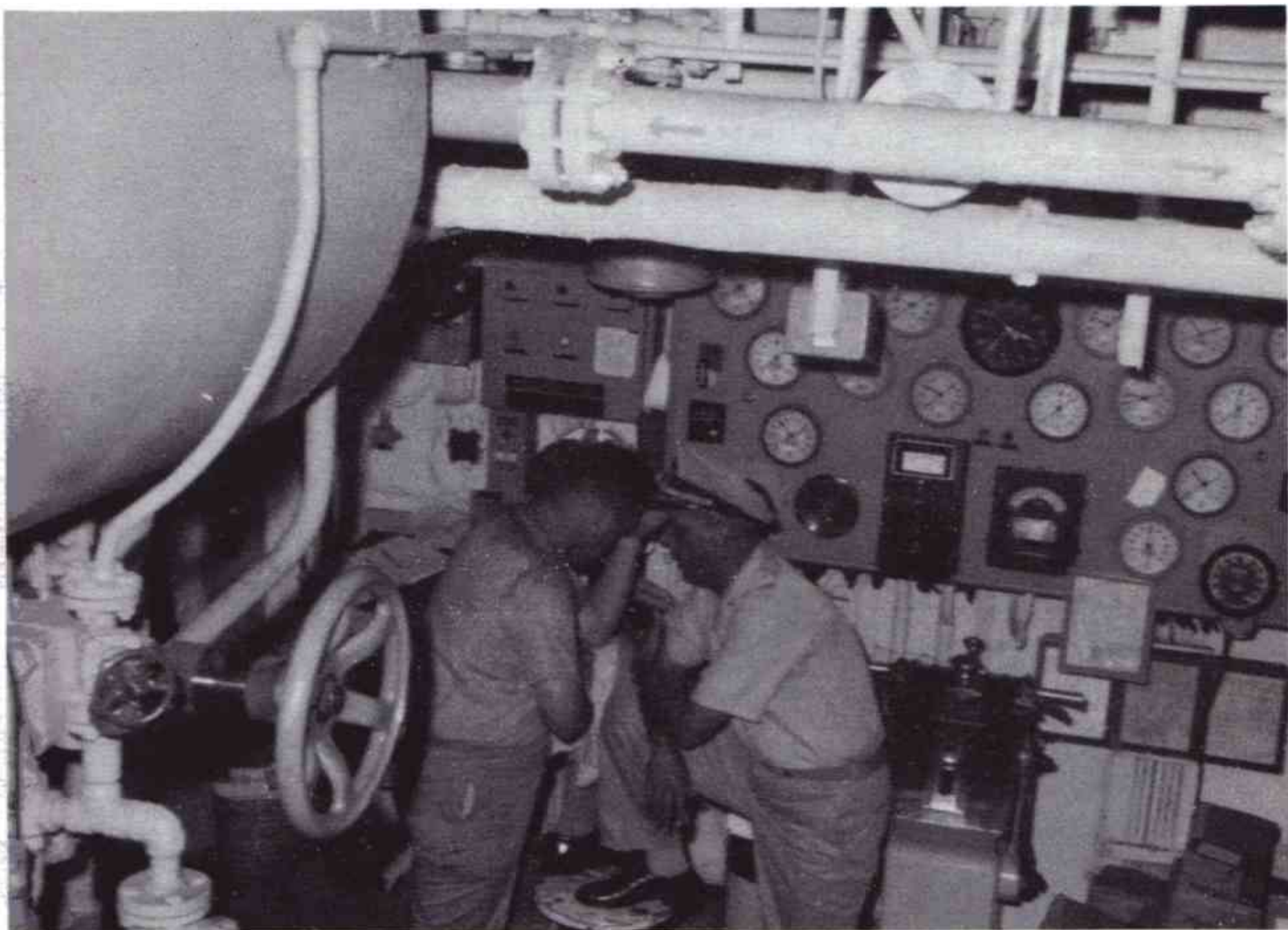
SN DAHLBY



WHERE'S MY GUN?



ENGINEERING DEPARTMENT



LT D. G. WILLETT
ENGINEERING OFFICER



LT D. D. CUNNINGHAM

M&A DIVISION



ENS E. J. KAUFMAN
MAIN PROPULSION ASSISTANT

The men of M & A Division are responsible for the Main Propulsion Plant, ship service generators, boilers, winches, reefer units, steering gear and the liberty boats. In conjunction with the electricians, they make the MAZAMA come alive.

"M" division had their work cut out for them during the deployment. With only short inport periods, they worked long hours and willingly shortened their liberty to assure that our main plant retained its high state of reliability. Our four GMC (Got Mechanic Comin') to one "bearing eaters" managed to chew through 532 bearings. "M" gang did a truly outstanding job in in keeping them on the line.

"A" division provided the steam to the gally and tried their best to keep the MAZAMA cool under the hot sun of Vietnam. They also tried to find a head for our U-boats that was crack resistant. Their biggest job was keeping the winches ready. It is satisfying to note that their engineering know how prevented our winches from failing during a rearming. Often repairs were made during the frantic pace of transferring bombs.

To the men of M & A Division - a well done. It is you that provided the MAZAMA with the impetus to move ahead. With others as dedicated as you, the MAZAMA has completed a successful and rewarding cruise.



ENC RICHARDSON



EN1 BECKER



EN1 GOODWIN



first row:

EN2 WHEELING

BT2 MIROVICH

EN2 RAYNARD

second row:

EN2 WILSON

EN2 HARTFORD

EN2 BALACY

below:

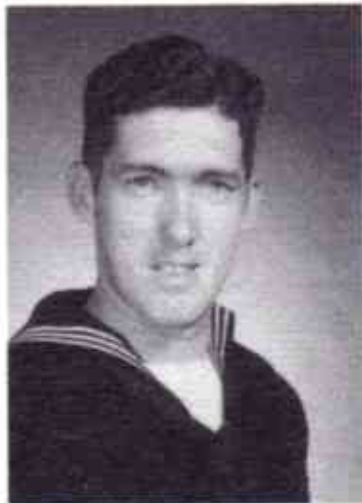
EN2 ADAMS

EN3 BECKER

EN3 FARIAS



MAIN CONTROL



pg20

first row:

EN3 FRITCH
EN3 GILLENY
EN3 MANNING
BT3 REED
EN3 REILLY

second row:

EN3 SAPP
EN3 STANLEY
BT3 WITHERS
MRFN HAMIL
ENFN RICHART
below:
FN RESECK
FN WERTH
FA FLETCHER



MRI POLANCICH



ENI NELSON

E&R DIVISION



LTJG P. J. STEWART
DAMAGE CONTROL ASSISTANT



SFC HENDERSON



ENS J. F. DULLNIG

E Division is composed of both electrician's mates and IC electricians. Electricians are responsible for the maintenance of the ship's main electrical system which includes ventilation, lighting, and the main power sources. IC electricians are responsible for the ship's gyro compass, alarm and warning devices, and all communication equipment used between different points of the ship. While in WESTPAC, MAZAMA, in addition to her other duties, functioned as a movie exchange while on station. IC electricians were responsible for this as well as showing movies aboard.

R Division is composed of shipfitters and damage controlmen who accomplish all items of repair, such as welding, carpentry, and plumbing. During our trip to WESTPAC, MAZAMA'S shipfitters remodeled the ship's store as well as making many other improvements for the welfare of the crew. Jobs were constantly arising which required the services of R Division. Another function of R Division, particularly damage controlman, was to maintain in a high degree of readiness the equipment necessary to combat casualties. Needless to say, this aspect was stressed due to the nature of the operations encountered.

E and R Division not only stood their own watches but also stood various watches ordinarily assigned to other rates. Even though the hours were long and the work hard, both divisions constantly acted as alert, conscientious, and highly professional group.



EMCS BROXON



SFC PARRIS



first row:

EM2 RENNER

EM3 COOLIDGE

IC3 EWING

second row:

EM3 KUCHAR

EM3 KUEBLER

EM3 MASTIC

below:

SFP3 MOONEY

EM1 COCKRELL

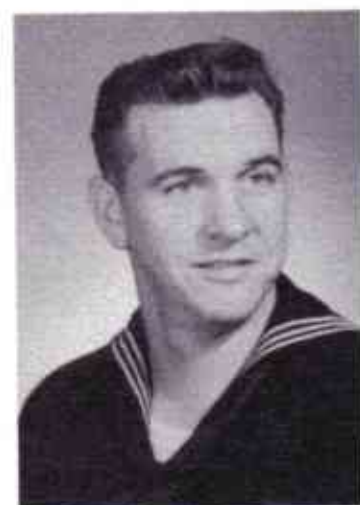
EM3 IRWIN



MORT'S SALTS



EDO?!



ASK MR. STEWART, HE KNOWS.

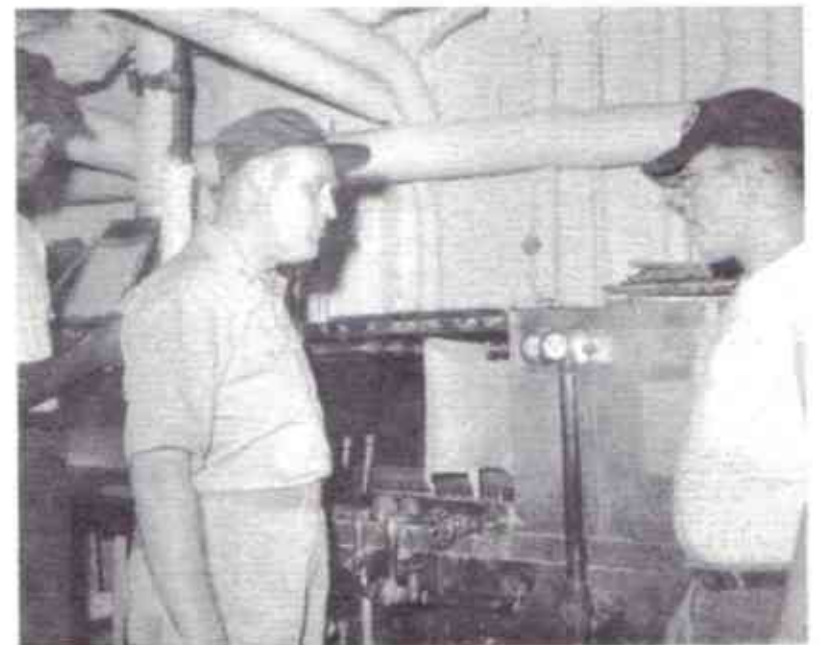




DCI DEROSE



first row:
 IC3 RUCKER
 EM3 SIMMERMEYER
 FN ALLARD
 second row:
 FN GLENNON
 FN KING
 FN MATHIS
 below:
 FN PETZSCHKE
 FN SCRIVENS
 FA BIAGINI



SAFETY FIRST, PETZSCHKE

SUPPLY DEPARTMENT



LT D. H. LAURENT
SUPPLY OFFICER



LTJG C. M. D'ELOIA
DISBURSING OFFICER

S DIVISION



ENS G. HESS
SUPPLY DIVISION OFFICER



SH1 MURRAY



CSC DeFRANCESCO

The Supply Department provides the ship with a great variety of services. At mealtime, it's the Commissarymen and Stewards who are the most noticeable members of "S" Division. At other times it may be the Ship's Store operator, or the ship's barber. The seldom-seen men of the laundry who provide the ship's company with clean linen and clothes and the men who work in "GSK" issuing general stores to the entire ship are all an integral part of the service system that is "S" Division.

Among those services provided during this around-the-world, nine-month deployment:

- (1) The storekeepers filled over 5,000 requests for material from their eight storerooms;
- (2) The Disbursing Officer payed out over \$320,000;
- (3) The ship's barber gave over 4,000 haircuts;
- (4) The ship's servicemen sold:
 - 13,000 cups of ice cream
 - 38,000 candy bars
 - 50,000 canned sodas
 - 75,000 five cent sodas from the vending machine
- (5) The commissarymen prepared:
 - 10,500 loaves of bread
 - 21,000 pounds of flour
 - 45,000 pounds of potatoes
 - 90,000 eggs
 - 110,000 cups of coffee

When the supply department personnel were not busy with the above, they were manning phones during the rearmings. In addition, supply department personnel augmented the watch bill by standing bridge breakout watches.

A long and hard and yet satisfying deployment to which all could point with pride!



CS1 TAYLOR



SD1 BELTRANO



first row:
DK2 SERRANO
SK2 ROTH
CS3 ENG
SK3 BERARD
second row:
SH3 BIRDWELL
CS3 CRAWFORD
SK3 CROSBY
SD3 DEL ROSARIO



NOW I AXE YA?



WHITE AS SNOW



FOREIGN NATIONAL



first row:

CS3 DINAPOLI

SH3 RENFROE

CS3 ROBIAS

SN ANDERSON

second row:

SN FLOWERS

SN GRIFFITHS

SN HEADER

TN NABAS



DAILY INSPECTION

WHERE'S STATION SIX



first row:

SN PACKARD

TN PALISOC

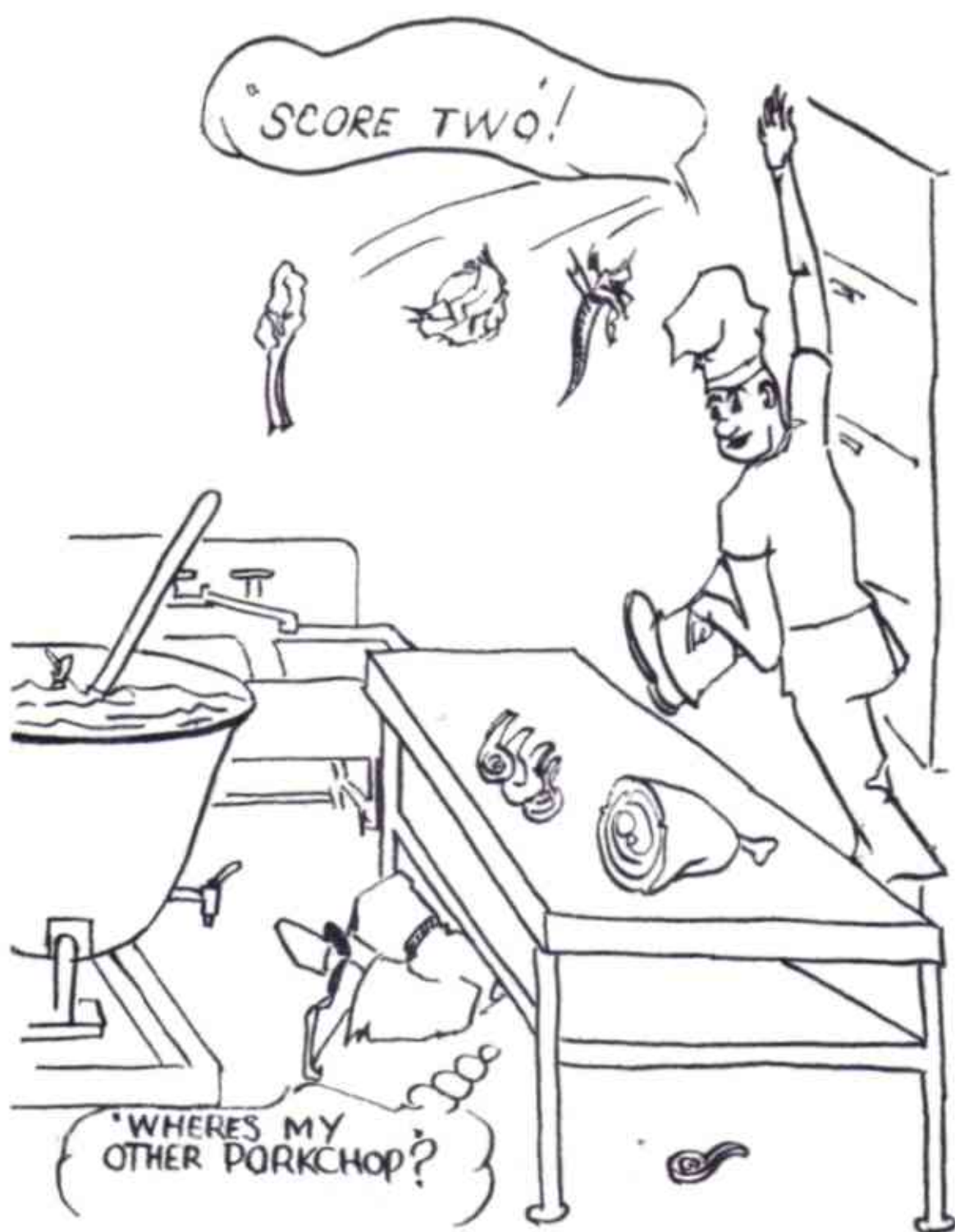
SN PITTS

second row:

TN PORTACIO

TN YAPO

SR CERVENAK



OPERATIONS DEPARTMENT



LT. B. L. HEWITT



LT. R. HINES

OPS DIVISION



LTJG R. F. SMALL
COMMUNICATIONS OFFICER

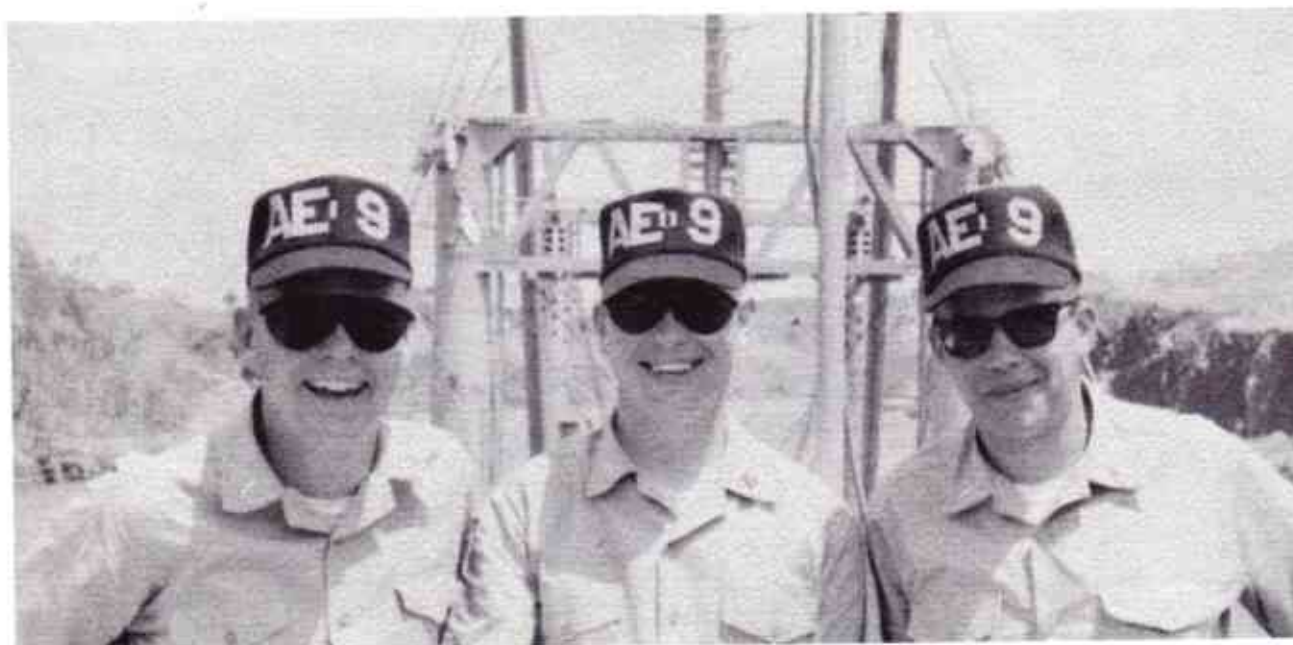


ENS R. P. FERGUSON
OPERATIONS DIVISION OFFICER

Operations Department, the pulse of the ship, has the answers to all your questions. Where, when and how will all the underway replenishments take place. The men of operations have learned a great deal during this WESTPAC cruise, benefiting themselves, as well as the Navy. It has been rough at times, and things have looked very bleak on several occasions but with the nine different ratings working as a team nothing has defeated the men of Ops.

Aboard any command the Operations Depart-

ment has a dual responsibility. To serve the command and to carry their functions out according to war-time requirements. A former CNO once said "The effectiveness of many changes taking place in ships, in equipment, and in weapons rests more and more heavily upon the capability and output of the Operations Department. The men who man, maintain, and give effect to the components of the Operations Department exert a preponderant influence upon the quality of the ship's total capability."



NAVIGATOR; OPS BOSS; COMMUNICATOR



SMC LEE



SIR?



first row:

ETN2 CARLSON

RD2 HATHAWAY

RM2 HINST

second row:

RM2 OERLINE

SM2 CARTER

ETN3 BALL

third row:

HM3 GASPARD

YN3 HAM

YN3 LEMOULIEC

ETN3 MALONE

below:

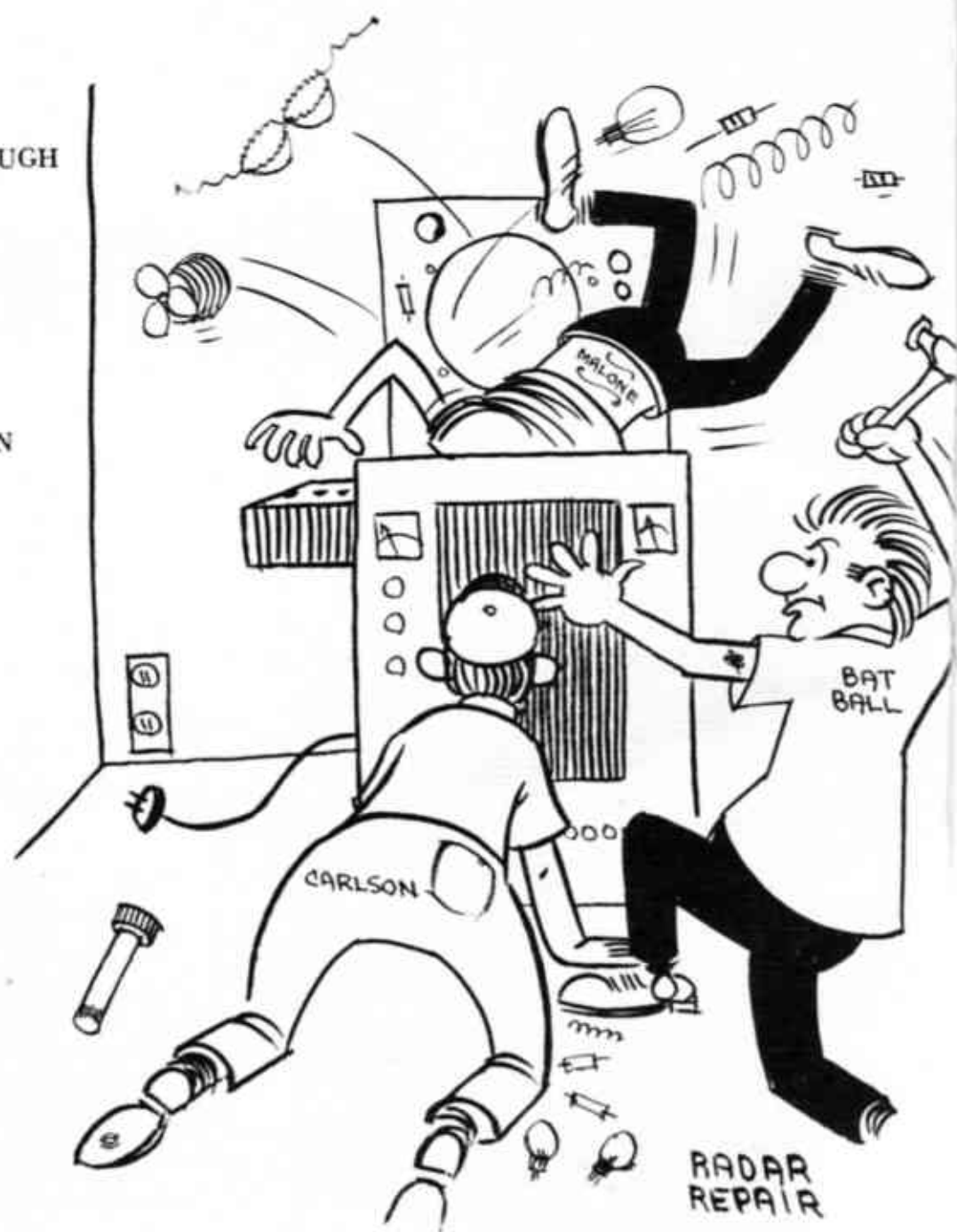
PN3 MARKWELL

PN3 PIPER





first row:
 RM3 TABOR
 RM3 WILLIAMS
 RD3 ROSLER
 PCSN COOLBAUGH
 RMSN HAYES
 second row:
 RDSN WANT
 SN CLAY
 SN JONES
 SN ROBERTSON
 SN SAEGER



NAVIGATION DEPARTMENT



LTJG J. H. LOCKWOOD, JR.
NAVIGATOR



QM2 E. HALL



QUARTERMASTER GANG



SN AUDLEY



QMSN SEABOLT



SN SPRAGUE



SOMEBODY SAY 'QUARTERMASTER!'



"HOW'D WE GET IN
THE RED SEA?"
'MAGELLAN...!'

Underway from Davisville

17 March 1966



THE BAND PLAYED



LEAVING LOVED ONES BEHIND



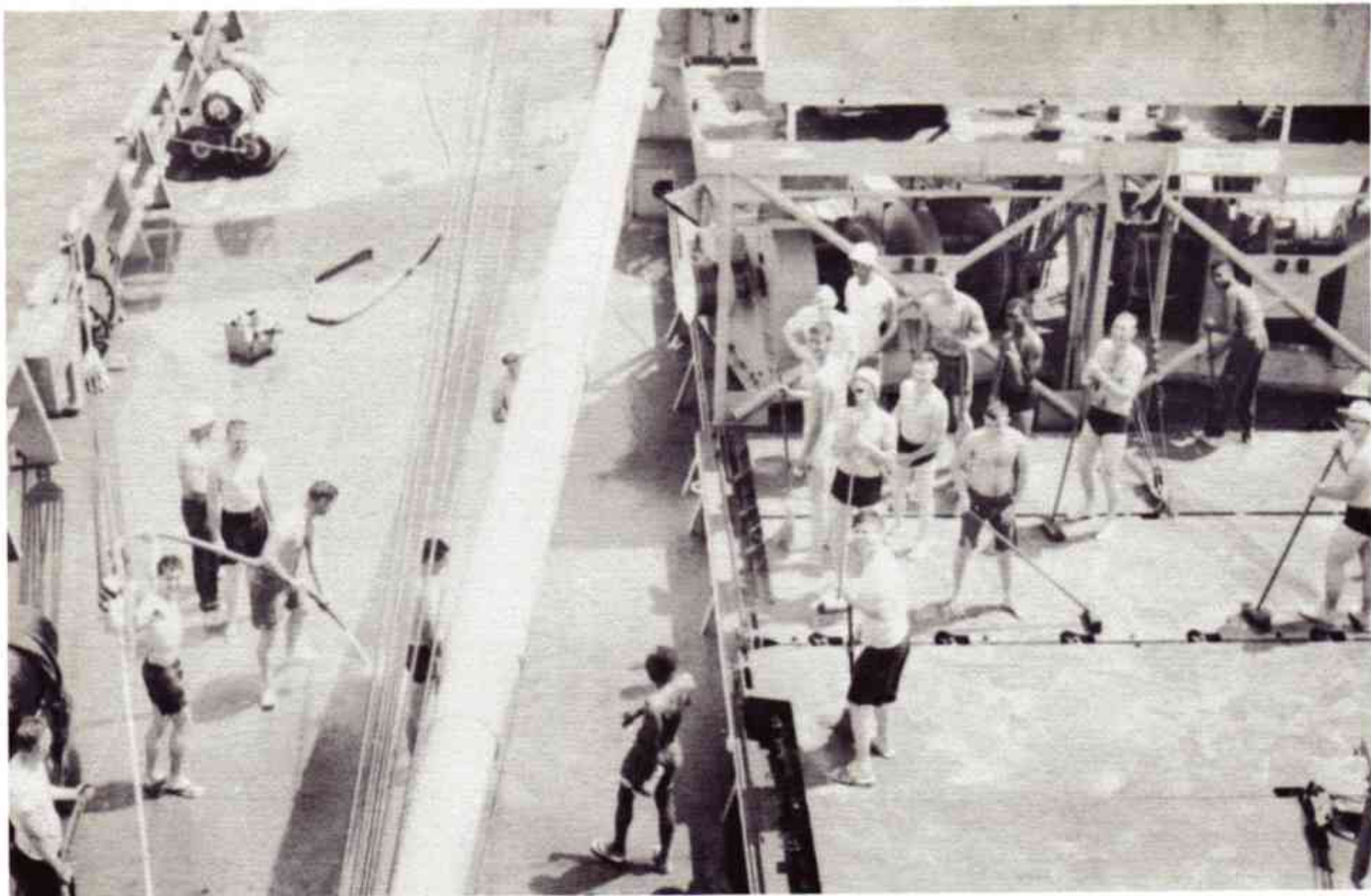
PANAMA CANAL

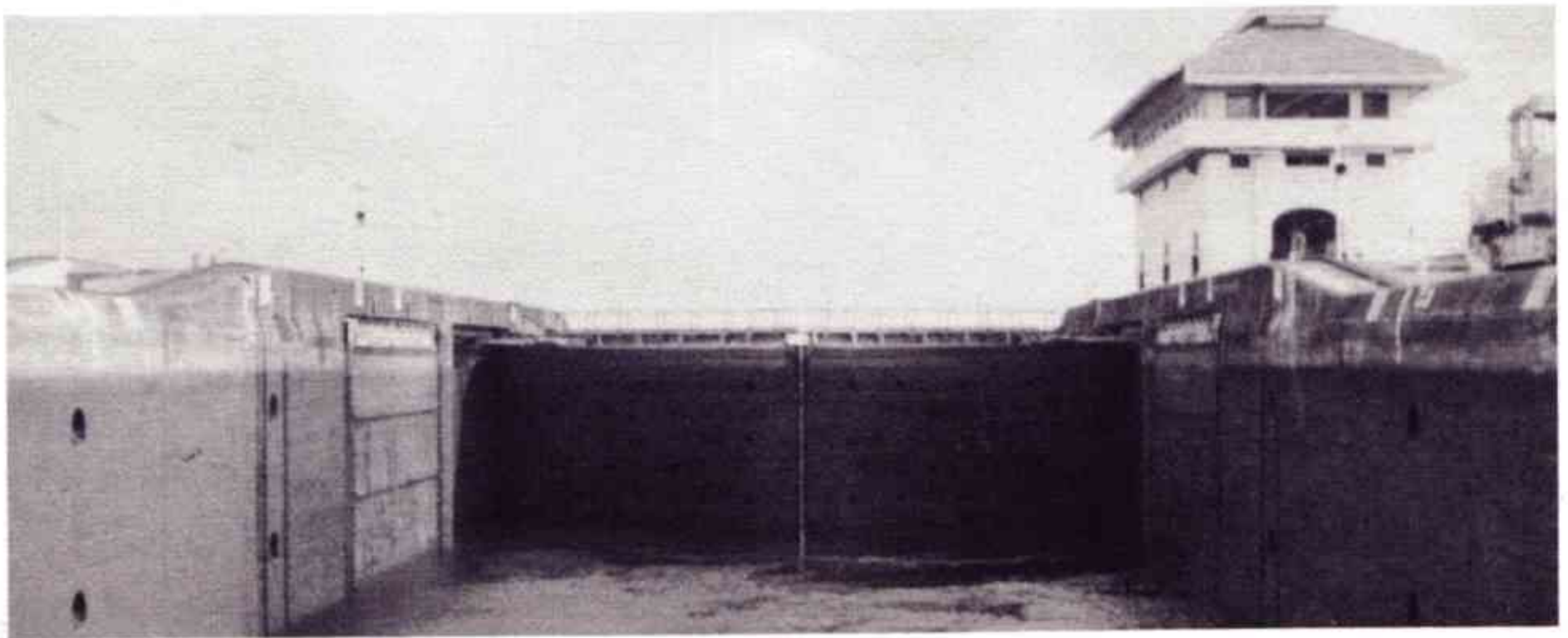
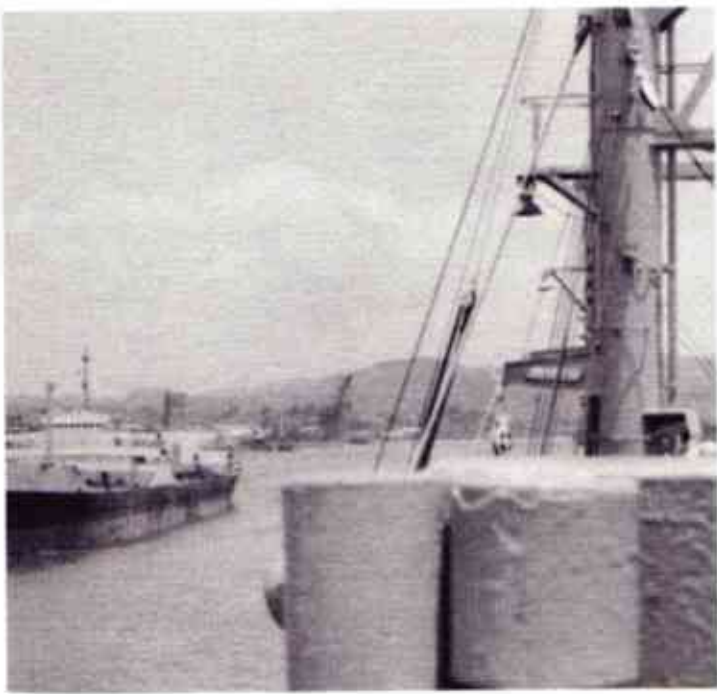
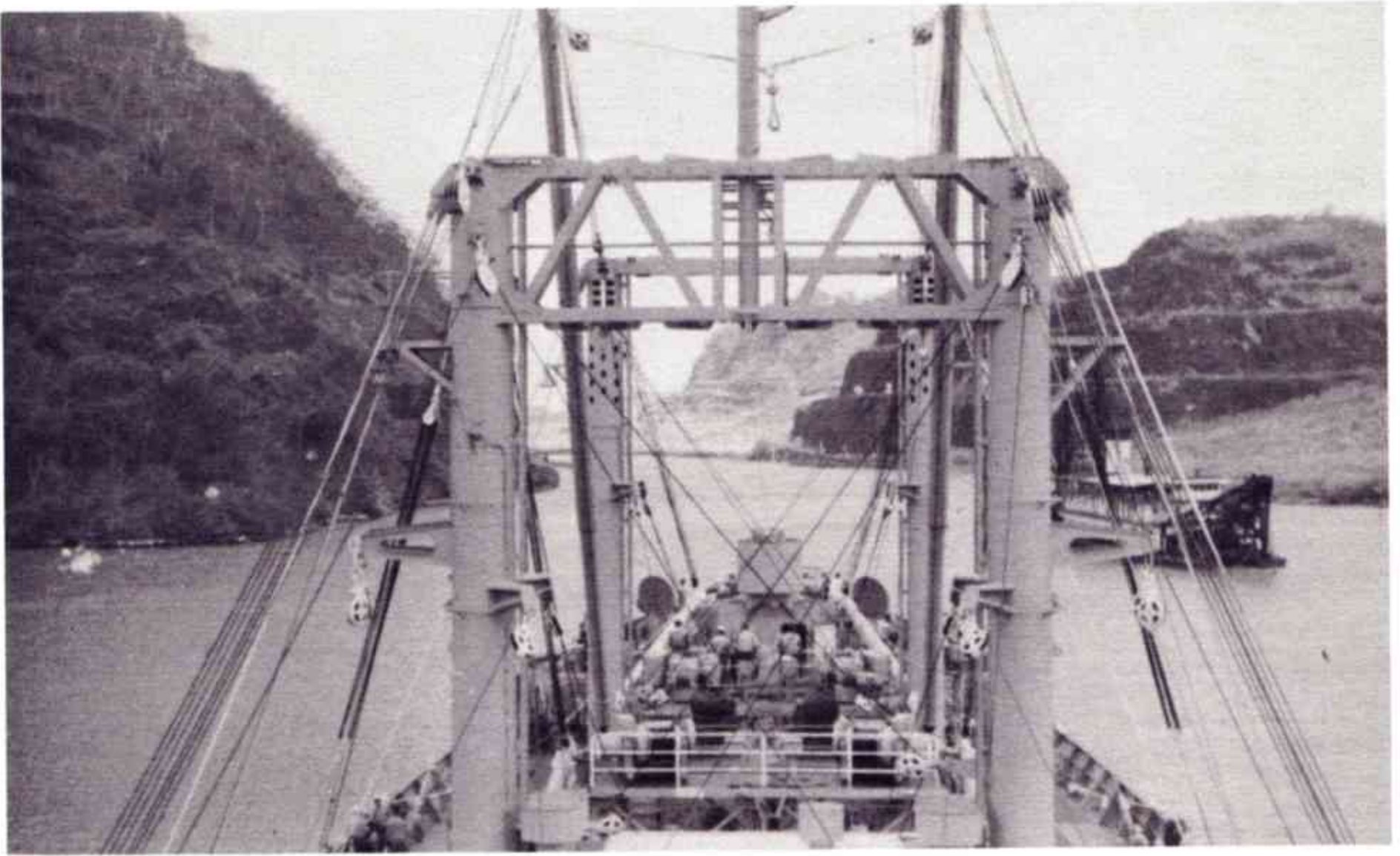


The Panama Canal, a lock type canal traversing the Isthmus of Panama in a southeasterly direction for approximately 45 miles, connects Limon Bay on the Atlantic side with Panama Bay on the Pacific side. The canal is largely made possible by the Gatun Lake watershed and the Chagres River, which lie about in the middle of the Isthmus of Panama. The greater part of the canal channel is at the level of Gatun Lake, the surface of which is 85 feet above sea level.

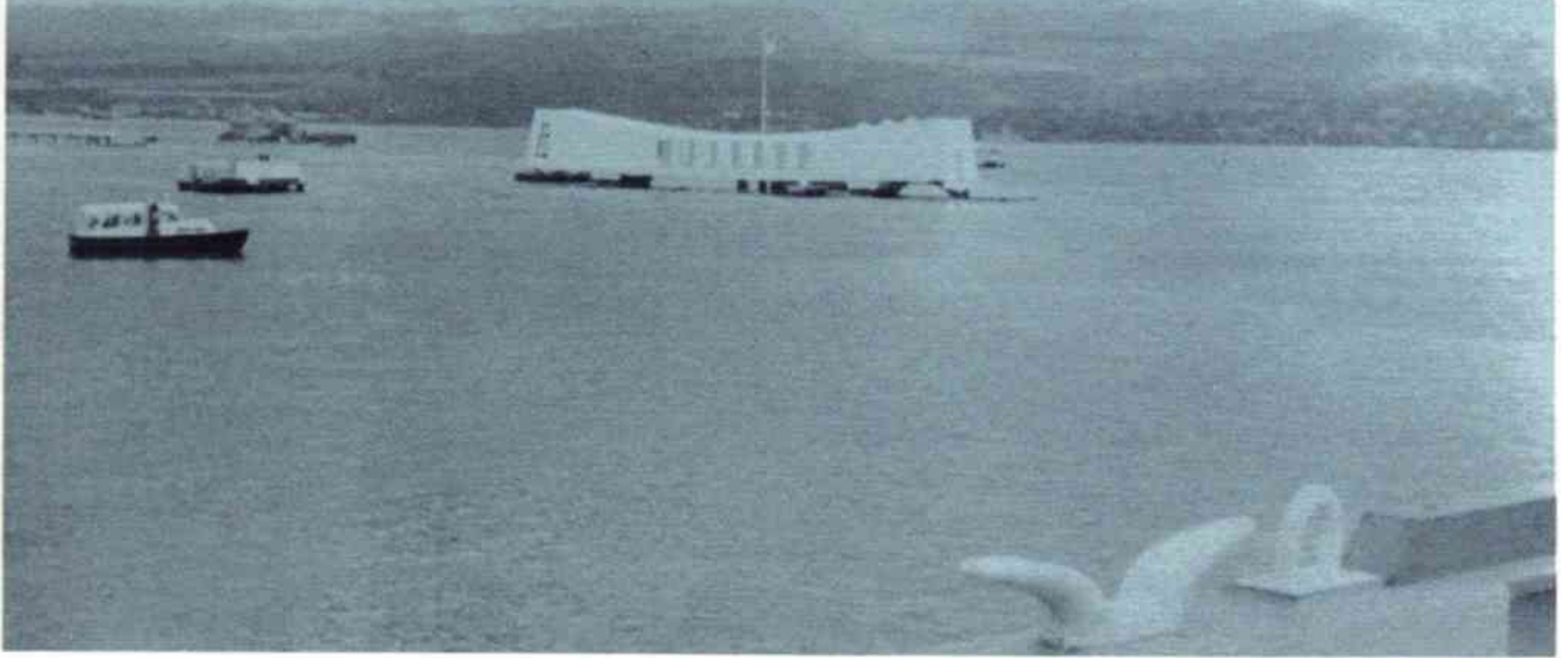
In transiting the canal a vessel is raised in three steps, or lockages, to the level of Gatun Lake and is subsequently lowered in three steps to sea level on the other side of the Isthmus. The flights of locks are in duplicate, enabling vessels to pass in opposite directions simultaneously.





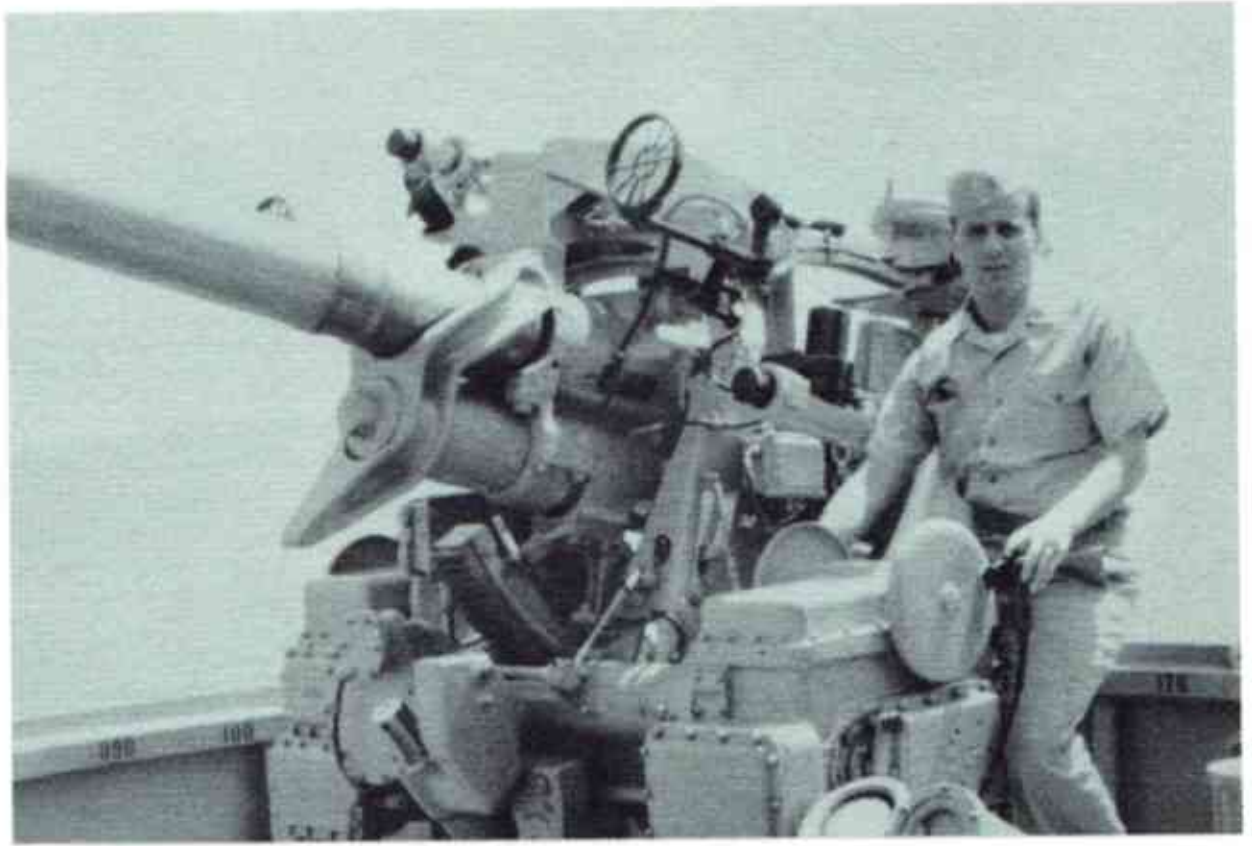


PEARL HARBOR



Moored starboard side to Berth Foxtrot Five, Battleship Row, Ford Island, U.S. Naval Base, Pearl Harbor, Oahu, Hawaii – Formerly the berth of the USS MARYLAND. Ships present include: USS ARIZONA; USS UTAH and various other units of the U.S. Pacific Fleet.



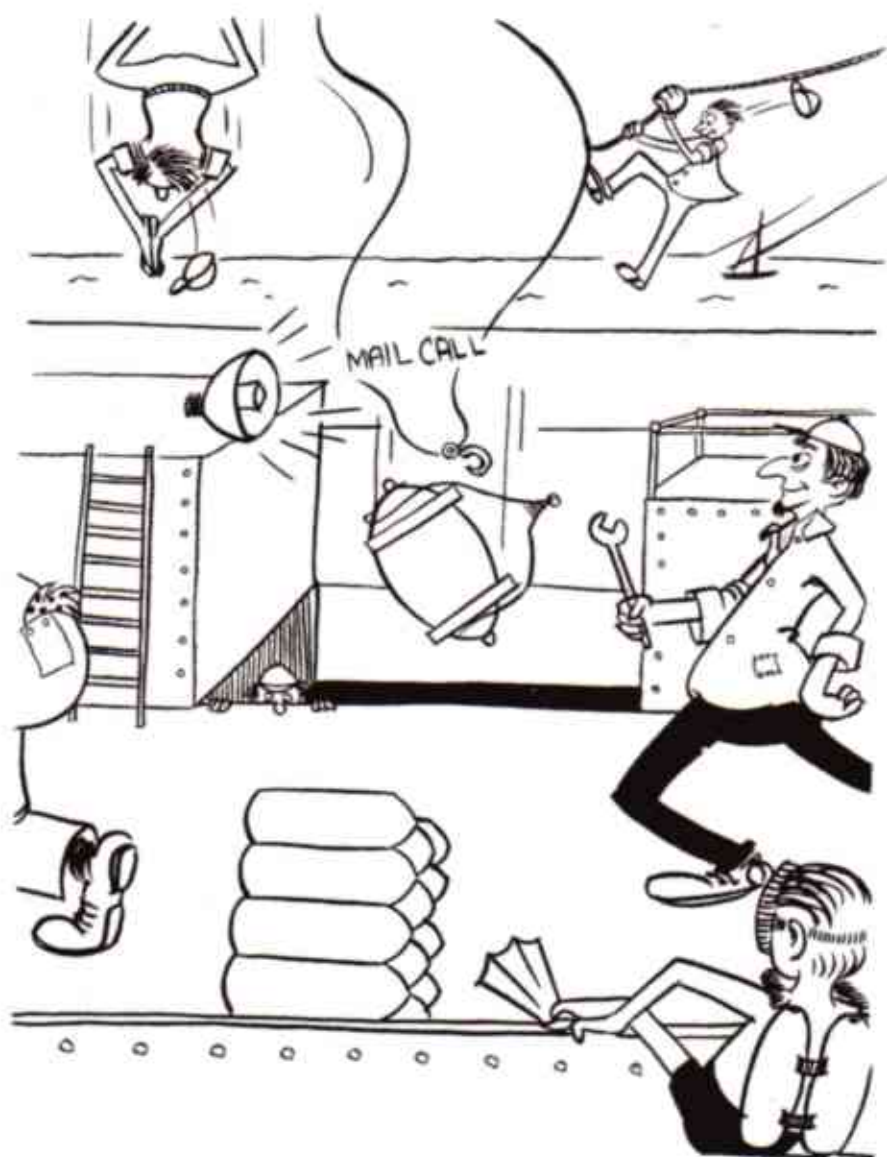


DO THE 3''50 - YAH!



KNOCK OFF SHIPS WORK

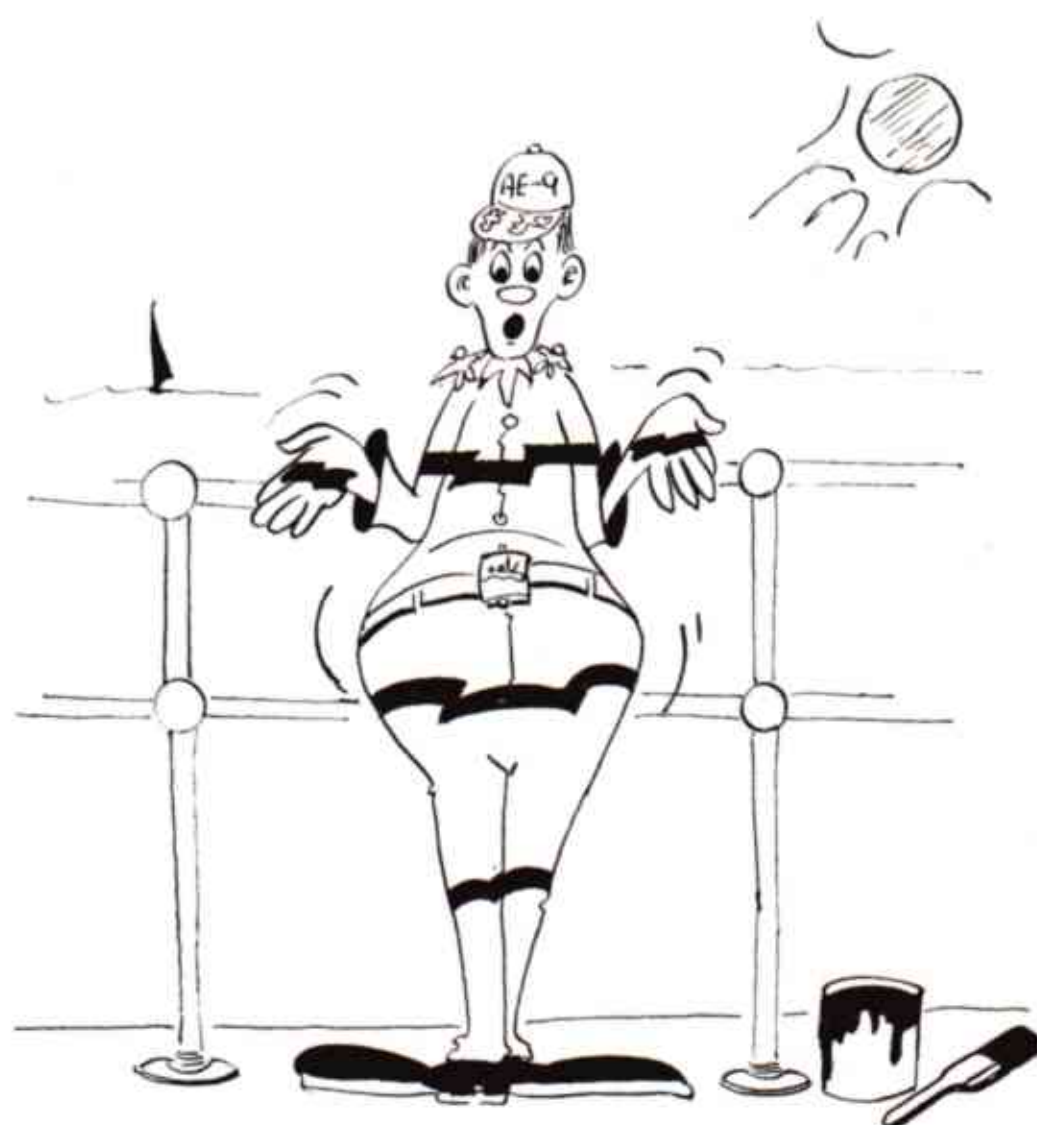




"NO JOHNSON! * NAVY SHIPS
DON'T HAVE FOXHOLES!!"



"BOOM! * I MEAN BOMB!"



"QUATERMASTER!"

Cartoons by Ball

SUBIC BAY



THE CHAPEL



SPANISH GATE



LIBERTY CALL!



NO BOATS!



OLONGAPO CITY



WHAT GIRLS?





REARMING LOG

I

12 May 66
USS MORTON (DD-948)
13 May 66
USS ENTERPRISE (CVAN-65)
USS EDWARDS (DD-950)
14 May 66
USS KITTY HAWK (CVA-63)
15 May 66
USS SACRAMENTO (AOE-1)
USS HANCOCK (CVA-19)
USS KITTY HAWK (CVA-63)
16 May 66
USS CANBERRA (CAG-2)
USS DAVIS (DD-937)
USS HALEAKALA (AE-25)
USS ST. FRANCIS RIVER
(LSMR-525)
17 May 66
USS KITTY HAWK (CVA-63)
USS AGERHOLM (DD-826)
18 May 66
USS HANCOCK (CVA-19)
19 May 66
USS PYRO (AE-24)
USS DAVIS (DD-937)
USS MASON (DD-852)
20 May 66
USS KITTY HAWK (CVA-63)
21 May 66
USS HANCOCK (CVA-19)
USS BELLATRIX (AF-62)
22 May 66
USS CASTOR (AKS-1)

23 May 66
USS MASON (DD-852)
USS PORTERFIELD (DD-682)

II

13 June 66
USS HANCOCK (CVA-19)
14 June 66
USS RANGER (CVA-61)
USS STICKELL (DD-888)
15 June 66
USS MORTON (DD-948)
USS ST. PAUL (CA-73)
USS JOHN W. THOMASON
(DD-760)
USS FISKE (DD-842)
USS BOLE (DD-755)
16 June 66
USS HANCOCK (CVA-19)
USS LOFBERG (DD-759)
17 June 66
USS RANGER (CVA-61)
19 June 66
USS HANCOCK (CVA-19)
20 June 66
USS RANGER (CVA-61)
USS GRAPHIAS (AF-29)

III

18 July 66
USS KATMAI (AE-16)
20 July 66
USS ORISKANY (CVA-34)

21 July 66
USS RANGER (CVA-61)
USS HOLDER (DD-819)
22 July 66
USS ORISKANY (CVA-34)
23 July 66
USS RANGER (CVA-61)
USS HOLDER (DD-819)
24 July 66
USS WHITE RIVER (LSMR-536)
USS OKLAHOMA CITY (CLG-5)
25 July 66
USS ORISKANY (CVA-34)
USS CHAVALIER (DD-803)
26 July 66
USS RANGER (CVA-61)
27 July 66
USS O'HARE (DD-889)
28 July 66
USS ORISKANY (CVA-34)
29 July 66
USS RANGER (CVA-61)
USS HAMNER (DD-713)
30 July 66
USS BEALE (DD-471)
USS PYRO (AE-24)
USS O'HARE (DD-889)
USS NEWELL (DER-322)
USS CLARION RIVER (LSMR-409)
USS ST. PAUL (CA-73)

IV

18 August 66
USCG PT. CYPRUS CG-82326

USS PRITCHART (DD-561)
USS ST. PAUL (CA-73)

19 August 66
None

20 August 66
USS GREENE (DD-711)

21 August 66
USS CONSTELLATION (CVA-64)
USS AGERHOLM (DD-862)
USS SOUTHERLAND (DD-743)

22 August 66
USS ORISKANY (CVA-34)
USS CHAVALIER (DD-803)
USS VESUVIUS (AE-15)

23 August 66
USS VESUVIUS (AE-15)

25 August 66
USS ORISKANY (CVA-34)
USS BUCK (DD-761)

26 August 66
USS ROOSEVELT (CVA-42)

30 August 66
USS CONSTELLATION (CVA-64)
USS POLLUX (AKS-4)
USS LUDRA (AF-55)

31 August 66
USS BEALLE (DD-471)
USS HOLLISTER (DD-788)
USS KEYS (DD-787)

1 September 66
USS OSBOURNE (DD-846)
USS MULLINIX (DL-944)

3 September 66
USS SAVAGE (DER-386)

4 September 66
USS HOLLISTER (DD-788)

5 September 66
USS OSBOURNE (DD-846)
USS PRITCHETT (DD-651)

10 September 66
USS BRADLEY (DE-1041)
USS HOLLISTER (DD-788)

11 September 66
USS OSBOURNE (DD-846)
USS PRITCHETT (DD-651)

V

23 September 66
USS MOUNT BAKER (AE-4)

24 September 66
USS ST. PAUL (CA-73)

26 September 66
USS ORISKANY (CVA-34)
USS CONSTELLATION (CVA-64)

27 September 66
USS MT. BAKER (AE-4)

29 September 66
USS ORISKANY (CVA-34)
USS MT. BAKER (AE-4)

30 September 66
USS CONSTELLATION (CVA-64)

1 October 66
USS CORAL SEA (CVA-42)
USS PERKINS (DD-877)

2 October 66
USS ROOSEVELT (CVA-43)

3 October 66
USS HULL (DD-945)

4 October 66
USS CORAL SEA (CVA-42)

5 October 66
USS ORISKANY (CVA-34)

6 October 66
USS LARSEN (DD-830)
USS HULL (DD-945)
USS WHITE RIVER (LSMR-536)
USS MT. BAKER (AE-4)

8 October 66
USS MT. KATMAI (AE-16)

VI

20 October 66
USS ORISKANY (CVA-34)

21 October 66
USS ROOSEVELT (CVA-43)
USS THOMAS (DD-833)

23 October 66
USS PARICUTIN (AE-18)

24 October 66
USS ROOSEVELT (CVA-43)

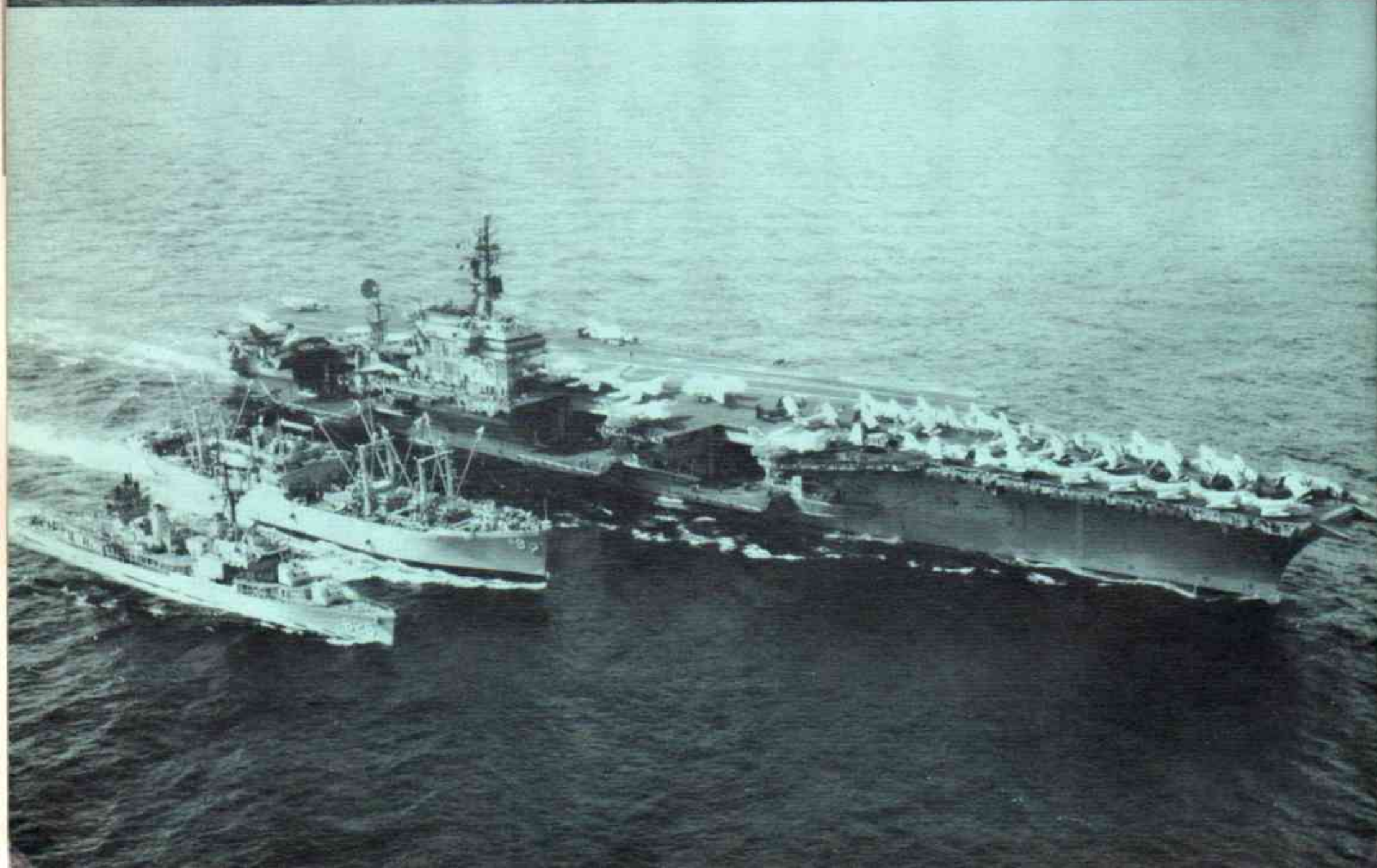
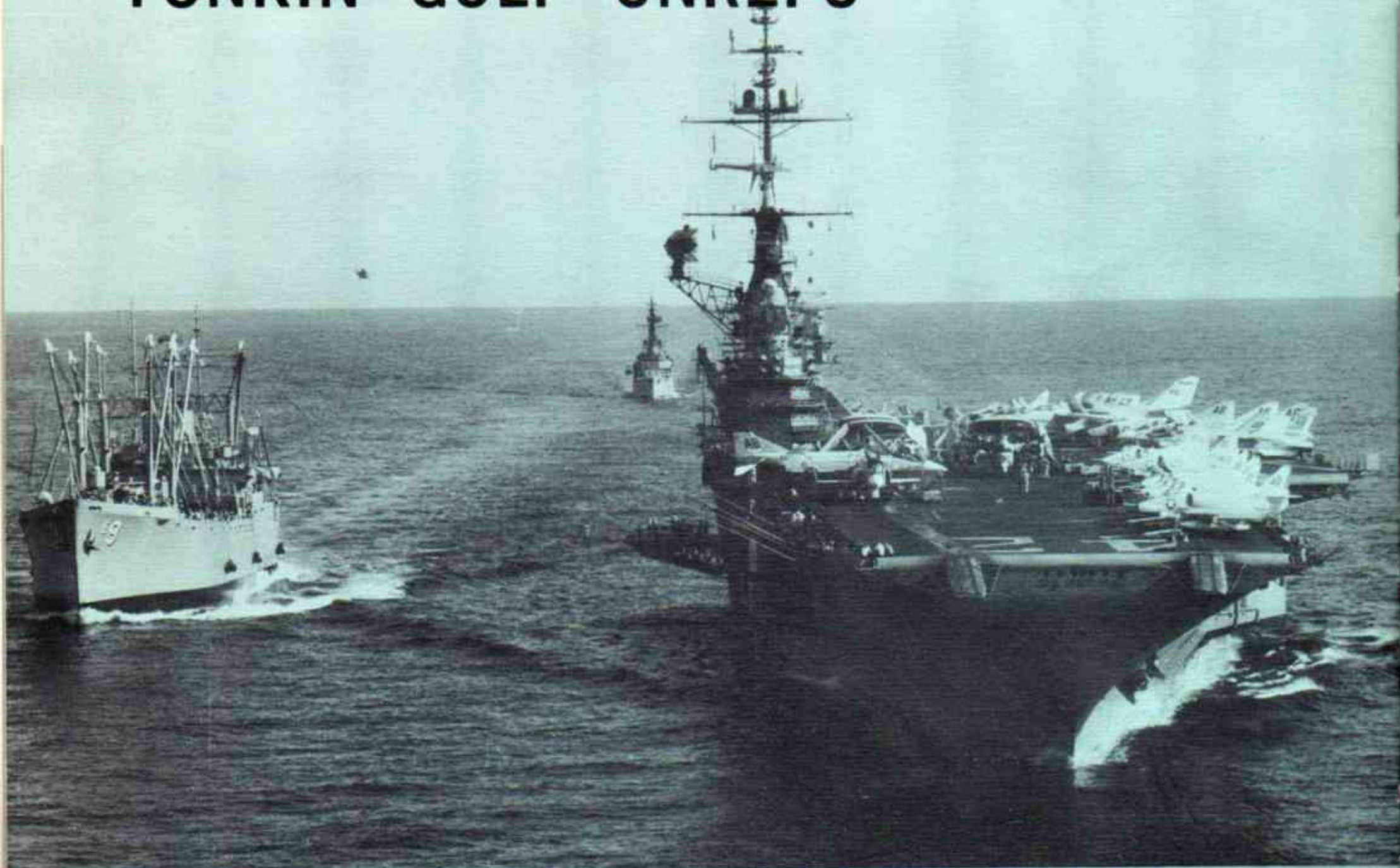
25 October 66
USS CONSTELLATION (CVA-64)

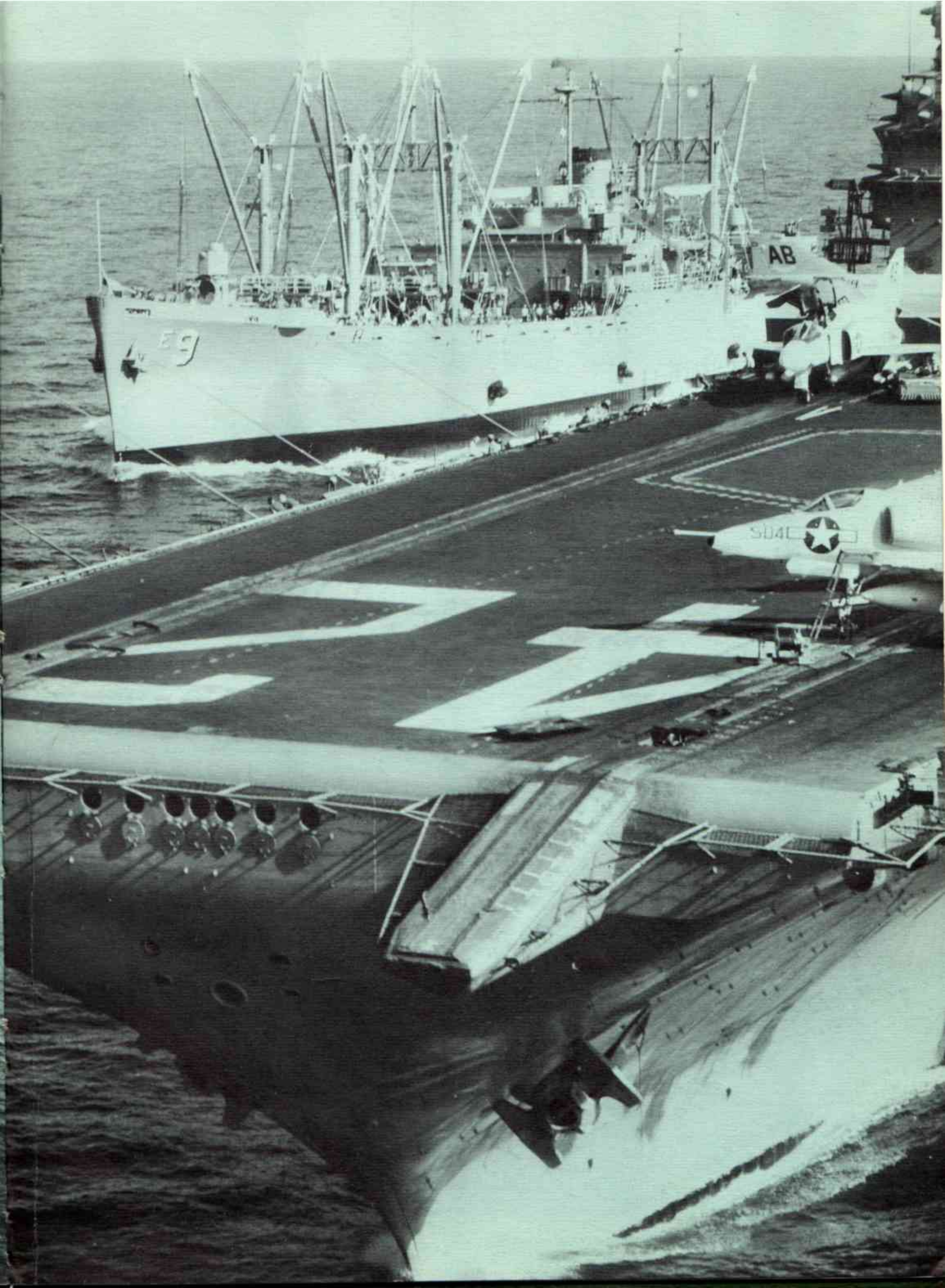
26 October 66
USS MT. BAKER (AE-4)
USS MULLINIX (DL-944)
USS O'HARA (DD-889)
USS DEHAVEN (DD-727)
USS CLARION RIVER (LSMR-409)

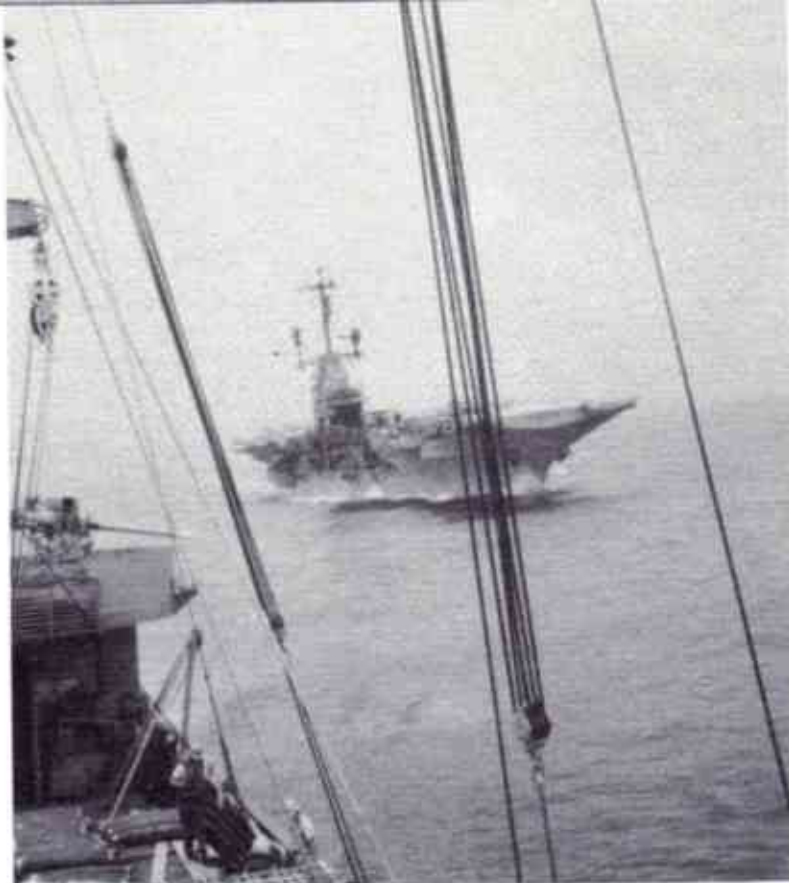
27 October 66
USS PARICUTIN (AE-18)

3 November 66
USS SHASTA (AE-6)

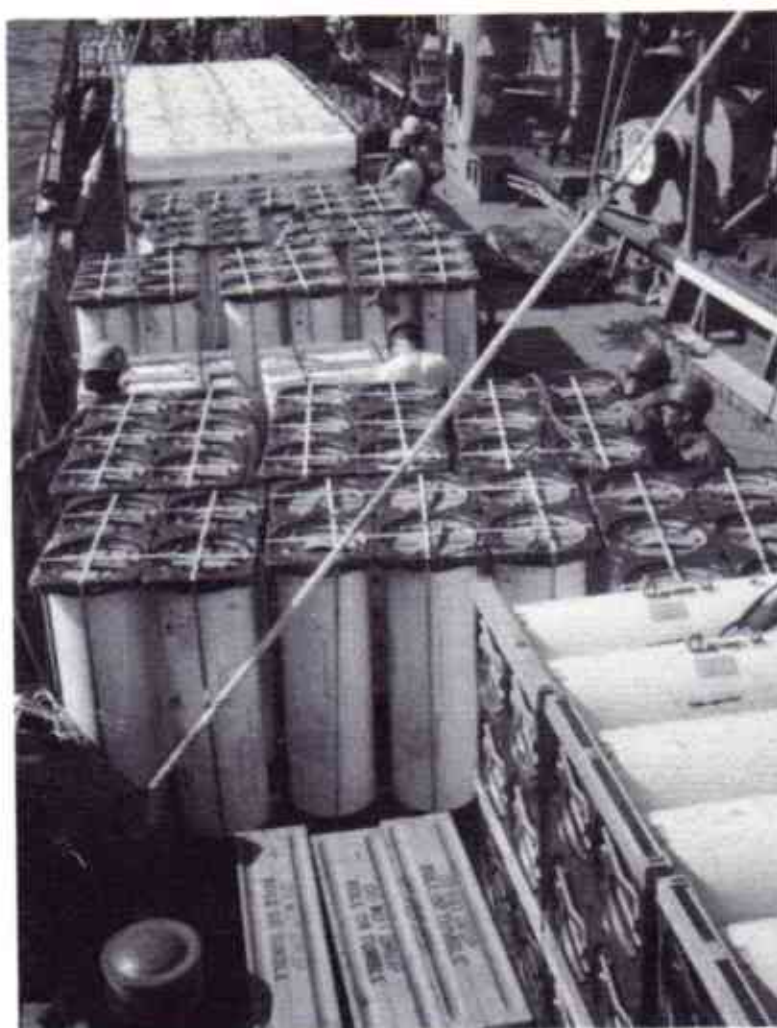
TONKIN GULF UNREPS







ALONGSIDE THEY CAME. . .

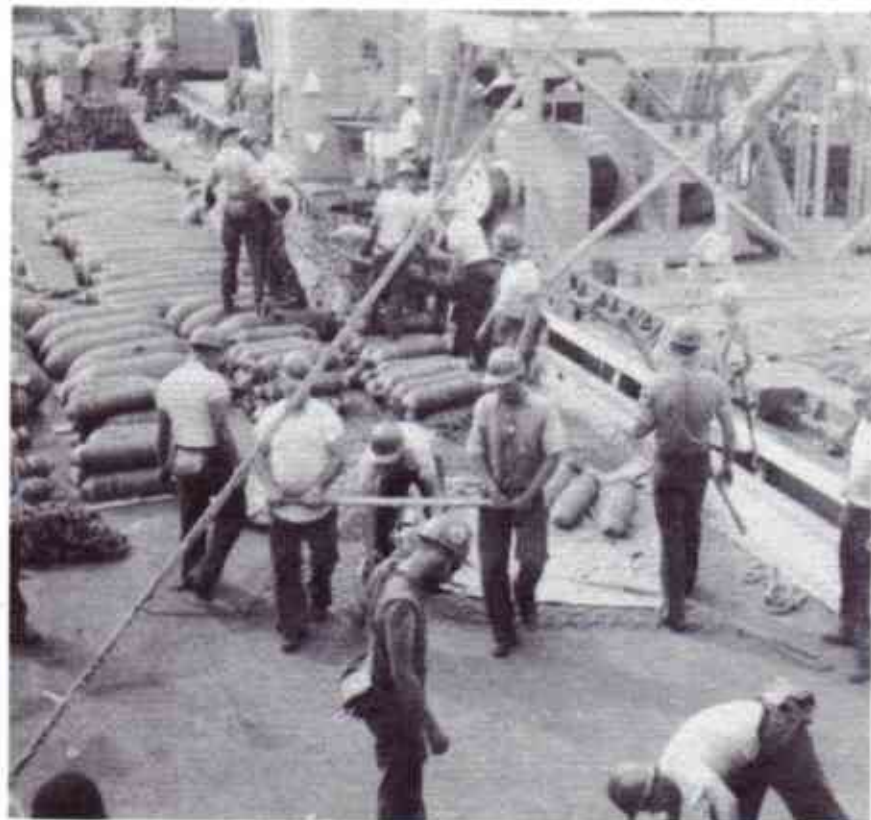


TO BOMB-LA DEN DECKS

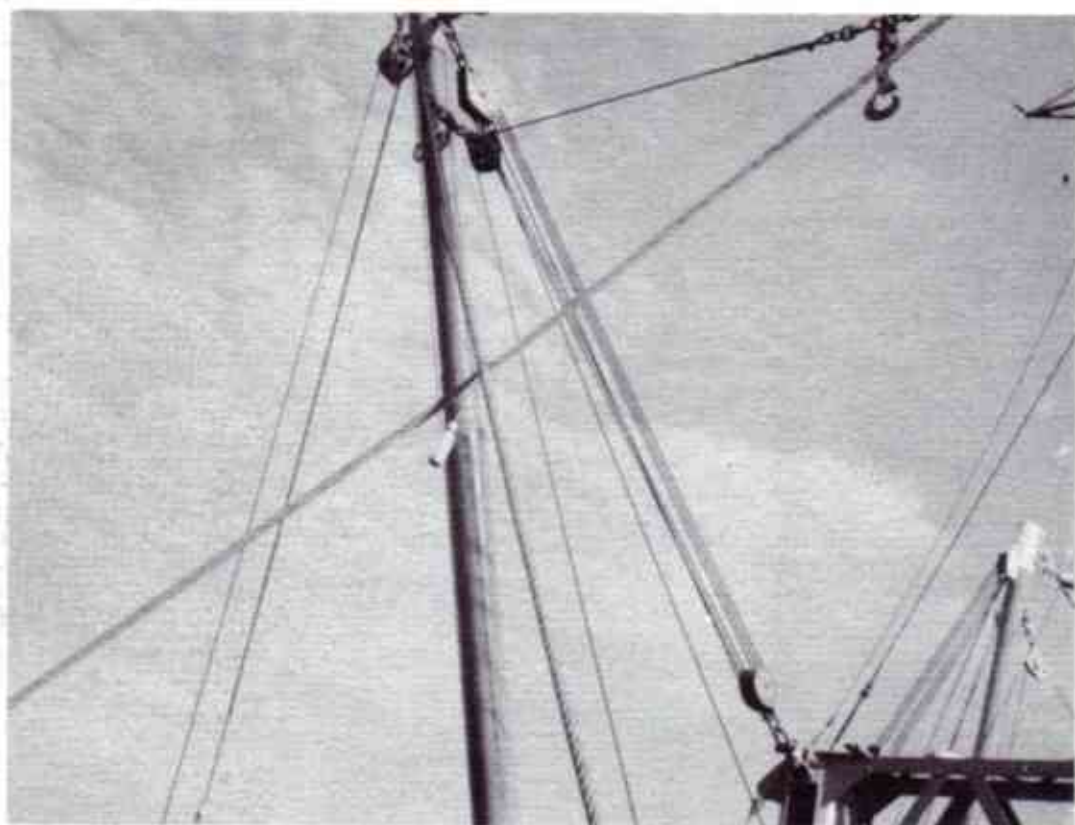


SHIPS OF THE PACIFIC FLEET

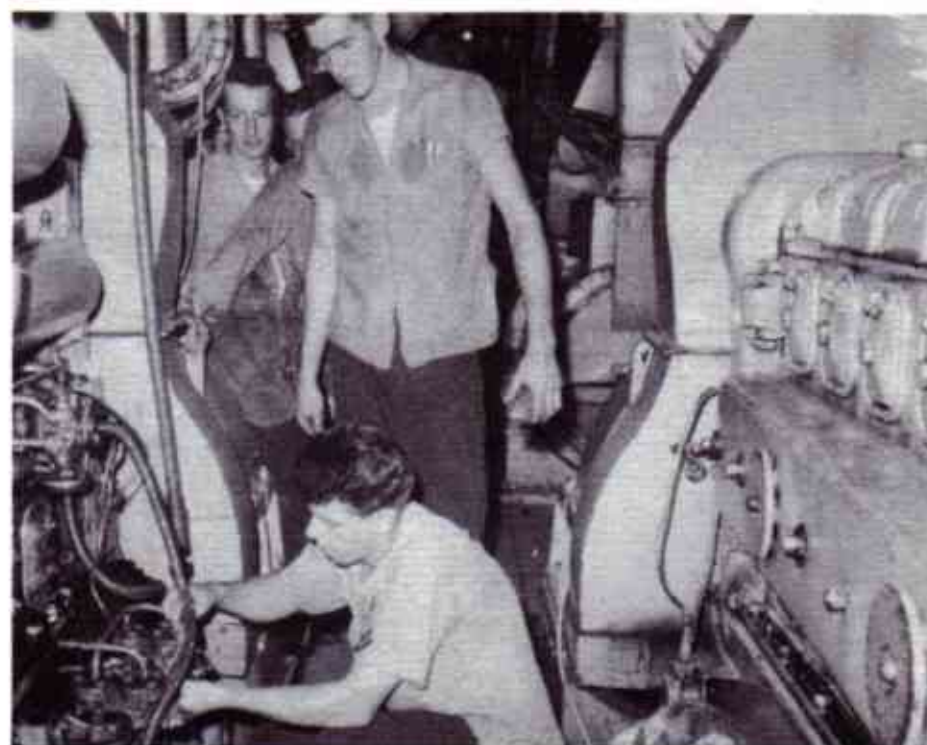
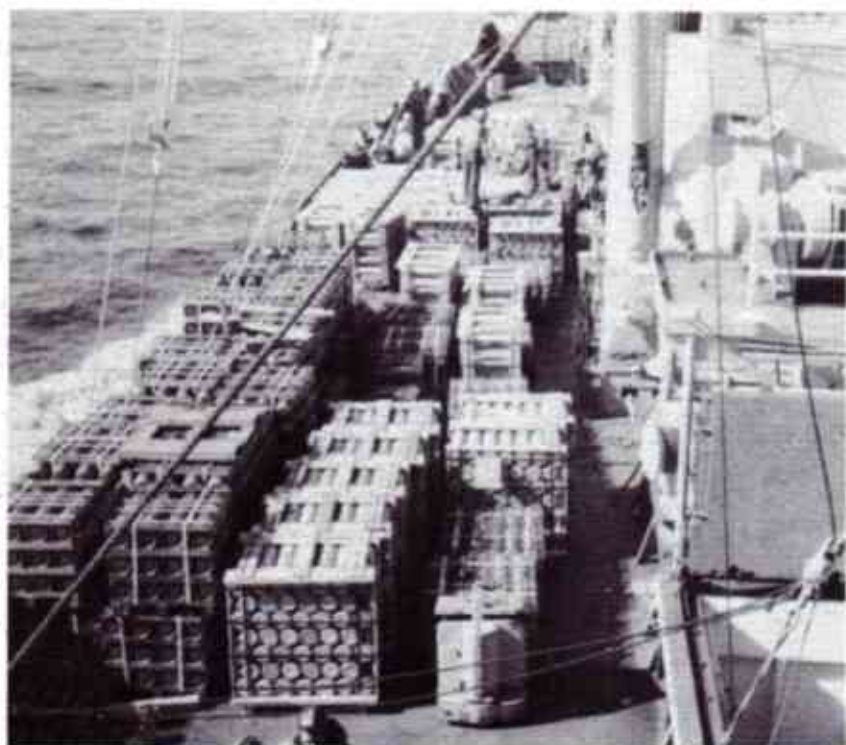




THE ARDUOUS TASK OF TRANSFERRING AMMUNITION



ABOVE DECK



AND BELOW

HONG KONG

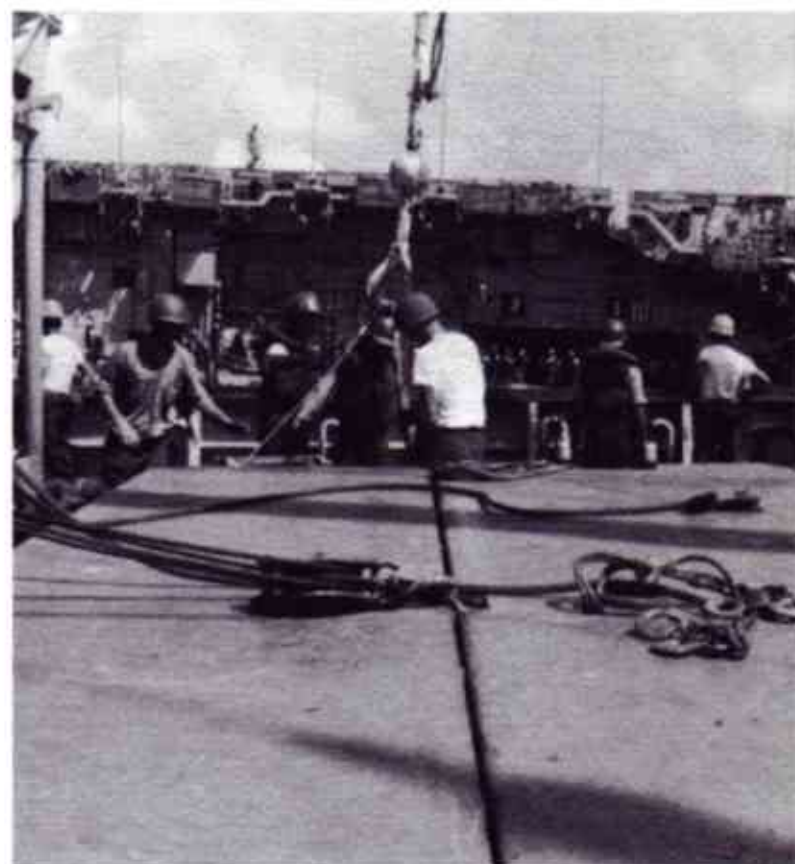
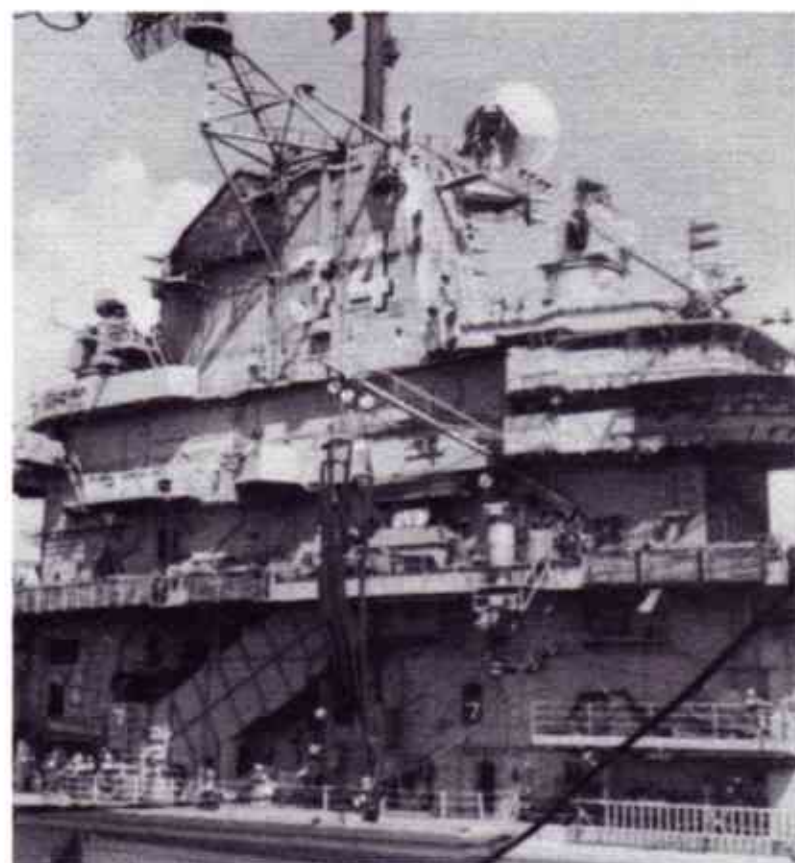
From 28 June to 5 July MAZAMA visited her first liberty port, Hong Kong, B.C.C. A long awaited and well deserved rest was due her crew. Novice shoppers became experts and a glorious celebration of Independence Day was had by all. No one who weathered the hour-long ride in those water taxis (walla-walla boats) will ask what a slow boat to China is. And nary a bloody sailor was happy to leave the Wonderful World of Susie Wong.



OPERATION EASTER EGG

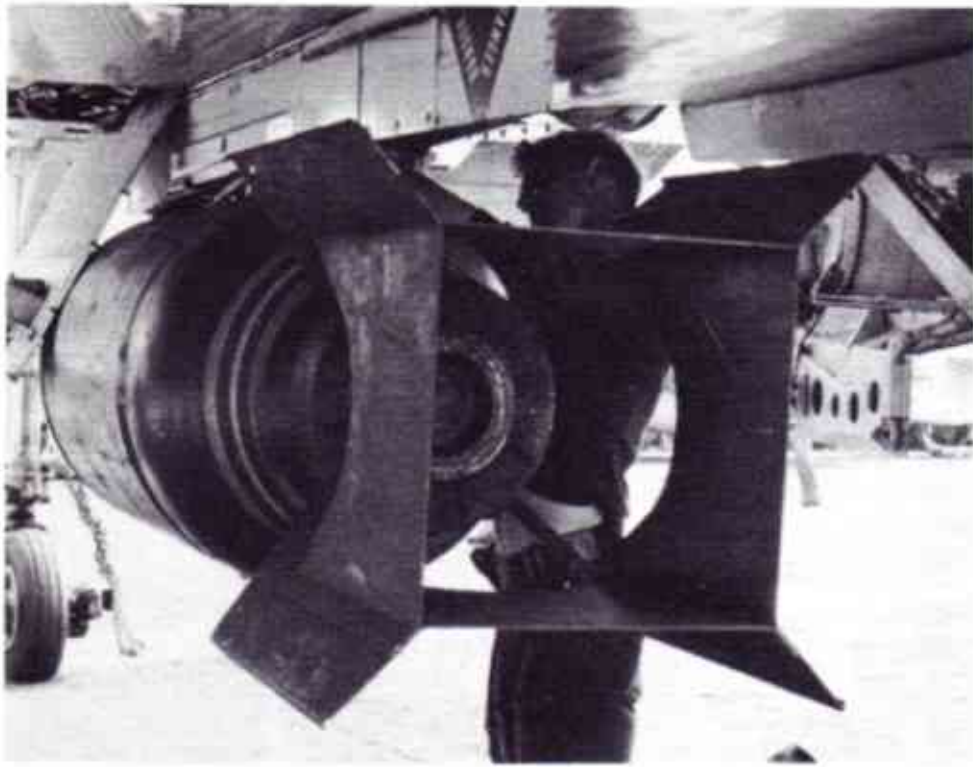
When the Seventh Fleet Service Force ships operate in support of the Viet-Nam effort, it is difficult for personnel aboard to realize their contribution to the fighting that is going on ashore. All that they know is that the transferred ordnance is used somewhere, probably in North Viet-Nam.

In order to give the men of MAZAMA a better picture of the result of their work, the USS MAZAMA (AE-9) assisted by the USS ORISKANY (CVA-34) conducted OPERATION EASTER EGG.

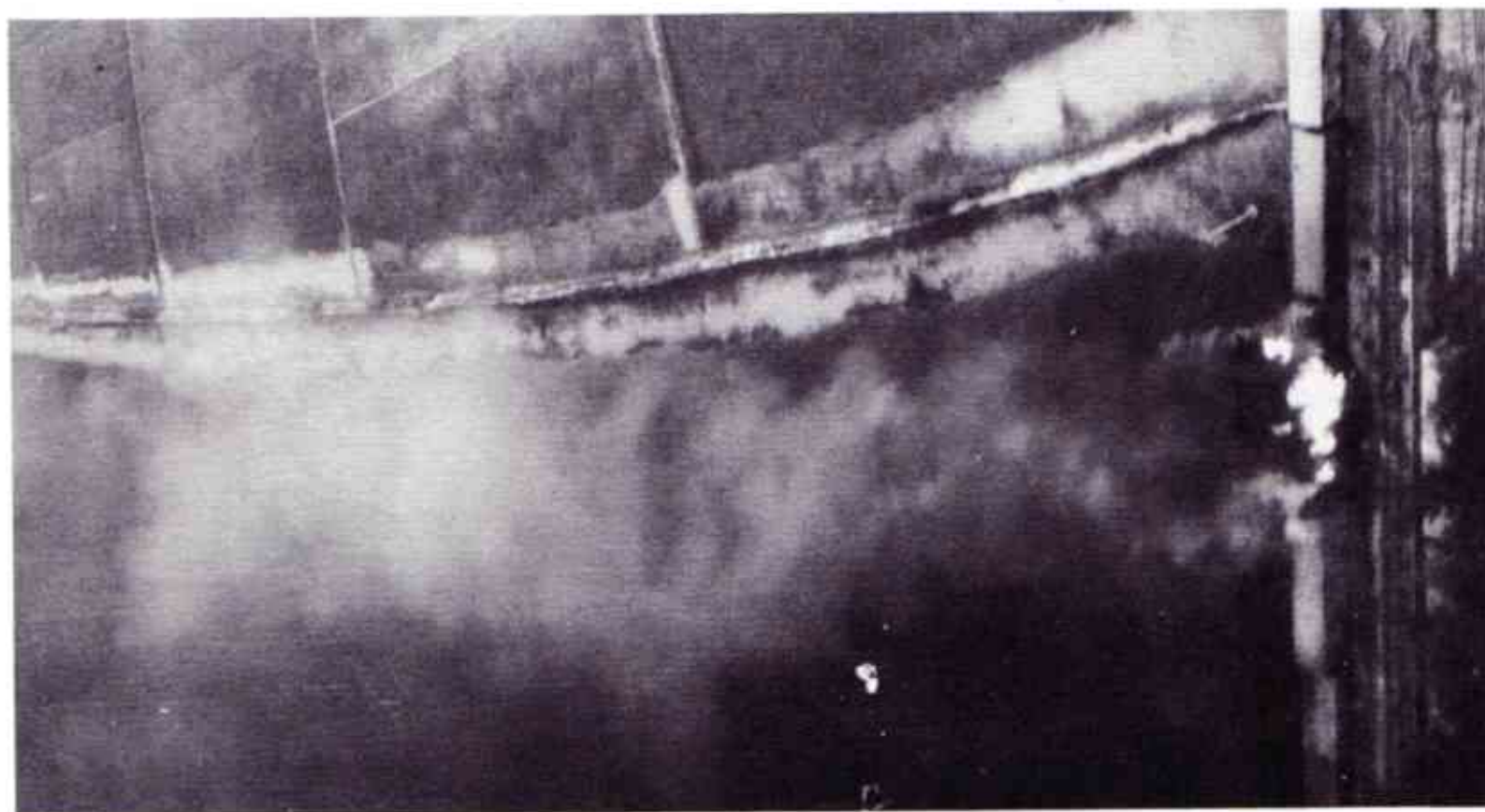


LOADING THE BOMBS





ON 5 OCTOBER 1966, THE CREW OF MAZAMA DECIDED TO PAY TRIBUTE TO THE VC IN A RATHER EXPLOSIVE MANNER. FOUR BOMBS WERE SET APART FROM THE REGULAR LOAD AND SPRUCED UP FOR THIS SPECIAL OCCASION. THEY WERE DECORATED AND NAMED ACCORDINGLY AS FOLLOWS: ONE "FAT RED" (2000 LB HD BOMB), ONE "YELLOW TIGER" (500 LB HD BOMB), ONE "BLUE-ANGEL" (500 LB HD BOMB), AND LAST BUT NOT LEAST, ONE "GREEN HORNET" (500 LB HD BOMB). WE THEN REQUESTED OF THE USS ORISKANY (CVA-34) THAT THEY TAKE THESE LITTLE GOODIES AND PRESENT THEM TO THE VC WITH OUR PERSONAL REGARDS AND THEN UPON COMPLETION, GIVE US A BRIEF DESCRIPTION OF HOW THEY WERE DELIVERED AND HOW WELL THEY DID THEIR JOB. "WELL DONE" AS YOU CAN SEE ABOVE.



From: Commanding Officer, USS ORISKANY (CVA 34)
To: Commanding Officer, USS MAZAMA (AE 9)

CVA34/8027
03:ORF:kn
Ser:

Subj: Presents from MAZAMA; results of
Encl: (1) Photo's of results

1. Operation EASTER EGG went off with a bang. Eggs have been delivered and recipients had no trouble finding them.

2. Eggs were hidden (but not very well) on the following targets:

A. FAT RED - Target: Major Railroad Bridge
Delivery: First Class, A4E
Results: Gap in their girders

B. YELLOW TIGER - Target: Truck Park
Delivery: Side Arm Slider, A1H
Results: A tiger in their tanks

C. BLUE ANGEL - Target: Railroad Cars
Delivery: Divine Guidance, A4E
Results: Vinh Special will be late again

D. GREEN HORNET - Target: Coastal Barges
Delivery: Centerline Amidships, A1H
Results: Ripples in the wind

3. FAT RED was unanimously voted "The most likely to succeed". Enclosed photo's give evidence that the people's choice was correct.

J. H. LARROBINO

HOMeward BOUND

ON 3 NOVEMBER MAZAMA SET SAIL FROM SUBIC BAY, R.P. TO COMMENCE HER 11,000 MILE JOURNEY HOME.

NAVAL MESSAGE		DRAFTED BY		PHONE EXT. NR.	PAGE	PAGES
RELEASED BY		ROUTED BY		CHECKED BY	OF	
DATE	25 OCT 66	TOR/TOD	TOP 2552Z			
MESSAGE NR	GPTT # 19524	DATE/TIME GROUP (GCT)	25 21 1 2 Z/OCT 66	PRECEDENCE	FLASH	EMERGENCY
				ACTION		
				INFO		
					OPERATIONAL	PRIORITY
					IMMEDIATE	ROUTINE
						DEFERRED

FROM: COMSEVENTHFLT
TO: USS MAZAMA
INFO: COMS PAC/ COMSERVLANT/ CTF 73

UNCLAS
SAYONARA

1. DURING HER LONG AND ARDUOUS DAYS OF SERVICE WITH SEVENTHFLT MAZAMA HAS BEEN CONSISTENTLY RELIABLE IN HER PERFORMANCE OF ALL TASKS ASSIGNED. YOU WERE ALWAYS THERE WHEN NEEDED. SUCH DEVOTED SERVICE UNDER TRYING CONDITIONS DID NOT GO UNNOTICED.

2. WELL DONE AND BEST WISHES FOR A HAPPY HONEYMOON.

VADM JOHN J. HYLAND, USN

NAVAL MESSAGE		DRAFTED BY		PHONE EXT. NR.	PAGE	PAGES
RELEASED BY		ROUTED BY		CHECKED BY	OF	
DATE	2 NOV 66	TOR/TOD	TOP 231 Z			
MESSAGE NR	GPTT # 19527	DATE/TIME GROUP (GCT)	25 15 3 4 Z/NOV 66	PRECEDENCE	FLASH	EMERGENCY
				ACTION		
				INFO		
					OPERATIONAL	PRIORITY
					IMMEDIATE	ROUTINE
						DEFERRED

FROM: COMSERVPAC
TO: USS MAZAMA
INFO:

UNCLAS E F T O

1. NOW THAT YOUR TOUR IN THE PACIFIC FLEET IS DRAWING TO A CLOSE, I WISH TO CONGRATULATE YOU AND THANK YOU FOR A JOB WELL DONE. AS AN IMPORTANT UNIT OF THE UNDERWAY REPLENISHMENT FORCE, MAZAMA HAS CONTRIBUTED SIGNIFICANTLY TO THE SUPPORT OF THE FLEET AND TO THE SUSTAINING OF ITS COMBAT OPERATIONS IN THE SOUTH CHINA SEA. WORTH SAILING AND A SAFE TRIP HOME TO YOUR FRIENDS AND LOVED ONES.

RADM EDWIN B. HOOPER

1. The following speedletter was received from RADM F. E. JANNEY, Commander Task Force 73 (COMSERVGRU 3).

"1. It is a pleasure to congratulate the Commanding Officer, officers and men of MAZAMA upon completion of a successful WESTPAC deployment.

2. MAZAMA's performance was outstanding and her contribution to the support of SEVENTH Fleet units is greatly appreciated. It has been a personal pleasure to take note of the fact that MAZAMA always delivered the goods at the appointed time and place.

3. Please extend to all officers and men in MAZAMA a sincere "Well Done".

4. Best wishes for a richly deserved happy homecoming."

Signed F. E. JANNEY

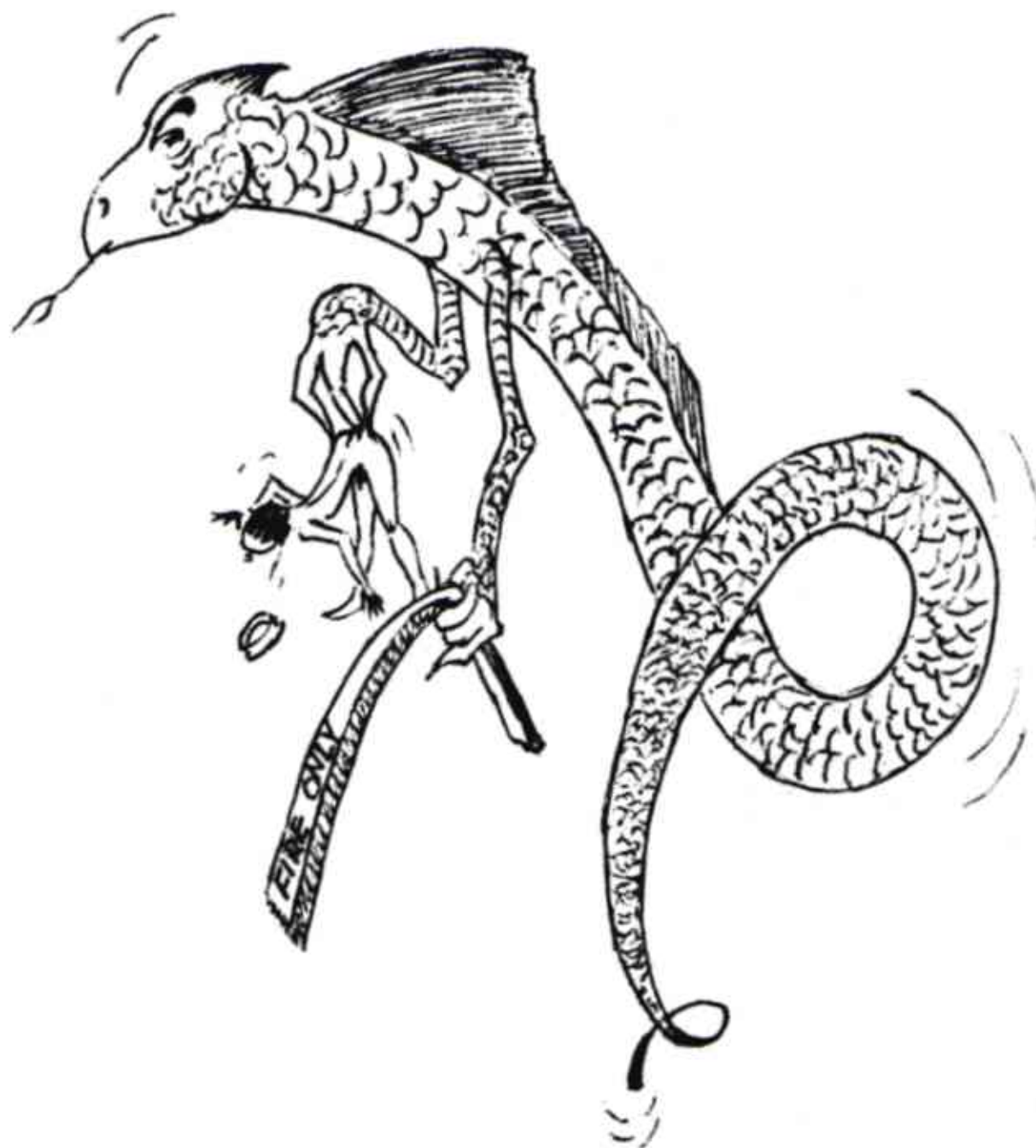
EQUATOR CROSSING

Know ye, that the USS
MAZAMA (AE-9) on the 7th
day of November,

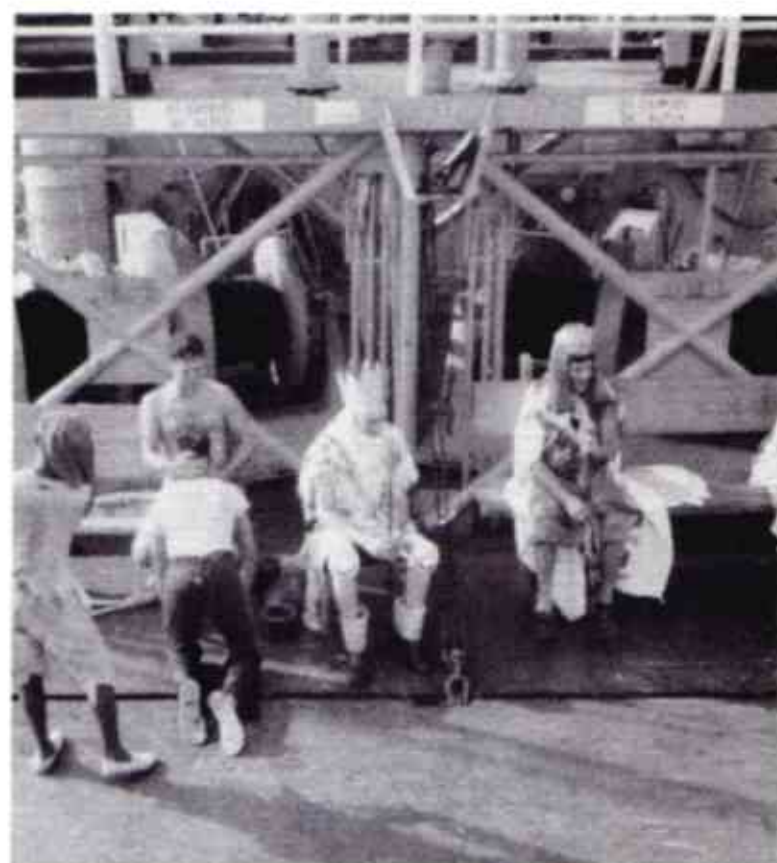
1966 entered into the Do-
main of Neptunus Rex at
Latitude 00-00,

Longitude 105-35E and was
induced into the solemn
mysteries of the Ancient
Order of the Deep.

Neptunus Rex held his
Royal Court on number three
hatch, tried all offenders,
and delt punishment
accordingly.

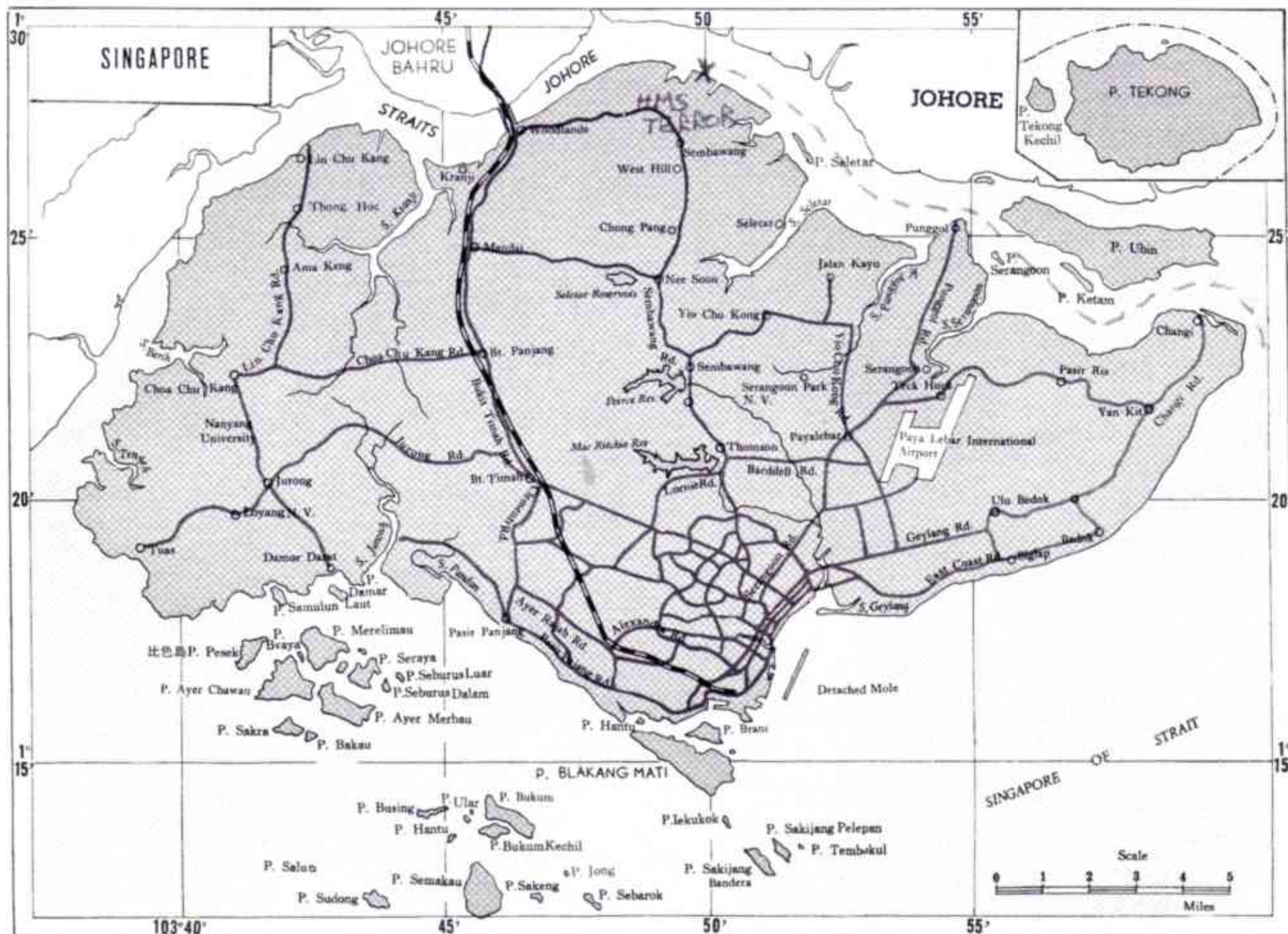


BEAUTY CONTEST



KING NEPTUNE'S COURT

SINGAPORE



Singapore was originally known as Singapura the 'Lion City', with an area of 581 square kilometres, and fringed with 45 small outlying islands.

North of this Island is the Straits of Johore separating Singapore and Johore, and over this is the Causeway, through which vehicular and rail traffic passes from Singapore to Johore and vice versa.

This Causeway is 3442 feet long.

Singapore is known as the cross roads of Asia - Europe - Africa and Australia, and is well provided with sea and air facilities.

Singapore is a very busy port and ranks fifth in the World. Each week, 125 international flights take place, while each day some 1000 passengers pass through Singapore by air. Singapore airlines handle parcels weighing 5000 kilograms. There is higher ground in the centre of the island.

Bukit Timah Hill being the highest and is 581 feet above sea level, while lower hills lie towards the West; and the land is low-lying to the East.

The main Singapore River passes through the heart of the City, and is filled with river sampans and tongkangs that ply along this important waterway.

The capital of Singapore is situated at the southern tip of the island with administrative and business buildings clustered on both sides of the estuary of the Singapore River.

Busy shopping centres are found at Raffles Place - High Street - North Bridge Road - South Bridge Road and Orchard Road areas.

Singapore is a cosmopolitan city with a population of 1,700,000 composed of 75% Chinese, 25% Malays, Indians and other races.

The City's administrative buildings present an impressive sight to visitors and are the pride of South East Asia. There are 295 miles of roads, on this small Island City, with 100,000 motor vehicles, over 20,000 motor cycles, and 300,000 bicycles.

The industrial area is now situated at Jurong Industrial Site where new modern factories are springing up.

Educational standard is high, and Singapore boasts of 700 schools in four languages English, Chinese Malay and Indian catering to 400,000 students.

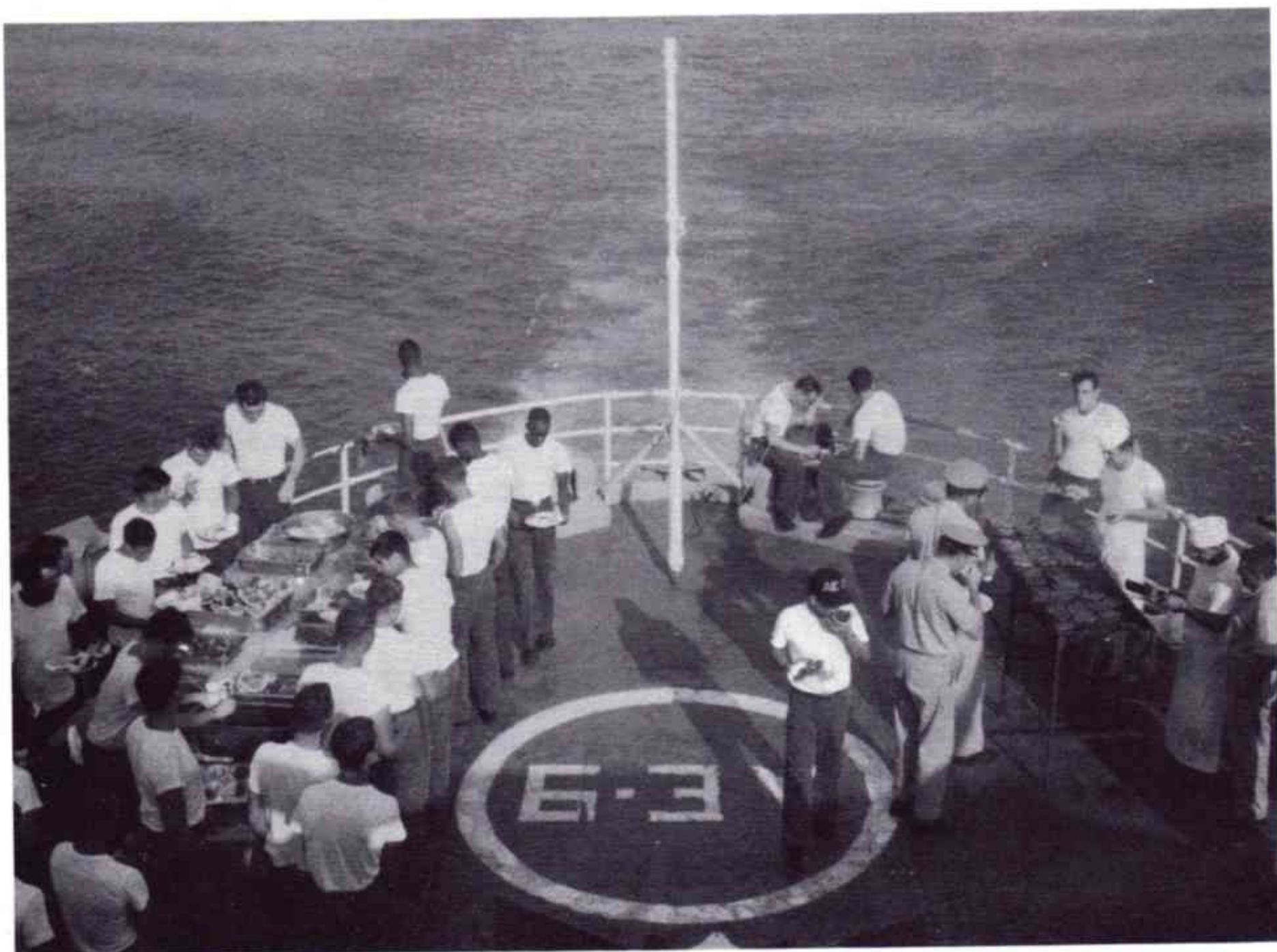
The higher learning centres include the Singapore University, the Singapore Polytechnic, and the Teachers' Training College. Civilian established seats of higher learning in Chinese are the Nanyang University and the Ngee Ann College accommodating 6000 students.

There are many daily newspapers - 2 in English, 3 in Chinese, and 1 each in Malay, Tamil and Malayalam. Radio and Television Singapura broadcast in the above four language media.

The political situation has undergone many changes since the last World War ended in 1945.



FANTAIL COOKOUTS...



. . .After all the work was done and the UNREPS behind us we had more time for the "finer things" of life at sea. The fantail cookouts were enjoyed by all hands throughout the Indian Ocean and Red Sea.





EPILOGUE

53,000 miles, 279 days, and 38,000 candy bars later, USS MAZAMA (AE-9) steamed back into Davisville, R.I. Her deployment to WestPac was over, and on this twentieth of December everyone was very much in the Christmas spirit. It was earned, and then some.

MAZAMA had left the U.S. on 17 March to relieve USS WRANGELL (AE-12), the first east coast ammunition ship to serve in the Vietnam conflict. When she arrived in Subic Bay, R.P., on 5 May after brief visits in Panama and Pearl Harbor, her crew was used to being underway but still inexperienced in an AE's primary mission of transferring ammunition at sea.

Practice came early. Five days later MAZAMA was on her way to operations off the coast of Vietnam. Her first time on line, she averaged 68.5 short tons of ammunition per hour in CVA re-armings.

Not a bad start, but it would have been discouraging at the time to be told how much improvement was needed to set the records that were to follow. After much more practice in the Tonkin Gulf, MAZAMA was transferring 138 and finally 146 short tons per hour in her last two efforts on station.

When MAZAMA came back to Subic Bay for the last time on 29 Oct, the statistics had all been counted. She had transferred all types of ammunition from 38 special to 2000 pound bombs. She had re-armed carriers (8 at one time or another) on 41 occasions, and on one especially good day had transferred 807 tons in a 14 hour period. There were 74 other re-armings, two-thirds of them with destroyers and the rest with cruisers, LSMR's, DE's, and even a swift boat. And everyone of those ships must have been glad to see MAZAMA coming because service ships deliver fleet freight, personnel, mail, and movies. So a good re-arming was good for morale as well.

On the third of Nov MAZAMA got underway from Subic Bay but this time unloaded. She was on her way home the long way - west via the Suez Canal ----- 30 miles longer than the Panama route by which she had come. For once she was not alone. The USS SHASTA (AE-6) had arrived in Subic just days earlier. She also was an east coast service ship, and no doubt felt the same anxiety and diffidence that MAZAMA had experienced a few months sooner. So now headed for Singapore and a long trip home, it was time for some underway training. SHASTA rehearsed her approaches and Burter riggings, made some token transfers, said thank you and changed course for Vietnam. MAZAMA headed for the Equator to initiate 180 pollywogs into King Neptune's Kingdom.

It was only about this time that the cruise had an around-the-world flavor to it. There had been a week in Hong Kong early in July, and now there would be stops in Singapore and Beirut. And the ocean at least would not always be the Pacific but also the Indian Ocean, Arabian Sea, Red Sea, Mediterranean Sea, and the Atlantic, and a few narrow spots at Malacca, Suez, and Gibraltar.

MAZAMA knew when she left Subic Bay she could go the distance without refueling and she proved it. But she did run low on fresh provisions, so the USS ALSTEDE (AF-48) obliged with a vertical unrep off Sicily. Days later the booms had to be topped out of the cradles for another unrep as the USS NATTAHALA (AO-60) came alongside and delivered some parcel post just west of GIBRALTAR.

Then it was west to the States. The Atlantic was surprisingly calm. And at last was Davisville and all the splendor and excitement that a ship can get at Christmas time after being away since St. Patricks day. As the magic hour neared, a sailor shouted, "When liberty call goes, there's going to be chaos around here".

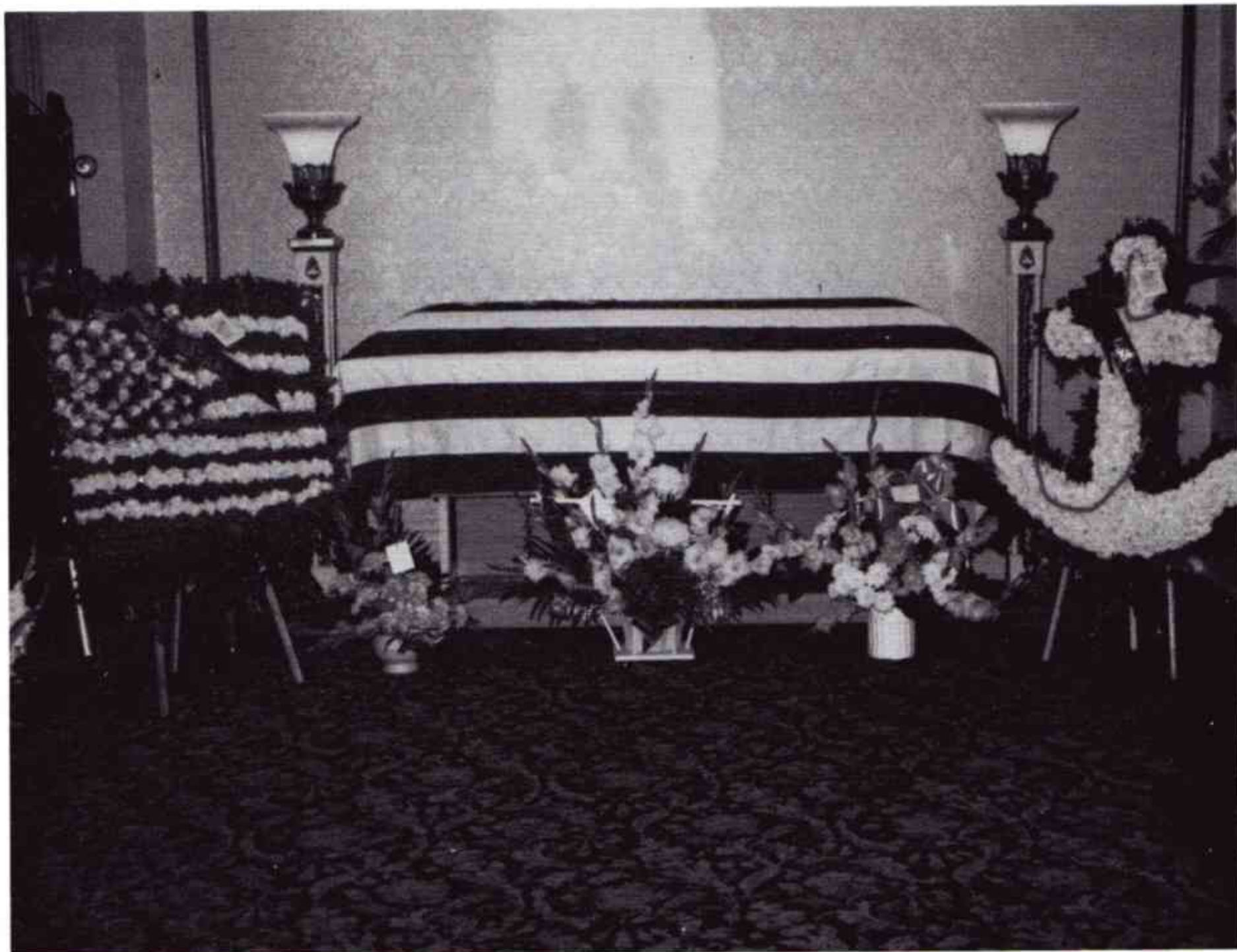
It did, there was.



Ammo Vessel Returns to R.I. After War Duty

DAVISVILLE, R. I.—The first East Coast Navy ammunition ship to serve in far Eastern waters returned to Davisville today, following a nine-month deployment with the U.S. 7th Fleet.

The 225 officers and men of the U.S.S. Mazama were welcomed home by fireboats as they sailed into Narragansett Bay. Relatives and friends were on the piers to see their men home in time for the Christmas holidays.



IN MEMORIUM

FRANK A. RICE
RADIOMAN CHIEF
U.S. NAVY



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