

THE MEDITERRANEAN CRUISE

of

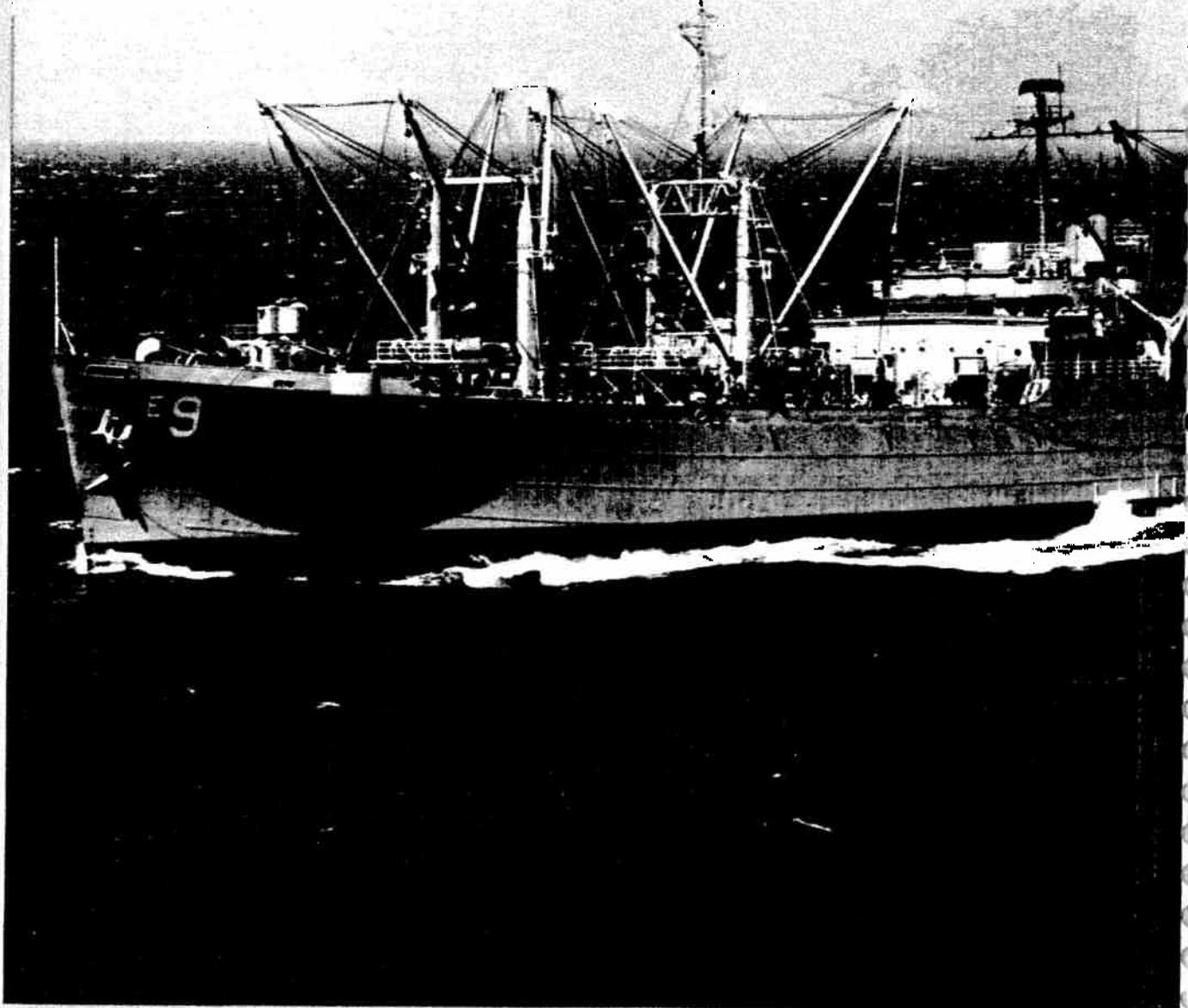
USS MAZAMA (AE-9)

27 April
2 May
10 - 12 May
16 - 18 May
21 - 22 May
23 - 29 May
3 - 12 June
13 - 19 June
29 June - 6 July
24 July
26 - 30 July
1 - 3 August
4 - 10 August
31 August - 8 September
11 - 16 September
18 - 23 September
4 - 7 October
8 - 12 October
17 - 23 October
22 October
2 - 4 November
15 - 18 November
28 November - 3 December
5 - 10 December
11 - 12 December
23 December



Lett Mayport, Florida
Rota, Spain
Cartagena, Spain
La Lavandou, France
Porto-Vecchio, Corsica
Marseille, France
Naples, Italy
Malta, BCC
Athens, Greece
Cartagena, Spain
Cannes, France
Golfo di Palmas, Sardinia
Naples, Italy
Taranto, Italy
Messina, Italy
Rhodes, Greece
Gibraltar, BCC
Palma, Mallorca, Spain
Barcelona, Spain
Gibraltar, BCC
Cannes, France
Sète Juan, France
Pistimo, Italy
Barcelona, Spain
Roma, Spain
Arrived Mayport, Florida

27 APRIL - 23 DECEMBER 1964





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. 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.

The USS MAZAMA home; two Battle Stars on the Asiatic-Pacific Area
Star - Capture and occupation of Okinawa 21-23 June 1944

Star - THIRD Fleet Operation against Japan - 15 August 1945

She also earned the Navy Occupation 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 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 reactivated in Orange, Texas on 31 July 1961. Extensive overhauls and modification was undertaken at the Sun Shipbuilding Corporation, Chester, Pennsylvania. MAZAMA was recommissioned at the Philadelphia Naval Shipyard on 27 November 1961.

The ship remained in Philadelphia until 11 December 1961, at which time she got underway for sea trials and training exercises. On 15 December MAZAMA proceeded to the Jacksonville Operating Area and, after several days of independent steaming exercises, arrived at her present homeport, Mayport, Florida on 19 December 1961.

In January 1962 MAZAMA weighed anchor and proceeded to Guantanamo Bay, Cuba, for shake-down and refresher training.

Her refresher training continued until 9 March, but she did earn a little respite in the form of a visit to Montego Bay, Jamaica, on 25 February. After leaving Guantanamo Bay, the ship proceeded to Roosevelt Roads, Puerto Rico. The operation was completed on the 12th and the ship prepared to get underway for Mayport, Florida.

MAZAMA was detached on 18 October and proceeded, in company with, USS ALIBERBARAN (AF-10), to another rendezvous in the Caribbean. ALDEBARAN and MAZAMA parted company on the 22nd and MAZAMA proceeded to a scheduled rendezvous with USS TRUCKEE (AO-147). It was at this time that MAZAMA intercepted President Kennedy's speech via a Miami Commercial Radio Station and learned unofficially that the United States was imposing a Naval Quarantine against Cuba.

MAZAMA was thus presented with the opportunity to show her mettle and perform her primary function. On 27 October, USS ENTERPRISE (CVAN-65) came alongside to port and received ammunition from MAZAMA. It was the first time since MAZAMA's recommissioning that the ship had transferred live ammunition at sea. ENTERPRISE was topped off in less than 90 minutes.

For the next seven weeks MAZAMA and other units of the Service Force, Atlantic Fleet operated as the support elements of the ready Forces. During this time, MAZAMA reformed USS ENTERPRISE, USS INDEPENDENCE (CVA-62) and a number of destroyers.

The ship returned to station and on 1 December was detached from the Quarantine Forces and ordered to Mayport, arriving there on 3 December.

MAZAMA's participation in the Cuban Quarantine earned her a letter of Commendation from the Commander Service Force, Atlantic Fleet. It was also a tribute to the ship and her crew that not once during the quarantine, did she suffer any major material breakdown nor any lossening of morale.

After two weeks in Mayport during Christmas, MAZAMA sailed to Guantanamo Bay, Cuba for three weeks refresher training on 7 Jan. 1964. The three weeks at Guantanamo were hard and long but very productive. The proud and hard working crew left Guantanamo with an overall grade of GOOD for the ship and invaluable training for the crew. On 27 April 1964 MAZAMA sailed for the Med.



JAMES F. SCHREMP
CAPTAIN, U.S. NAVY

COMMANDING OFFICER

Captain James Francis Schremp, USN was born in Utica, New York on 17 January 1920. He attended Columbia University prior to entering the U.S. Naval Academy in 1938. He received his commission on December 19, 1941 soon induction from the Academy. During World War II he served as a junior officer in the USS WICHITA (CA-45), USS HORNET (CV-12), and USS PITTSBURGH (CA-72). He was a member of the ship's company of the PITTSBURGH when she towed the disabled aircraft carrier USS FRANKLIN from a combat area near Japan and when she later lost her bow in a typhoon off Okinawa in May 1945.

Following promotion to Lieutenant Commander in 1945, he was ordered to the USS IOWA (BB-61) as CIC Officer. His next tour was aboard the USS NEW JERSEY (BB-62) as Gunnery Officer, during which the ship was decommissioned in the New York Naval Shipyard.

In 1948 he was ordered to the Office of the Judge Advocate General for postgraduate training at Georgetown University Law School. In 1951 he received an LL.B degree and was admitted to the Virginia and District of Columbia bars. He then attended the Fleet Sonar School in Key West, Florida prior to duty as Executive Officer and Navigator of the USS M.C. FOX (DDR-829), which in 1952 participated in the NATO Operation "Mainbrace". Following this duty, he attended the Naval War College at Newport, R.I. While at Newport, he was promoted to Commander in March 1954.

Upon graduation from the Naval War College he served as Legislative Liaison and Congressional Investigations Officer in the Office of the Judge Advocate General. In September of 1956 he took command of the USS DALY (DD-519), which in 1957 went around Africa to assist in the relief of the Middle East Force Destroyers isolated by the closing of the Suez Canal.

In 1958 he was ordered to duty on the Staff of the Commander in Chief, Pacific, at Camp H.M. Smith, Hawaii. While in Hawaii, he was promoted to Captain effective July 1, 1961. Following this duty he was assigned to the Strategic Plans Division, Office of the Chief of Naval Operations. In March 1964 he assumed command of the USS MAZAMA (AE-9).

Captain Schremp holds the World War II Victory Medal; the American and National Defense; European and American Theatre Medals; the Pacific Theatre Medal with seven stars as well as the Presidential Unit Citation.

The Captain married the former Betty L. Hanemann, of Des Moines, Iowa at Portsmouth, Virginia in 1944. Their children are James F., Jr., and Christine A. They presently reside in Alexandria, Virginia.



EXECUTIVE OFFICER

JOHN J. POWELL
LIEUTENANT COMMANDER, U.S. NAVY

LCDR Powell, the present Executive Officer, hails from Queens, Long Island, New York. He 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 spent at sea as a Cadet-Midshipman. Upon graduation, he received a commission in the Naval Reserve, 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 (AKA-104). 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 (DD-866) as Gunnery Officer.

After his tour on the CONE, LCDR Powell was sent to the U.S. Naval Postgraduate School at Monterey, California where he studied Ordnance Engineering, receiving a degree in chemistry upon graduation. He was then sent to the USS PONCHATOUA (AO-148) as Operations Officer and Navigator, after which LCDR Powell was ordered to the Bureau of Naval Weapons in Washington. Here he served as the Head of the Supporting Research Branch of the Missile Propulsion Division, prior to reporting to the MAZAMA in November 1964.

LCDR Powell is married to the former Audray Burnett of San Diego, California. Mrs. Powell is a graduate of the University of California School of Nursing. The Powells have two children, John, born in 1956 and Jean who was born in 1957.

FORMER EXECUTIVE OFFICER

PAUL E. KANE
LIEUTENANT COMMANDER, U.S. NAVY



LCDR Paul E. Kane, the former Executive Officer of the USS MAZAMA (AE-9), from Holyoke, Massachusetts, entered the U.S. Navy in 1942 and served in the USS ARISTAEUS (ARB-1) and the USS CURTISS (AV-4) during World War II.

In 1948 he was transferred to the U.S. Submarine Force where he served in the USS RUNNER (SS-476) and the USS DIABLO (SS-479). In 1953 he was commissioned an Ensign aboard the USS TRIGGER (SS-564) and subsequently served on the USS THORNBACK (SS-418) and the USS SEA CAT (SS-399) as Gunnery and Torpedo Officer and Engineering Officer. After a tour as Executive Officer in the USS PENGUIN (ASR-12), he was transferred to the Office of the Chief of Naval Operations in 1957.

In 1959 he was ordered to sea as Operations Officer and Navigator of the USS NORRIS (DDE-858). Prior to reporting as Executive Officer of the USS MAZAMA (AE-9) LCDR Kane attended the U.S. Naval Postgraduate School, Monterey, California, where he was awarded a Bachelor of Science degree in 1963.

LCDR Kane was then transferred in November 1964 after receipt of his orders to the USS HOIST (ARS-40) as Commanding Officer.

LCDR Kane is married to the former Elaine Pennella of Groton, Connecticut. The Kanes have three children, Mary, Michael and Christina, and are presently residing in Virginia Beach, Va.

DEPARTMENT HEADS



Lt W. Humphrey
FORMER 1ST LIEUTENANT



Lt N. West
DECK



Lt J. Christen
SUPPLY



Lt E. Schardein
ENGINEERING



Lt B. Hewitt
NAVIGATOR



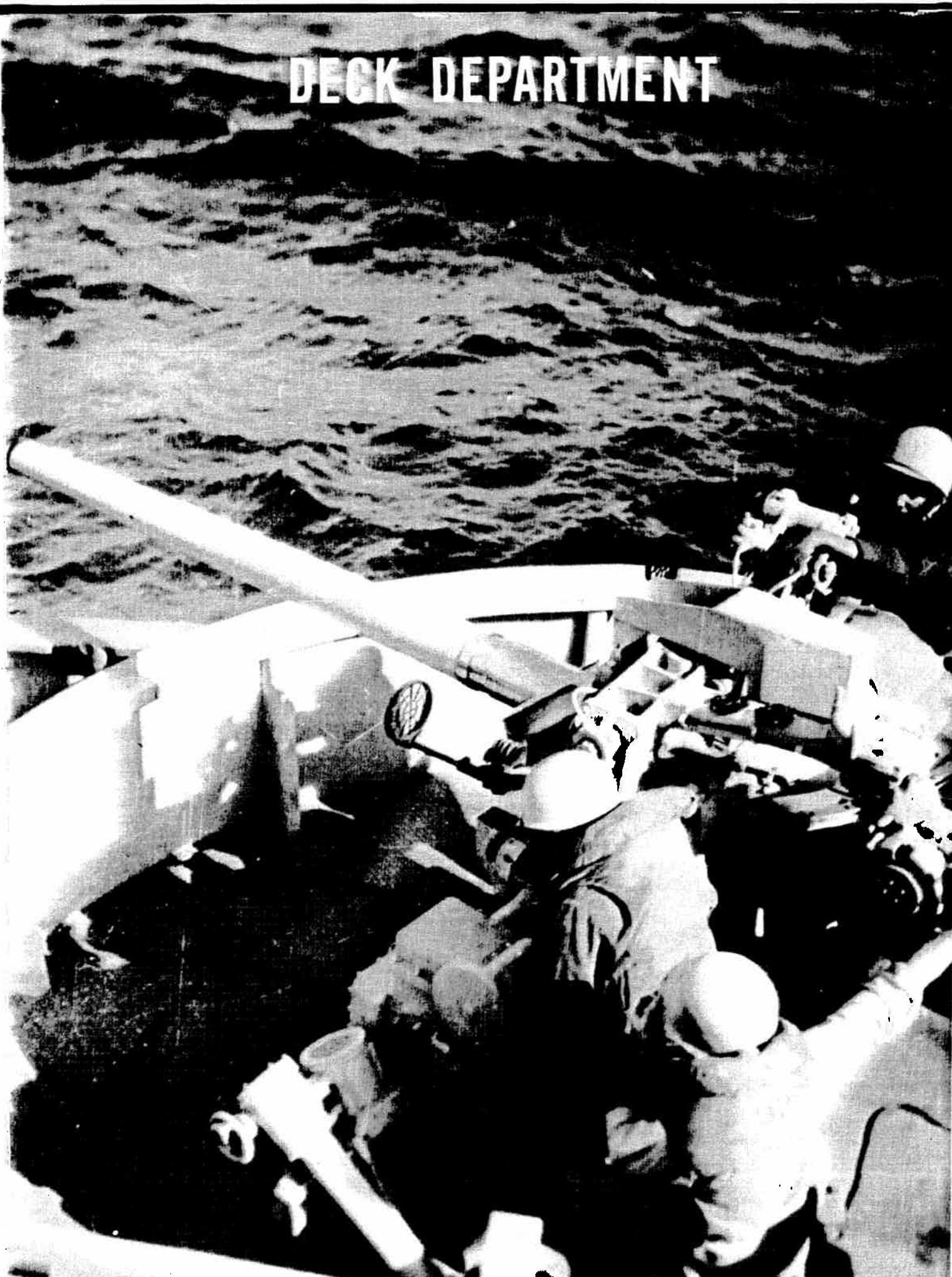
Ltjg W. Ade
FORMER OPERATIONS



Ltjg H. Eberhardt III
OPERATIONS



DECK DEPARTMENT



FIRST DIVISION



Lt(jg) P. LaFontaine
FIRST DIVISION OFFICER



W. Lazarus, BMCM



B. Mercer, BM1



Ensign J. Stevall
FIRST DIVISION OFFICER



A. Utter, BM2

B. Barrow, BM2



W. Bogaczek, BM3

T. Hardin, BM3



G. Barrow, GM2



W. Walton, SN

"Now go to your stations on the special sea and anchor detail." This is the call for the First Division to man the foc'sle and prepare to "drop the hook". During our MED deployment the MAZAMA anchored over 25 times with the First Division always ready to "let go the anchor".

Ten Seamen and a Boatswain's Mate man the foc'sle detail with each man playing a vital role in anchoring. Working with First Division, there is an Electrician who controls the anchor windlass and a Shipfitter who handles the brake. This cruise proved that each man knew his job well and readily fulfilled it. Anchoring is one of the most

exciting aspects of a ship's routine. As the distance to the anchorage decreases, every detail is checked and re-checked. When only a few yards remain the brightly painted anchor buoy is thrown over the side and the chain stopper is knocked off the chain and crashes to the rock. Now the anchor is held precariously by the brake. As we approach the anchorage, the ship picks down and the Captain says, "let go the anchor!" Instantly the brake is removed, the chain thunders out, and the anchor smashes against the water sending its spray over the foc'sle. At this same time another sailor is \$200.00 richer. The Jack is two plucked and First Division has again carried out a job vitally important to the operation of the ship.

Another important duty of the First Division is to carry out the MAZAMA's mission; rearming other ships. Although rearming requires long hours under dangerous conditions, it is the job we like best. First Division is responsible for all forward stations, and we are ready at a moments notice to rearm a sleek destroyer or giant aircraft carrier. In addition to ammunitions we transfer mail, movies, spare parts, and even people.

In port we concentrated on liberty. Several of us took advantage of the interesting and scenic tours offered. Others participated in athletics; either learning soccer from the Europeans or teaching them softball. We also had recreation at sea. Our skeet team lost a close match to our rival Second Division in the inter-divisional skeet competition. Swim call was another big attraction on the hot Med afternoons. Several of us were introduced to shuffleboard when a set was purchased and laid out on the main deck. It became so popular that rearming lights had to be turned on to accommodate night players. Although the cruise was long and often difficult, we obtained great satisfaction from doing a good job. The interesting ports we visited have given us many experiences we will remember in later life.



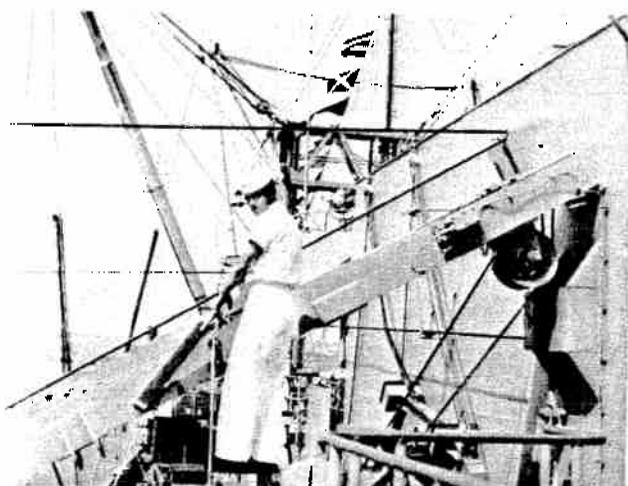
J. Vining, SN

K. Allen, SN

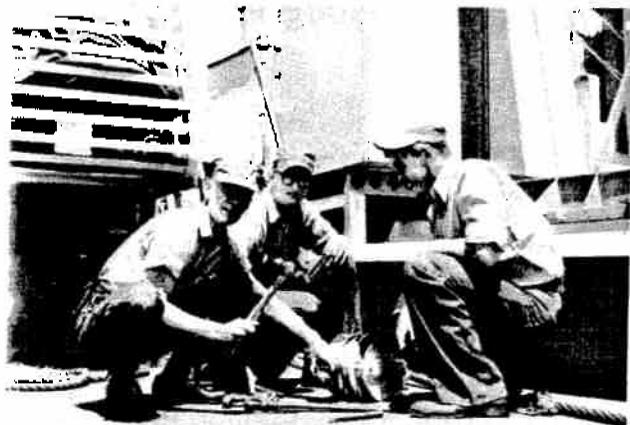


E. Britt, SN

D. Crabtree, SN



BUT MR. WEST, THE U-BOAT WAS HERE A MINUTE AGO.



AS SOON AS WE FINISH HERE WE'LL GO TO THE
BOS'N LOCKER AND HAVE SOME NUTS.



R. Fairris, SN

A. Flores, SN

B. Jerritt, SN



SO LONG, ALL



M. Fender, SN O. Rogers, SN



I WANT TO GO HOME----



HE FELL DOWN RIGHT HERE!



K. Caughman, SA F. Harding, SA

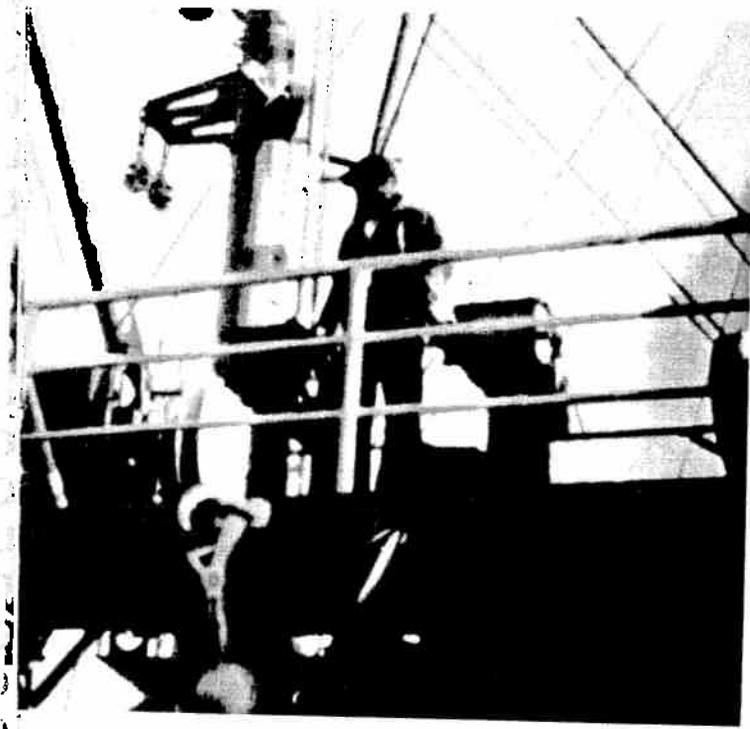


B. Hill, SA J. Moore, SA



NOT BAD, THESE PORTABLE GAS STATIONS!

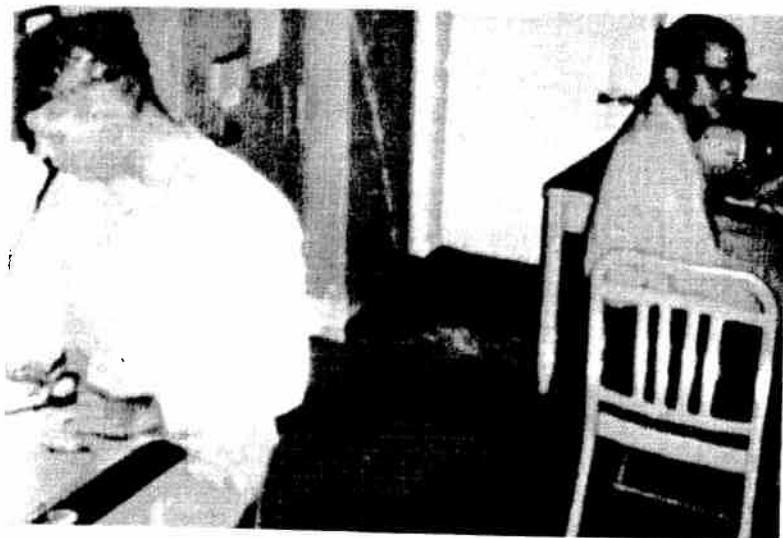




WILLIE'S TOY!



YOU MEAN THIS ISN'T THE PAY LINE?



W. Nevers, SA K. Rayborn, SA



WHILE THE CAPTAIN IS AWAY, THE BOYS WILL PLAY!



SECOND DIVISION



Ann M. Scott
SECOND DIVISION OFFICER



Eas P. Windhausen
ANMIDT. SECOND DIVISION OFFICER



G. Pierce, BM2



M. Gluey, BM3



N. Kaparais, DM3



R. Myers, BM3



G. Abbott, SN



R. Acerenza, SN



J. Boilin, SN



AND AWAY WE GO-----



E. Brooks, SN



J. Hupp, SN

J. Vennemeyer, SN

S. Largren, SN



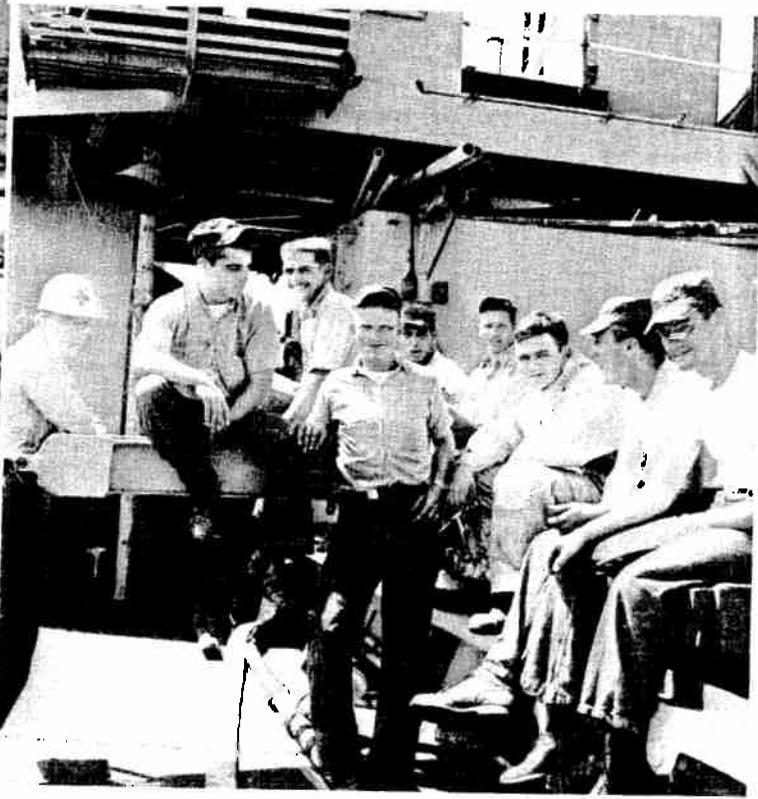
M. Malone, SN

L. McReynolds, SN

G. Newborn, SN



I WISH I WAS IN SUPPLY!



TROWIE FOLKS, I'VE GOT PERSONALITY!



J. Rich, SN

J. Wright, SN

G. Wyman, SN

I'M GOING TO DRIVE WHO TODAY?



BUT I DON'T WANT TO LEAVE THE MAZAMA



MR. HERND
THERE WAS
A LITTLE GIRL
HERE LAST



THE MAZAMA BOYS



M. Baker, SA



J. Boes, SA



R. Compton, SA

K. Heider, SA

R. Wagner, SA



D. Madrix, SA

W. Masterson, SA

K. McBroom, SA



YOU'RE GOING TO KNOCK WHAT OUT OF MY MOUTH?

When the coil went out, we were there. Though this would apply to the MAZAMA as a whole, it really has peculiar significance to the Deck Department in general and to the Second Division in particular.

Whether it be rearming, refueling, rearovisioning, or any of the 101 other details aboard the MAZAMA, Second Division responded with a will do attitude all of the time. Rearmings soon proved to be simply a daily occurrence. The same could be said of refueling and provisioning, though occurring less frequently than the rearmings. The Second Division men soon were looking like top flight pros.

The one detail that was never humdrum was, easily enough, the one causing the most trouble. This was the helicopter detail. When the detail was set unexpectedly, MT 33 and MT 34 had to be trained abeam, the flagstaff lowered, asbestos suits broken out, and many other small tasks completed before the helo safety officer could give the bridge manned and ready. Even a personnel inspection did not dim an otherwise outstanding record on helo detail. Given five minutes, we would always be ready.

Second Division was one of the major reasons for the MAZAMA's fine record. Their work and attitude was that of professionals. It was a pleasure.



G. Squeglia, SA



MASS CONFUSION?



BRIDGE-STATION SEVEN-BE READY IN
TWO MINUTES.

BRIDGE-READY!

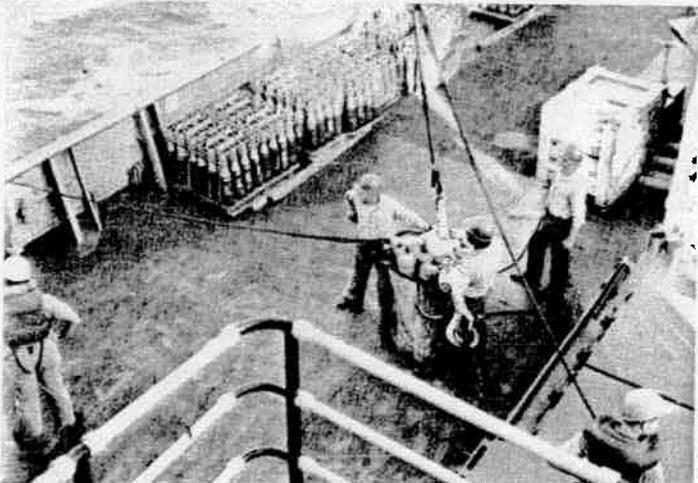
BRIDGE, STATION SEVEN, BAD NEWS?

THIRD DIVISION

The Third Division is made up of Gunners Mates and Fire Controlmen. Along with the usual present work of maintenance and repair of gun mounts and fire control equipment, the Third Division involves the know-how and required labor for cargo break-outs and delivery. Each GM or FT is assigned to a particular job which he must know like the palm of his hand. It is his direct responsibility to handle and break out any one of over 100 different types of ammo or ammo components carried on board. With ammo handling comes the important factor of safety. It is the responsibility of the Third Division to insure that all hands observe safety precautions in all phases of cargo handling. After the cargo is on deck the responsibility of the Third Division does not end; for control, weights per load and station spotting are a few of the details that must be accomplished topside prior to running. While all this is going on topside, the job below is still going on. Having removed many pallets of ammo from several different decks and various locations, many spots are left that are not "ready for sea". At this time the GM and FT become somewhat of a Jack Leg carpenter. Shoring and tomming down the cargo is another of the necessary jobs of the "AE type" GM. It may not always look fancy, but the crew can rest assured that the MAZAMA's delicate cargo is secure and ready for sea.



ENS D. CARLSON
THIRD DIVISION OFFICER



E. Rivington, GMG1



R. McClinton, GMG2



C. Tarapuk, GMG1



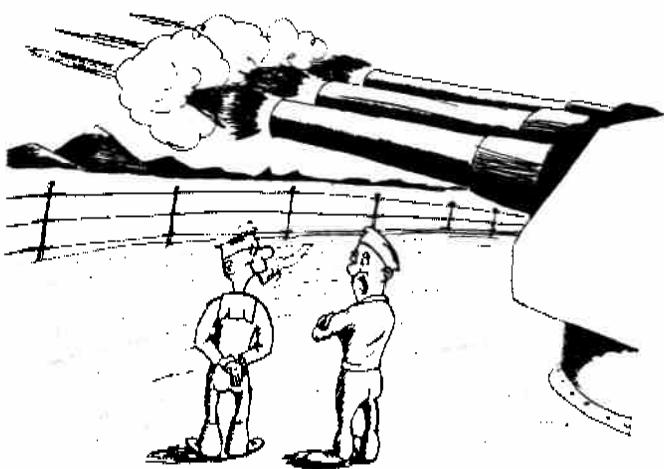
W. Kirkpatrick, GMG2

This is not the full extent of the GM and FT's duties. We train gun mount crews, insuring all hands in safe and proper use of small arms and hand grenades. We are in charge of storage and maintenance of all hand weapons on board. We instruct and operate the skeet shoot on the fantail. Also the Third Division provides the shark watches so all hands can have a safe and enjoyable swim call. And why shouldn't the Third Division supply the shark watch? They are the skeet shooting champions of the ship, although there are a few malcontents on board that are reluctant to admit this. You name it and the Third Division can handle it, that's the feeling of the entire division. A division with pride and ability, a division which has proven itself in loyalty in carrying out MAZAMA's mission.



R. Newman, GMG2 W. Alber, GMG1

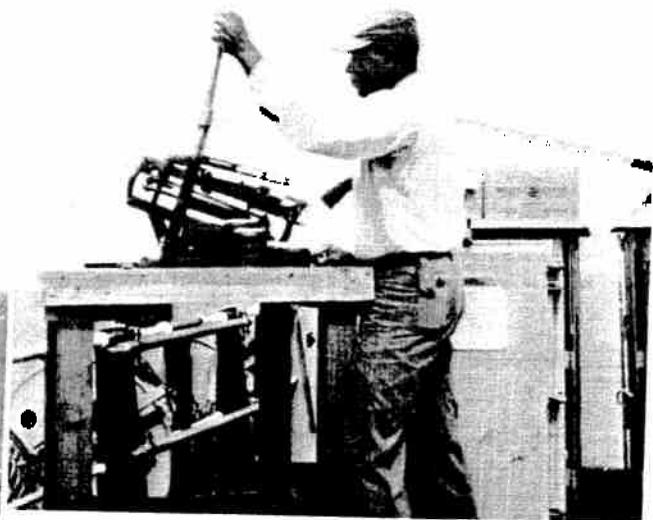
A Smoke-laden top deck on D-Day June 6, 1944.



R. Clark, GMG3 R. Edwards, PFC4



TODAY'S AWARD OF EXCELLENCE GOES TO



THIS TAKES A GUNNER'S MATE?



NOT I CAN'T FIND IT?



D. Cox, SN

L. Miller, SN

C. Wood, SA



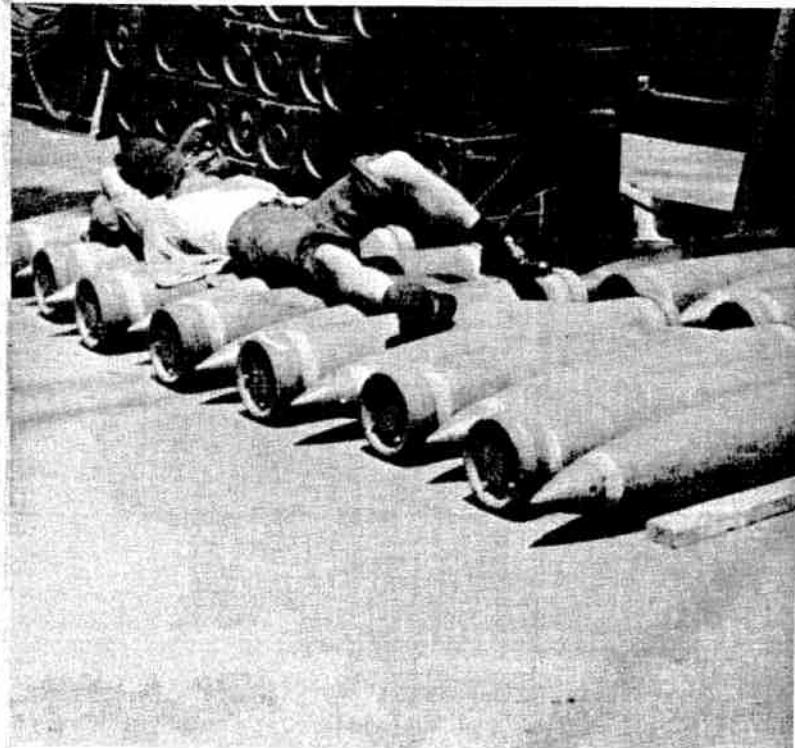
F. Ford, GMG3

A. Post, GMG3

B. DeVilger, PMSN



SERVICE FORCE SIXTH FLEET, HIMSELF.

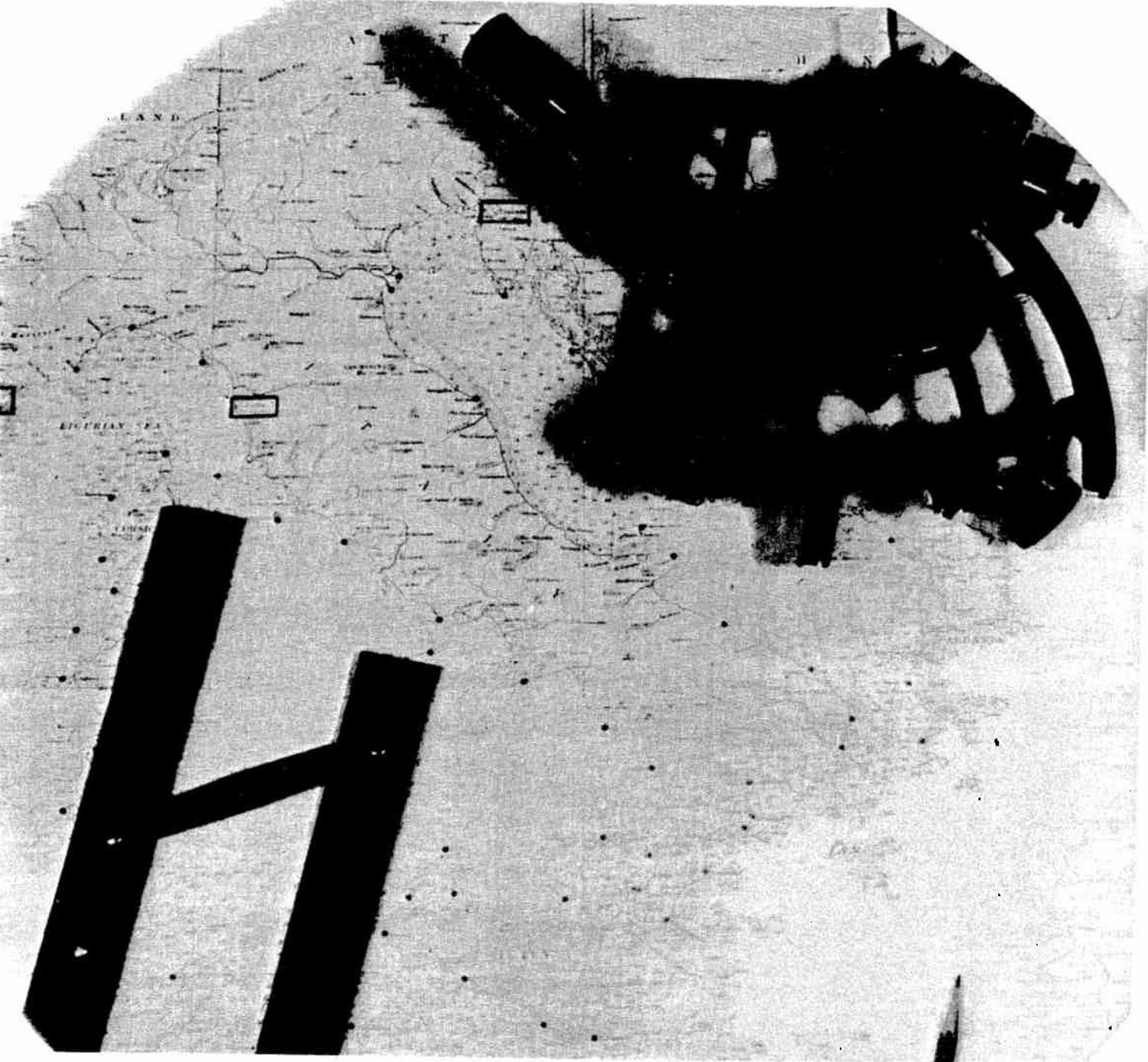


NOTHING TO BE AFRAID OF!



YES! THEY REALLY WORK!

OPERATIONS DEPARTMENT





Lt(jg) A. Babcock
OPERATIONS DIVISION OFFICER



Lt(jg) R. Aspin
CO OFFICER



R. Amery, SMC



Ensign B. Brand
COMMUNICATIONS
TECHNICAL OFFICER



J. Frankenberger, RIC

D. Pavaoza, HM2

P. Curran, PC2

N. Coulson, SN

H. Clegg, EN2

G. Hall, QM4

A. Howell, PC2

operations

Here's how the various rates operate together once a month during our lengthy logistic replenishment of the supported carrier task group. Replenishmen are careful not to alter course while ships are alongside for rearming. Radarmen keep track of incoming merchant ships and the positions of each ship. Signalmen run from signal light to signal light while watching for flaghoists or a semaphore flag. Radiomen are bounded by the COO to get the interference off the primary tactical current while taking in messages by code. The Postal Clerk tries to find out at which deck station his incoming mail will be, and when the bridge wants his outgoing mail. After this exhausting experience, sometimes lasting over eight hours, the ship goes back to normal steaming routine, a little less hectic.

Operations Division - the men with the answer to who, when and where. To answer these basic questions, Operations is supplied with nine separate ratings. Radiomen with their constant reading of radio traffic give the long range instantaneous communications so vital to a Mod deployment. From these communications come everything from operational orders to another request for ammunition. The Signalmen, or as they are more popularly known, the skivvy wavers, provide the short range, much more secure, line of sight communications so vital to a tight knit task group organization. The Radarmen, or scope dopes, by constantly watching their picture tube and guarding their radio circuits attend to where everyone is and where they're going. The Quartermasters will attempt to show you where the ship is and which way we should go to get where we're supposed to be. Always roaming in the background, you'll find the ship's ET's striving to keep all the ship's electronics equipment in top notch operating condition. The Yeomen down in the ship's office handle the continual paperwork that constantly threatens to engulf any naval ship. Also in the ship's office, you'll find the personnelmen taking care of all the questions from "When are my orders coming?" to "How can I get a high school diploma?" In Sick Bay the Hospital Corpsmen with their constant supply of red, blue, green and yellow aspirin endeavor to

keep the crew in top physical condition. Last, but probably most important of all as far as morale is concerned, is our Postal Clerk with his necessary personal communications.



H. Lovas, RME

W. Mason, PNE

J. Vavricka, FIRE

R. Howard, PNE



M. Enna, SMC

E. Garry, SMC

S. Innes, QMS

J. McCormick, SMC



OH, THESE BEACH PARTIES!



OUR LEGAL OFFICER AT WORK.



C. Michael, DMS

D. Austin, SMC

J. Ellingsen, RME

G. Rhodes, DMS



WHERE IS MY STRIKER?

our middies





R. Stein, RM3

E. Thomas, SN3

TOP V, L, P, ---POSTAL CLERK. I THINK WE WERE RIGHT HERE A MINUTE AGO.
---CAPTAIN



R. Wicklander, RM3

C. Wiers, RM3

S. Zavise, YN3

L. Aikens, SN



THE BOYS!!



R. Brown, RA

G. Gaudette, SN

P. Estrian, SN

E. Gale, SN



MURRAY BRAND ASLEEP IN 44 CLUB.



G. King, SN

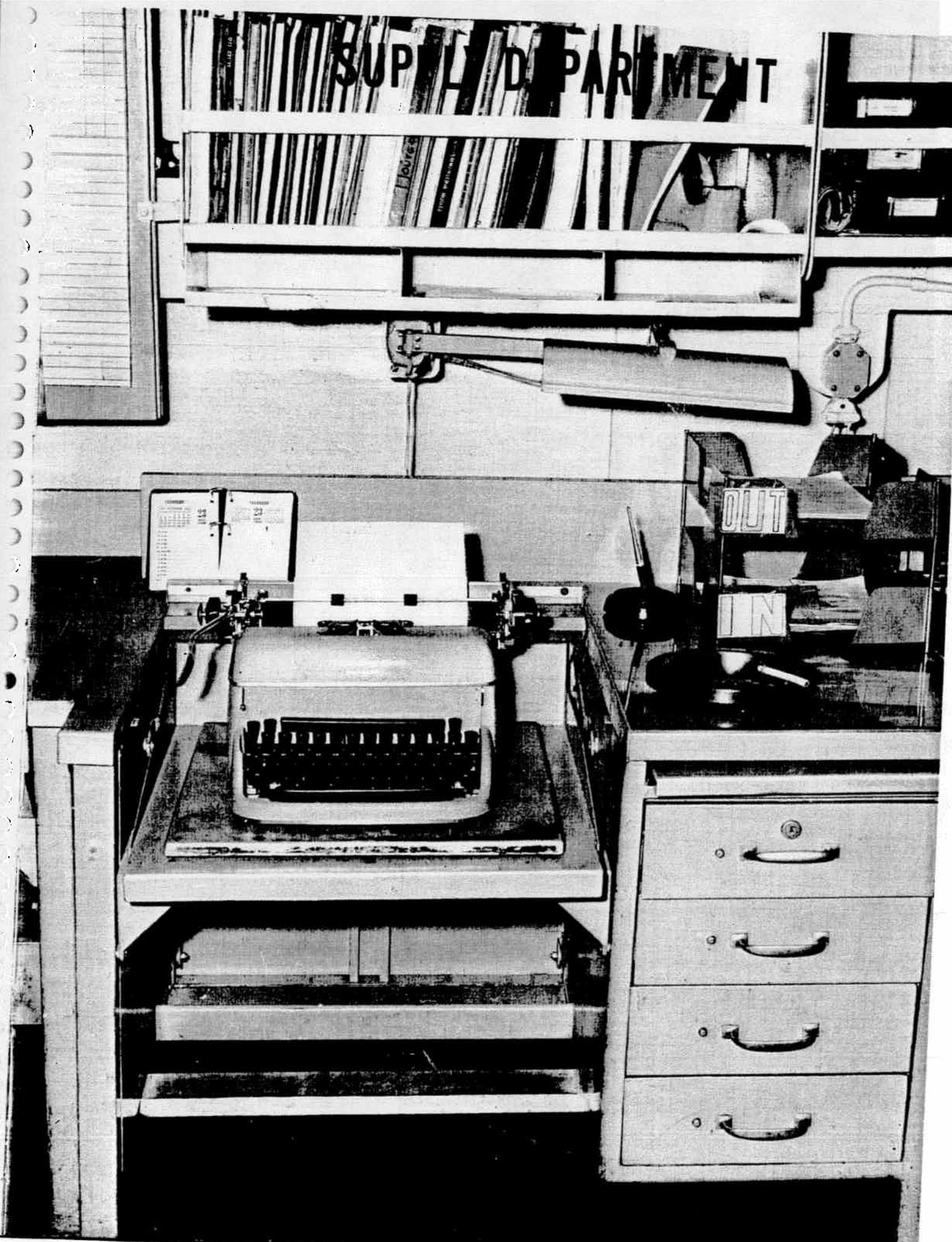
J. Ladd, SN

W. Crowley, YNSN

J. Andrey, QMSA



SUPER DEPARTMENT



S DIVISION

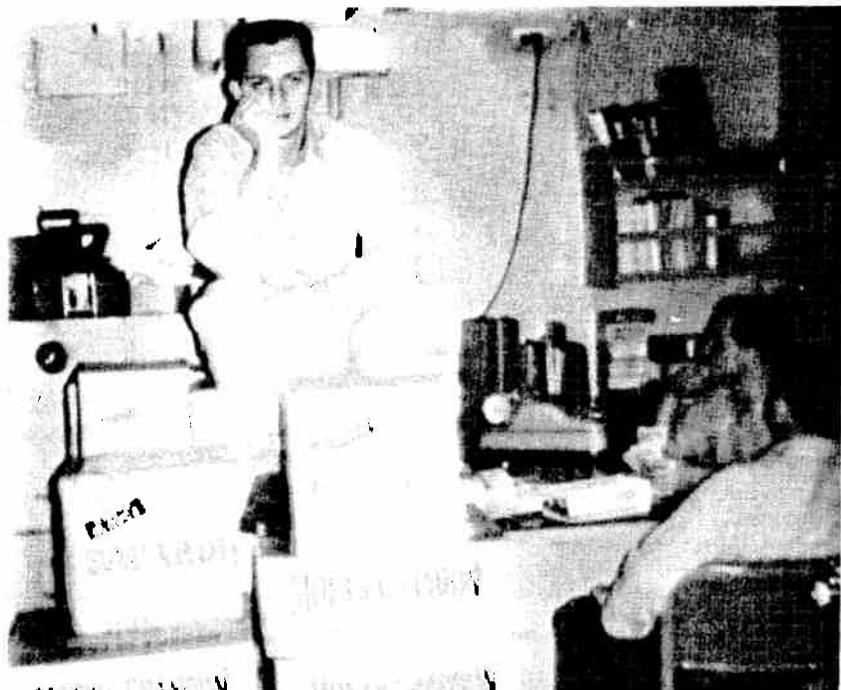


Ltig. C. McDonough
FORMER SUPPLY DIVISION OFFICER



C. Echelle, SDCA

Ensign G. O'Dell
SUPPLY DIVISION OFFICER



ALABAMA
BUT MR. CUSTON, THEY DON'T DRINK IN ALABAMA.



R. Brinkley, C.S.C.



WE'RE LATE SIR! BUT WE DID GET HERE!



C. Deom, SIR



C. Duster, S1O2



C. Pack, SK2

Sixth Fleet divides the ship with a fleet variety troupe, Acrobatics, and Show Pictures, which put on shows in the mess room, and the Library, gymnasium, deck, and mess decks on the ship. As well as the ship's movie theatre, the Cinema.

At other times, it may be you shall see Captain Jack D'Elia, War Casualty Clerk or the Photographer, Photo Special Officer, the "Sten Man", who plays a major role in the ship's routine. The various members of the crew, who make up the ship's company with their wives and children, and the men who work in "Deck", General Services to the entire ship, in one or other part of the service system that is S Division.



NO SIR, MR. D'ELIA, HE'S NOT ASLEEP!



A. Coneland, DK3

E. Davis, SK3

M. Kuppers, SK3

F. Levine, GS3



TEXAS PANCAKES-MY SPECIALTY.



SIXTH FLEET'S VERY OWN SAFE DRIVERS.



C. Sankiewicz, SN



M. Turner, SN



R. Waters, USA



J. Balacev, TN



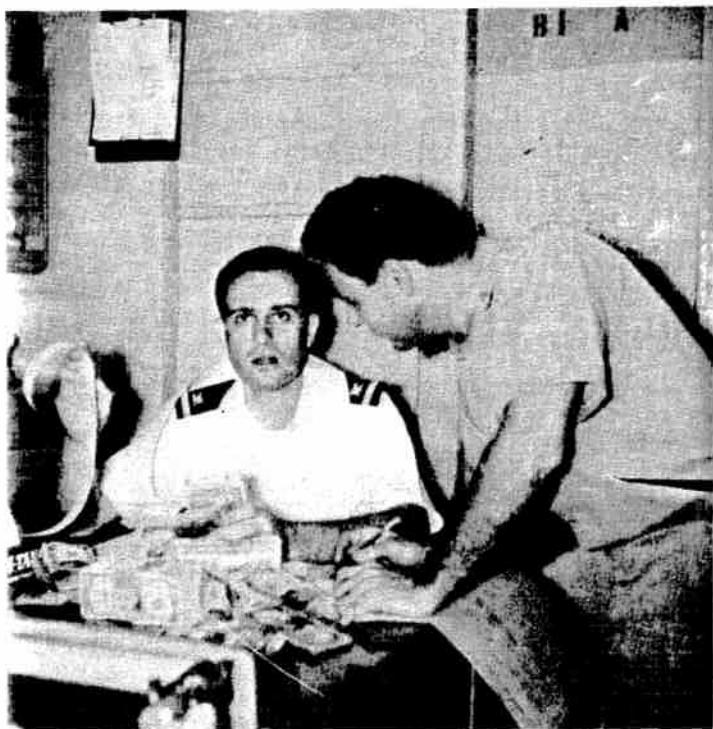
MY PAY RECORD IS WHERE?



A. Campisi, SN



D. Clancy, SN



BUT I HAD ALL OF IT JUST A MINUTE AGO.



HOW MUCH YOU PAY? JOB!



J. Chatfield, SN



M. DelRosario, TN



H. Durzewski, SN



OFF! CAPTAIN'S ORDERS!



J. Mayes, SN J. Murphy, SN



J. Schilling, SN C. Weisner, SN



"SKIP"-SORRY BUT IT'S BACK TO THE MED.



YES SIR-SUPPLY IS ALWAYS ON THE GO!



L. Munyadi, SKSN P. Townsend, Jr., SIISN

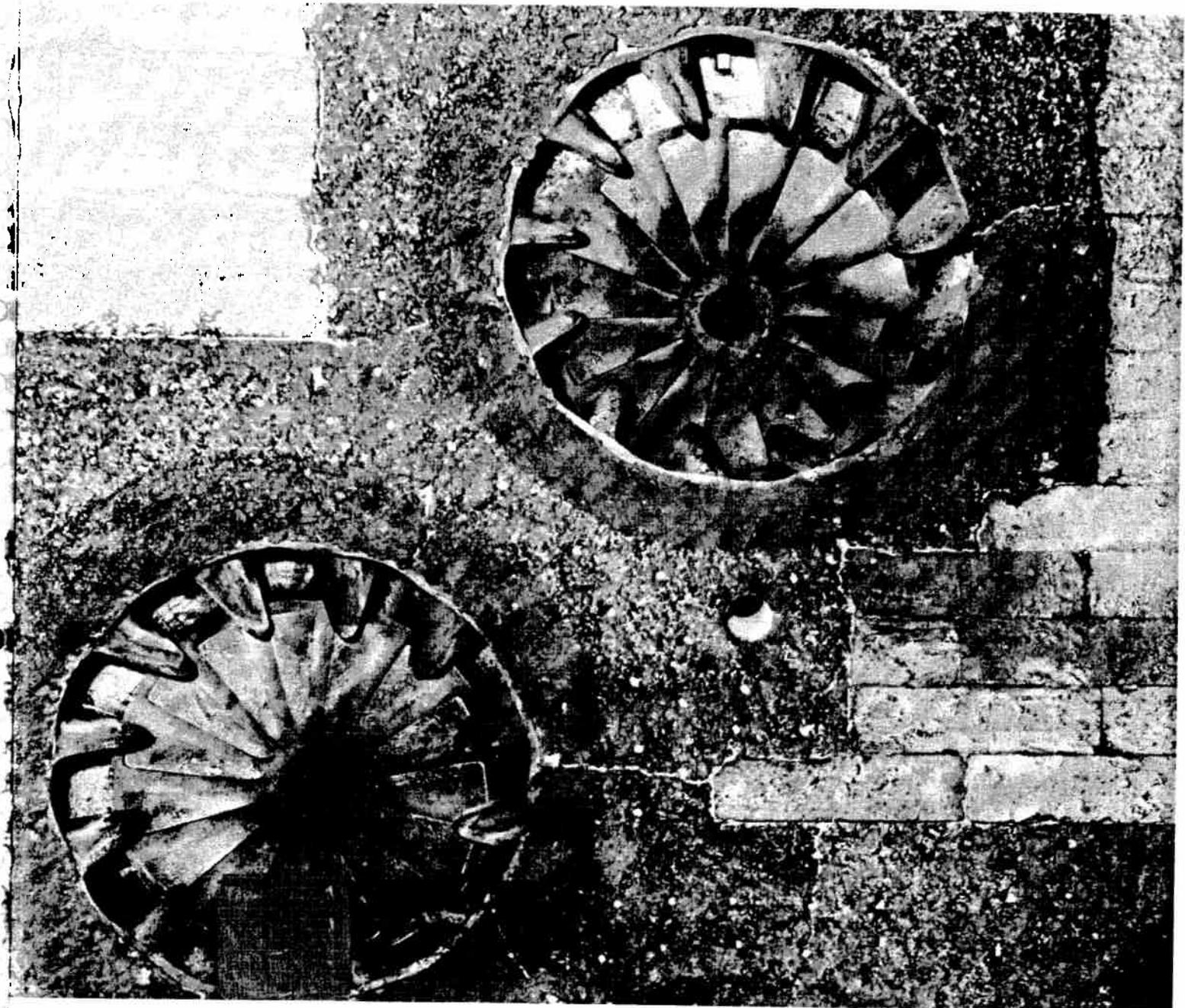


MUSTER AT #3 HATCH????





ENGINEERING DEPARTMENT



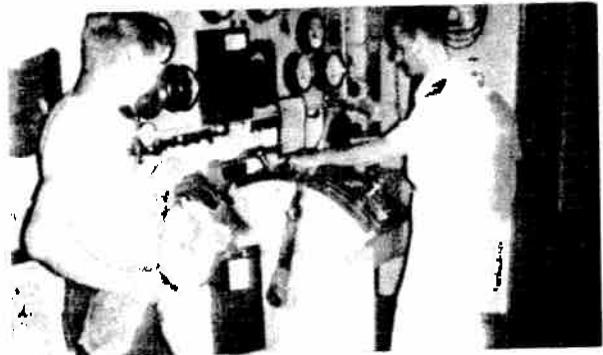
M & A DIVISION

Engineering is one of the most interesting and complex departments on any naval vessel. Men of varied skills comprise M & A Division. These are the men responsible for the Men Precision Plant, winches, boilers, reefer units and, of course, the infamous L-boats which, during this Med cruise, were our sole means of transportation to the beach for liberty.

Chief Jones has done well in holding down positions as Chief Master M-Arms, Chief of the Watch and Administrative Chief of M & A Division. Some say he is also our Division Officer's "Sea Daddy". Chief Greene is the power in the engine room, he is the keeper of "M" and his two "Spearhead Elephants", Northern Diesels. We missed him when he went home on emergency leave and his number one baby got sick just prior to our return. Chief "Shady" Lane maintains a "non-profit" barter and exchange system while wielding the big stick over "A" gang.

The men of "M" have shown their capabilities time and again by accomplishing repairs that normally would be done by a shore base facility. While on deployment they completely overhauled two S/S diesel generators, manufactured numerous needed parts and accomplished repairs to #1 main engine in record time, thus enabling the Mazie to complete another cruise without having missed a commitment.

"A" gang has nursed, cursed, pampered and pounded boilers, compressors, evaporators, and winches - they have sweated out the arrival of ordered parts, and manufactured many more which never arrived. Many night's sleep went awash striving to make life more comfortable for the Mazie's crew. To the men of M & A - WELL DONE!!



WHAT THE HELL IS HE DOING HERE! AND DRESSED LIKE THAT.



R. Jones, ENCA



Lt(jg) J. Moeseman
M&A DIVISION OFFICER

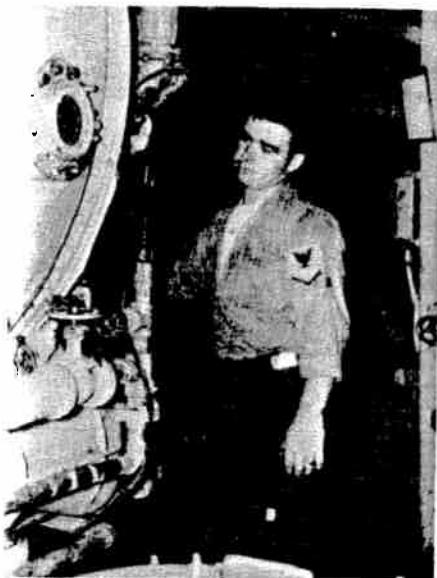


Lt(jg) J. Durfee
FORMER M&A DIVISION OFFICER



A. Greene, ENCA





PLEASE GIVE US SOME FRESH WATER!



E. Wecker, EN1 R. Davis, WT1



R. Sermon, EN1 H. Goodwin, EN2



STUDENT PROJECT-



C. Lukenbill, MR2 L. O'Day, MM2 D. Bartlett, EN1 D. Elliott, MM3



NEVER A MOMENT'S REST.



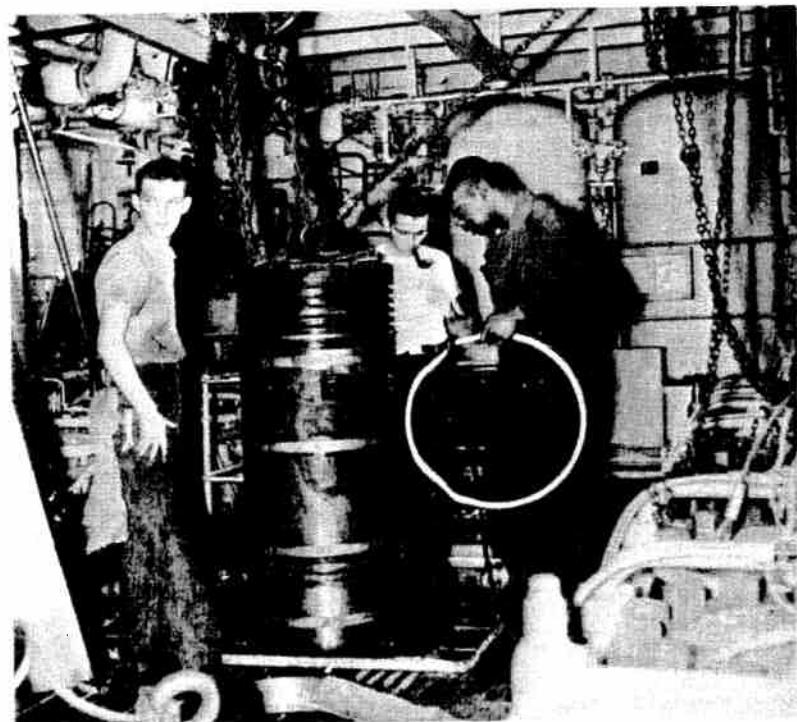
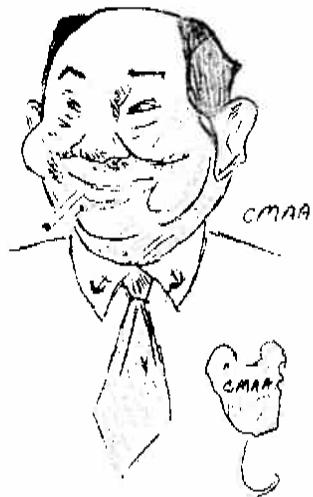
G. Grime, EN3 P. Hartford, EN3 G. Lax, DT3



H. McBride, ENS W. Neill, MM3 W. Tolson, EN1 J. Newell, ENS C. Patterson, ENS G. Potter, RMA D. Singer, ENS



N. Whalen, ENS L. Hall, FN H. Jenkins, FN G. McGuire, FN



WHAT GOES WHERE?



I. Reed, SN W. Clone, FA N. Lisvold, FA

JUST ASK MR. STEWART, HE KNOWS.

E & R DIVISION

The Electrician's Mates of E Division are responsible for the maintenance of the main ship's electrical switchboards, where they also stand their watches, and the ship's generators and interior lighting systems. While in the Red, it was they who rigged the long strings of "Friendship Lights" which the ship displayed every evening. Anything electrical that no one else is responsible for, falls into their sphere of responsibility.

The Shipfitters of R Division may be thought of as the carpenters, welders, and plumbers of the ship. They maintain the ship's vast plumbing system, and are called upon for any job that requires patching, welding, or similar skills.

The A gang of R Division keeps the ship's boats running, maintains the refrigeration systems, air conditioning, ship's laundry and scullery.



Ltjg D. Costlow
FORMER E&R DIVISION OFFICER



A. Alexopoulos, SFI



J. Cockrell, EM1



J. Hutchins, DC1



J. Epting, EMCS

No photograph available
Ena P. Stewart
E&R DIVISION OFFICER



R. Neal, DC1



J. Lewis, SPM1



A. Trovillo, EM1



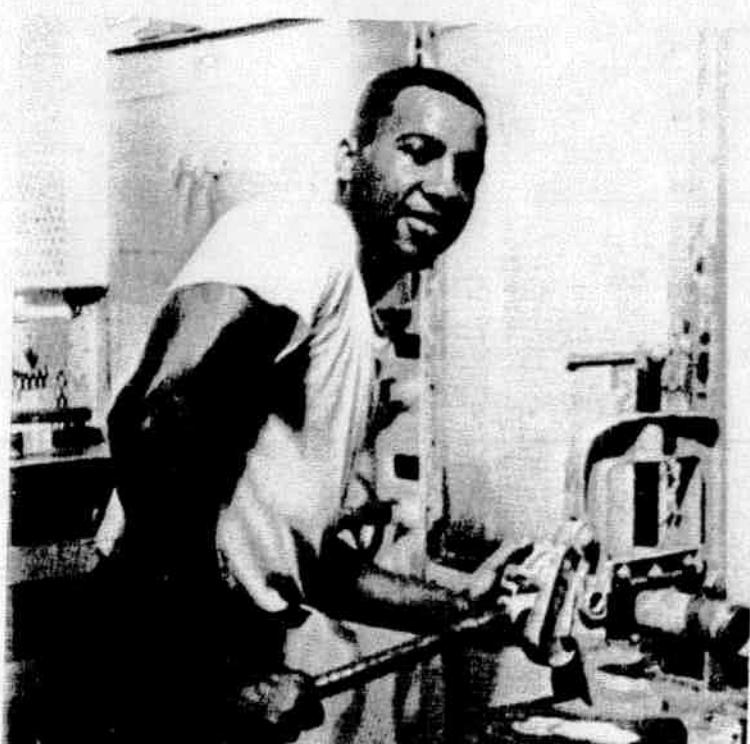
R. Adams, EM2



J. Hicks, IC2



S. Moore, EM2





NICE SHOT, NICE!



K. Althaus, EMO I. Gaserude, DUF K. Heller, RMS



G. Jones, DC3



I. Kyles, SF3



A. Merola, EM3



C. Pfleider, SF3



J. Study, SFMO



R. Wain, IC3



KEEP YOUR EYES ON THE BALL!



HELLO, DEAR, IS THAT YOU?



R. McCloskey, ICFN D. Rogers, EMFN



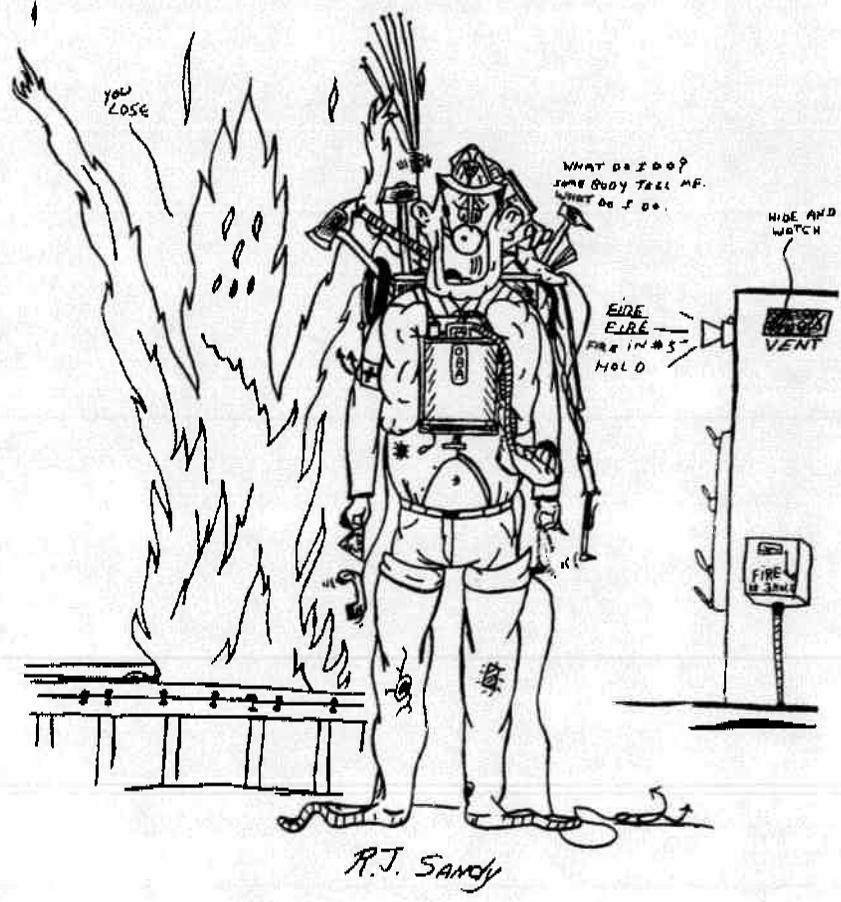
R. Villafuerte, EMFN J. Freedle, FA



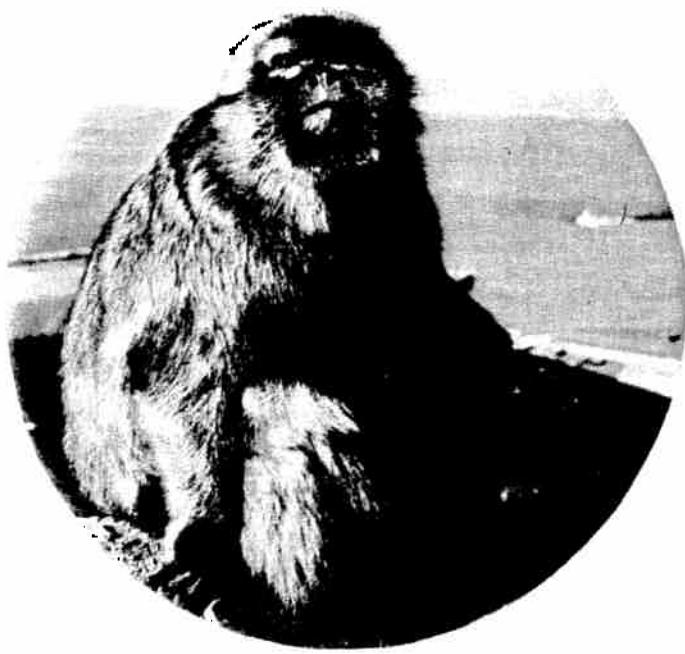
TYPICAL FIRST CLASS!



P. Petzschke, FA



entering the med



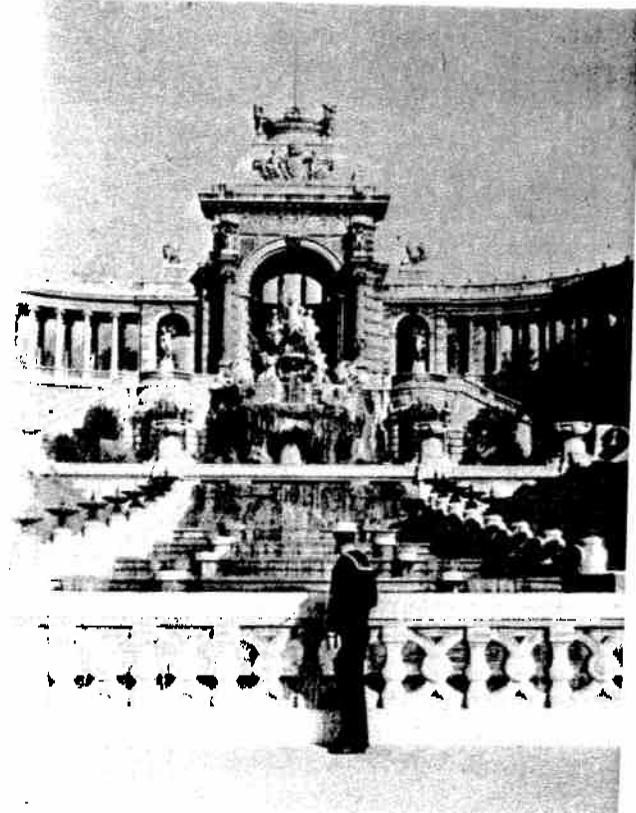
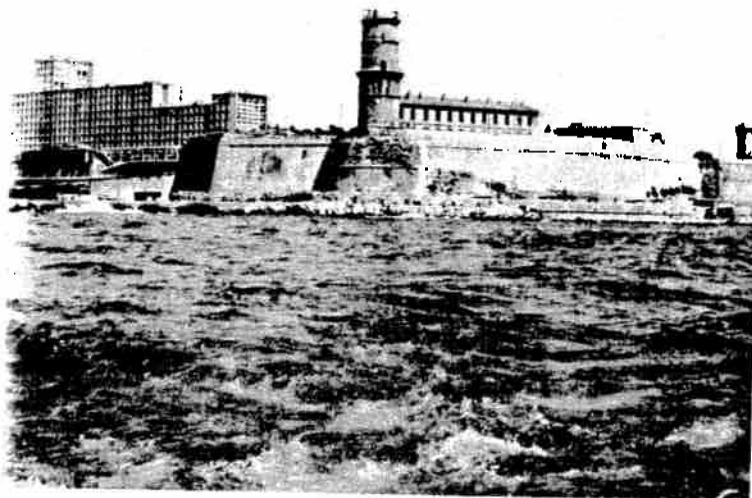
MAZAMA crossed the Atlantic separately from the other transiting ships. Although a bit lonely at times, this gave us an excellent opportunity to prepare for our pending work in the Sixth Fleet. Special drills and instructions were conducted to acquaint all hands with Sixth Fleet procedures. The Sixth Fleet is the United States' first line of defense in Southern Europe, and MAZAMA wanted to arrive ready. After twelve days at sea MAZAMA stopped briefly at Rota, Spain for fuel and off loading of cargo.

Our one afternoon in Rota gave us a little time to stretch our legs, do a little shopping, and perhaps get off a fast post card.



MARSEILLES

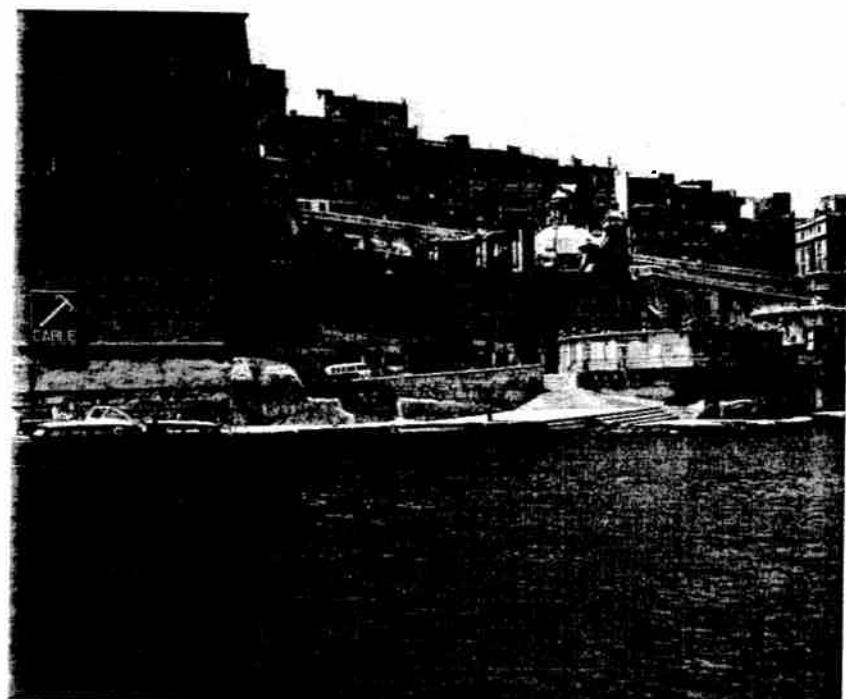
Marseille, France was our port-of-call on 25 May. The most picturesquely port of Marseille is the "Old Port", an open rectangle of water filled with small fishing vessels and yachts; and surrounded by sidewalk cafes and restaurants. Overlooking this, on the highest part of the city is the impressive Cathedral of Notre Dame de la Garde, the Patroness of Seaman. The movie fans among you probably recognize this area as the scene in the recent picture "Fannie" starring Maurice Chevalier and Charles Boyer.



malta

MAZAMA arrived at Valletta in time to view the annual celebration of the Queen's Birthday. Among other things, this included an impressive parade and a number of receptions given by the Island's Governor and other officials. While small, Malta is a very interesting and ancient island with a great deal of history relating back to the Crusaders.

Here also there were tours, everyone had a chance to better appreciate the historic sights of Malta. However, in the long run, a more modern activity provided some of the best enjoyment—waterskiing. Over 50 men went out to ski or at least have it a try. Since considerable enthusiasm for this sport developed, some ski equipment has been procured for the ship and will be used as the opportunity arises.



FLEET LANDING



Typical street scene



athens

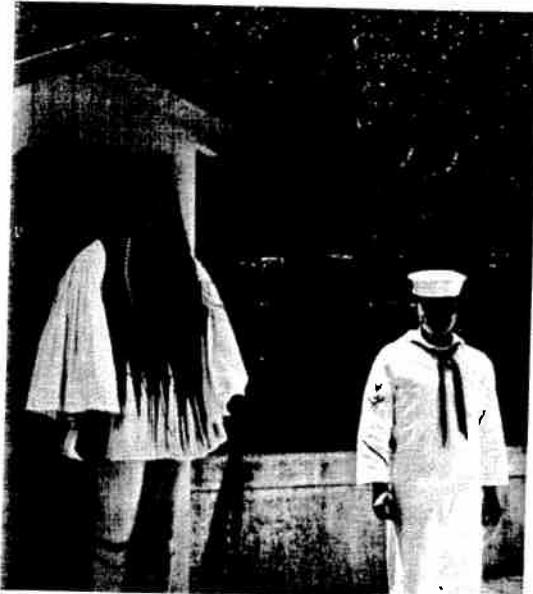


The Parthenon.

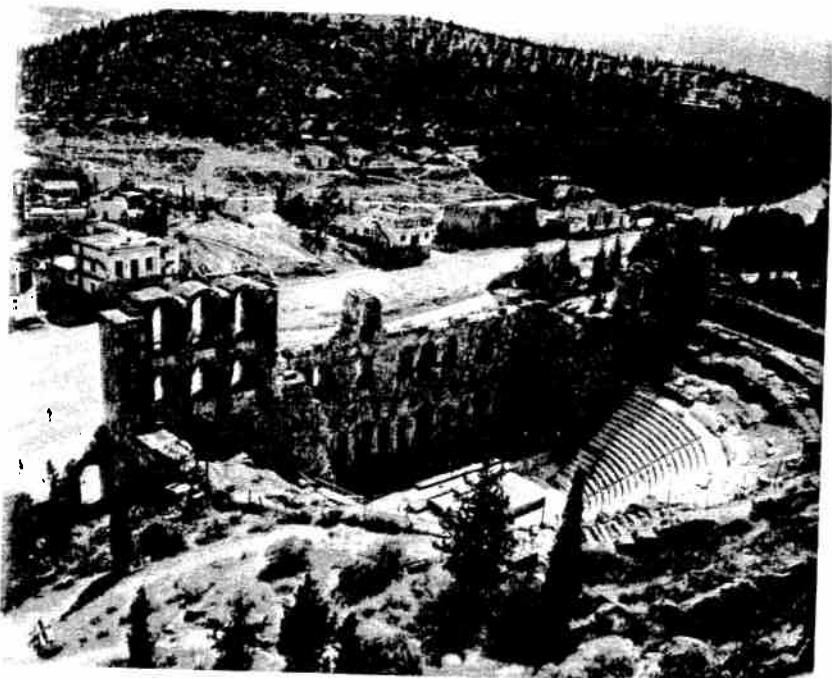


From 2 to 10 July MAZAMA visited Athens, Greece. This was interrupted by a short period it sea from 5 to 7 July for operations with the Attack Aircraft Carrier, F.D. ROOSEVELT (CV-42) and her assigned escorts.

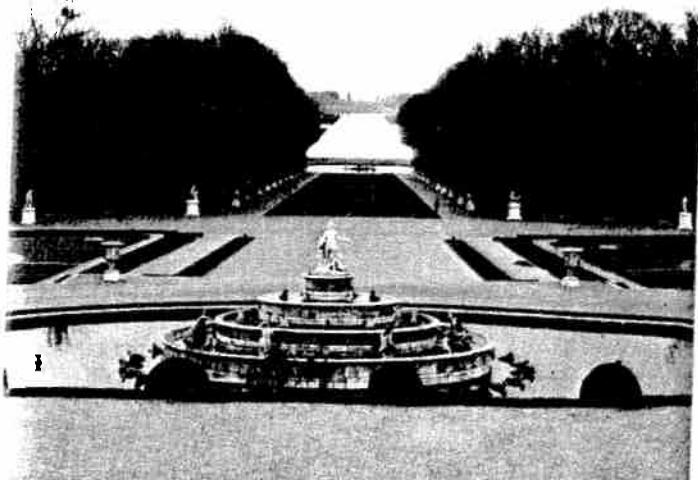
Athens as the home of Democracy was a fitting place for us to celebrate our Independence Day on the 4th of July. In addition to a reception at his residence, the U.S. Ambassador arranged for a 4th of July picnic at the beach for all U.S. residents in Athens. Men of the MAZAMA and the other U.S. ships present were also invited. A good time was had by all. Incidentally, this beach which lies southeast of Athens is in the general area where Mrs. Kennedy stopped during her visit here on First Lady.



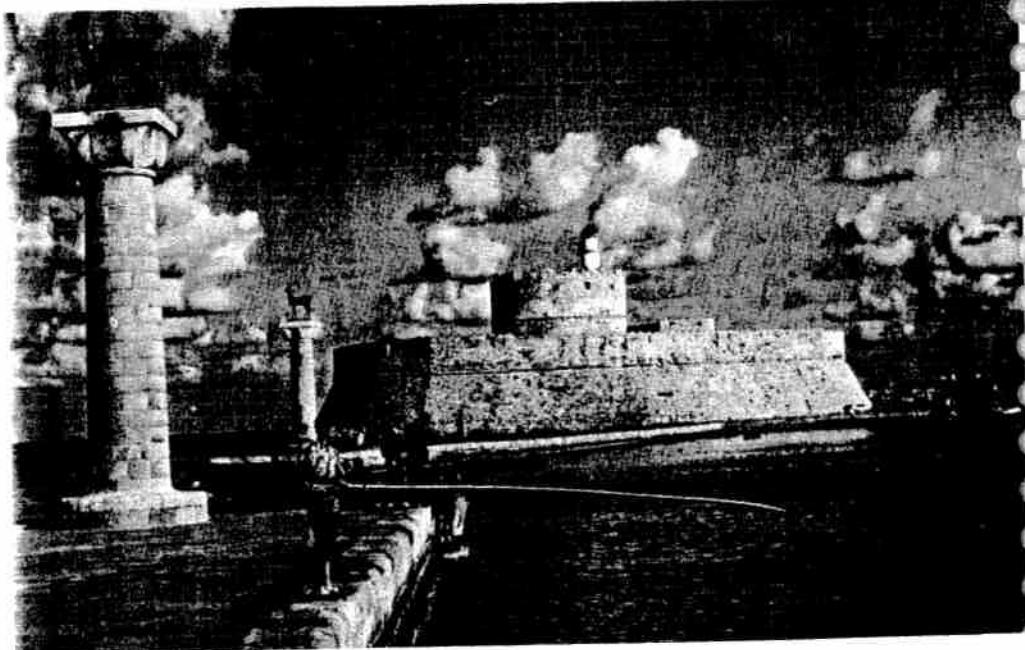
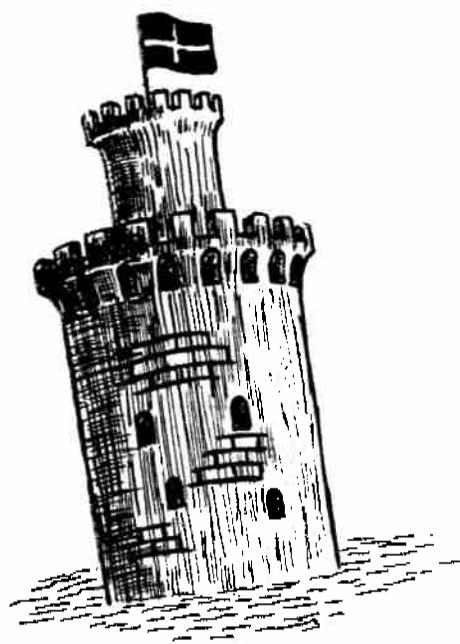
PALACE GUARDS-Milt and Jeff



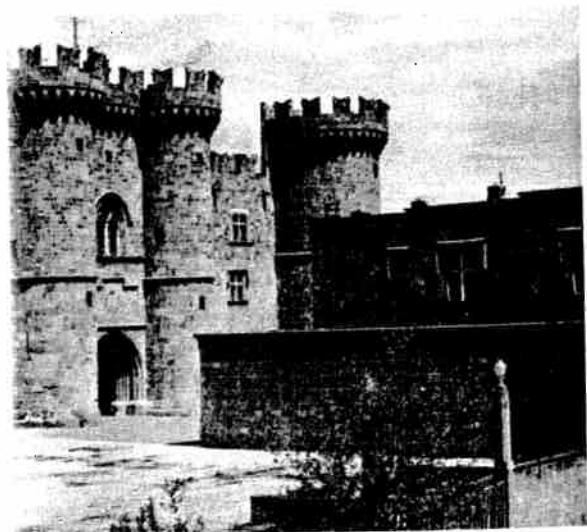
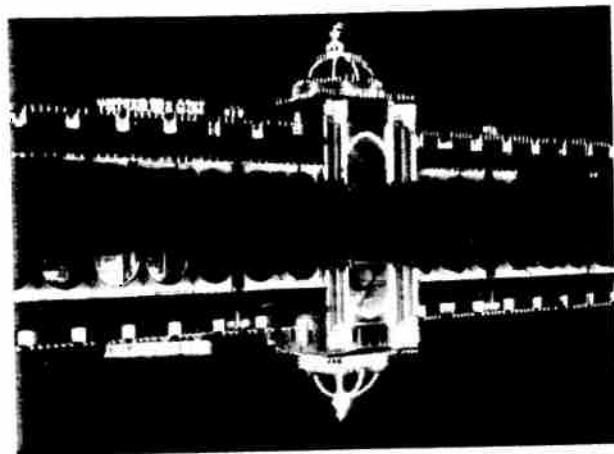
Athens Beach CASINO



RHODES



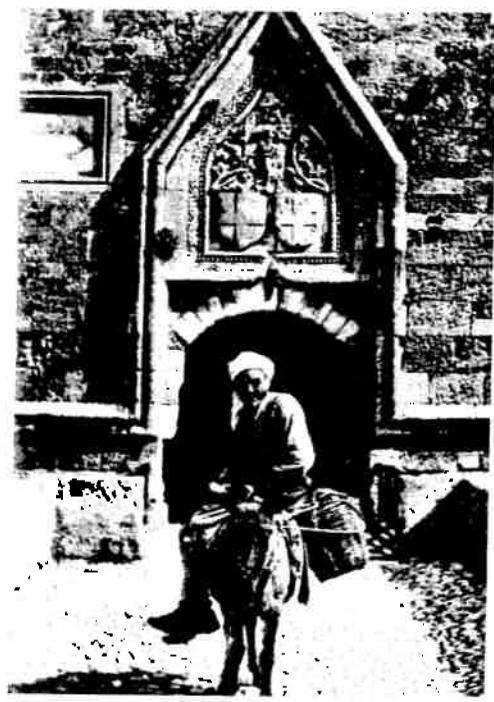
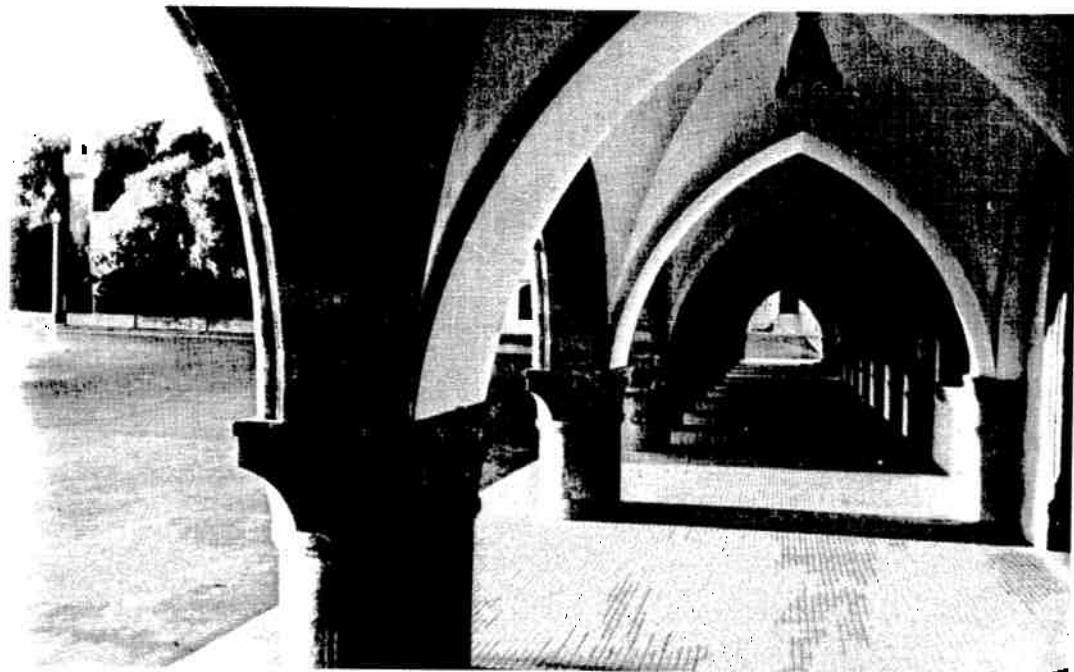
Entering Fleet Landing



The Knight's Palace



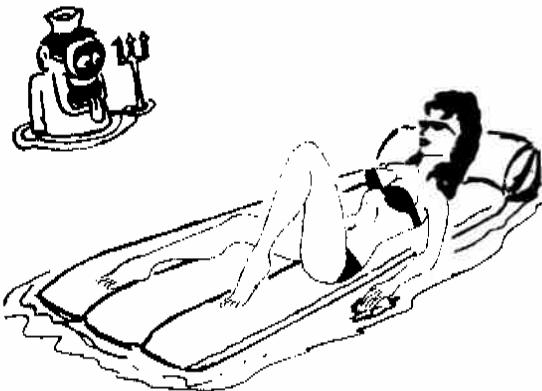
In the old city.





Our visit to Cannes, France was cut short from nine to four days. However, despite this we were able to satisfy our curiosity by seeing first hand just what this world famous resort was like. The beautiful beaches, sparkling blue waters and snow-capped mountains of the French Maritime Alps lived up to the impressions conveyed by many motion pictures. The Riviera itself proved to be a pleasant place to go on liberty. During the day, the beaches were crowded with people from all over Europe, not unlike our beaches at home. Yes, they wore bikinis. But here they are the rule and so we rapidly became accustomed to them. Away from the beach there was shopping, sight-seeing, music and French cuisine. All were enjoyed in turn though in moderation for everything on the Riviera is expensive. Moneywise the length of our stay was just about right.

cannes



fashion show

Although hard to imagine on a Navy warship, a fashion show was held on board MAZAMA during our stay in Cannes. The top of number three hatch was converted into a stage for this occasion by the addition of signal flags, colorful balloons, and a public address system. The fashions which included sports clothes, beach attire, casual dresses and formal wear were displayed by three young French models, with a running commentary by their employer and chaplain. After the show, which proved to be a photographers field day, a few of the more intrepid MAZAMAMEN placed orders for clothing items which struck their fancy.



MY CAMERA WOULD GET STUCK NOW!



ARE YOU SURE YOU WANT TO GO BACK TO MAYPORT?



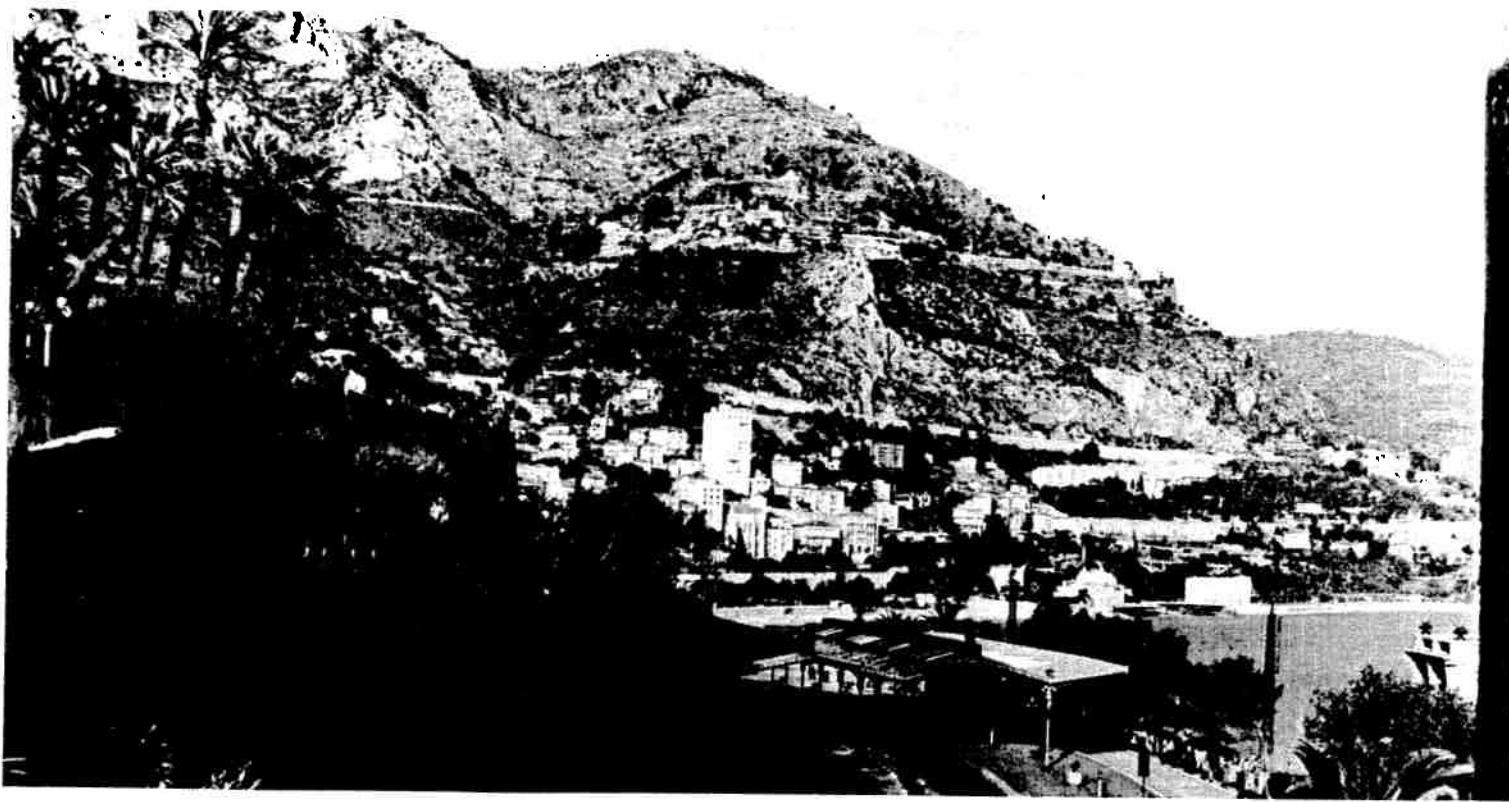
BEST VIEW IN THE HOUSE.



SHAKE IT UP, BABY!



WHY DON'T YOU PICK ME UP & SMOKE ME SOMETIME?



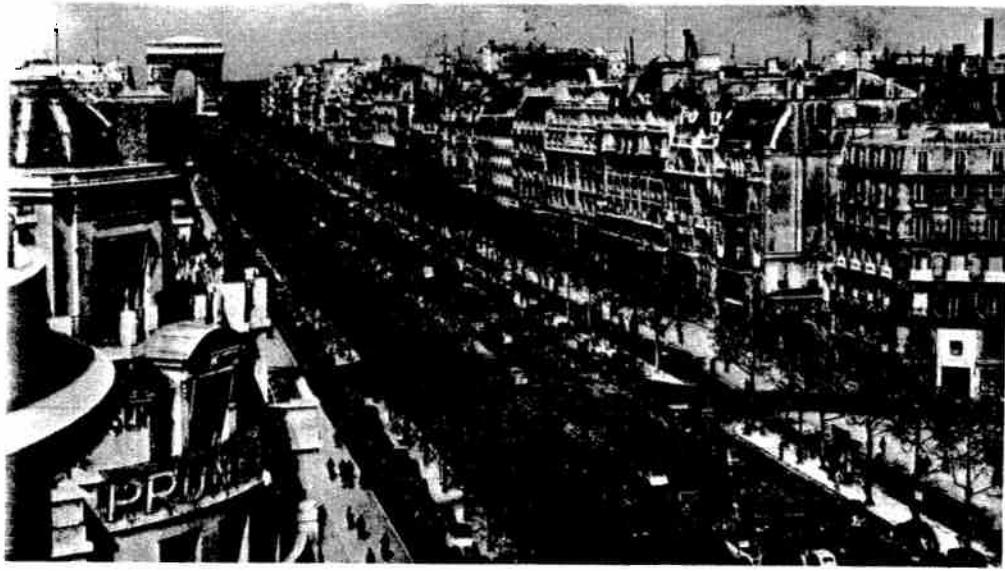
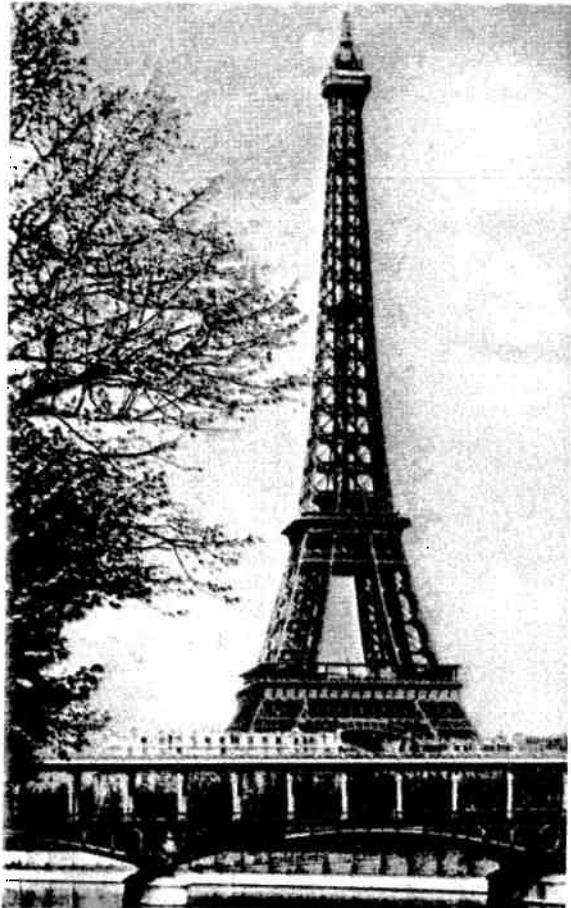
golfe juan



A REIMAGINED PARADISE



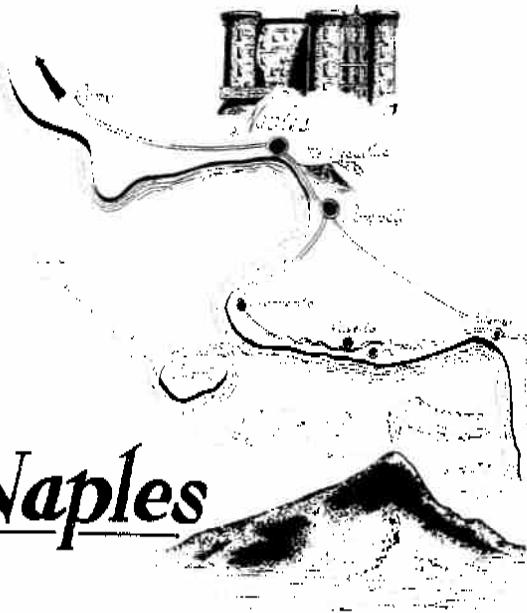
PARIS



naples

MAZAMA arrived in Naples on 3 June for a five day visit. The major effort while in Naples was to provide maximum participation in tours. A number of men took advantage of the opportunity to visit the famous city of Rome for three days.

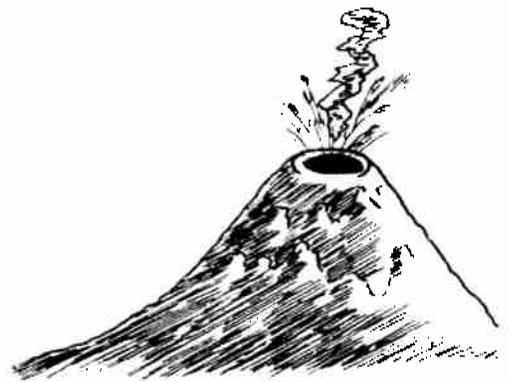
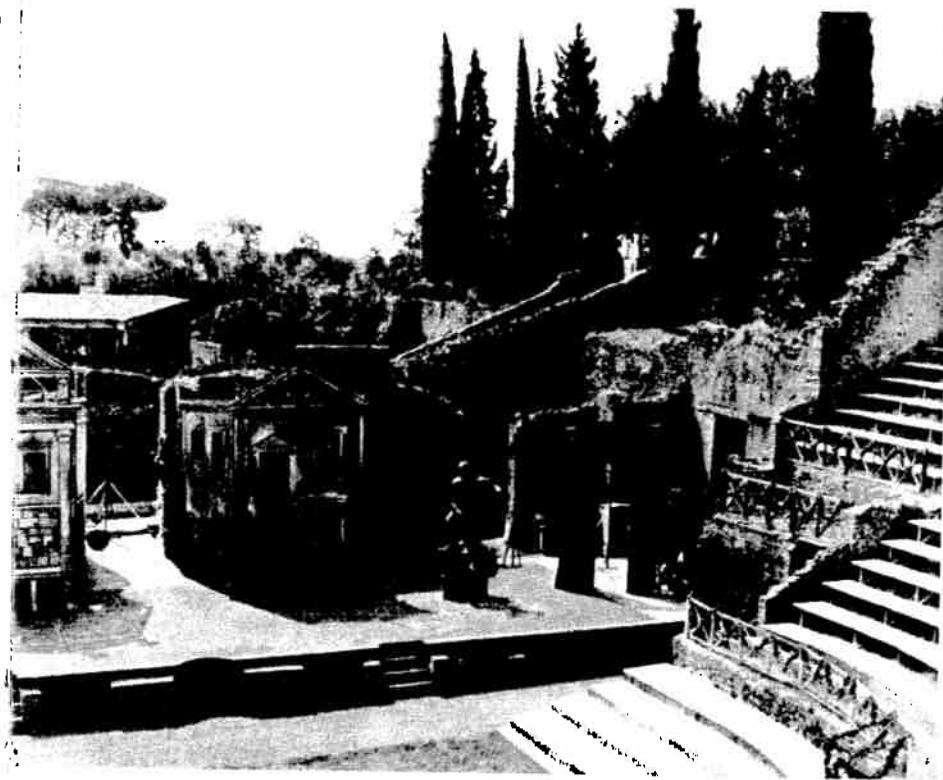
Before leaving Naples, MAZAMA delivered 500 pounds of "Handclips" material to the Cusa Materna School. "Handclips" material consist of clothing, books, toys, etc. collected in the U.S. to be transported and delivered free of charge by U.S. Navy ships who volunteer to carry the cargo. MAZAMA brought over eight tons of Handclips material to be distributed in the Mediterranean.



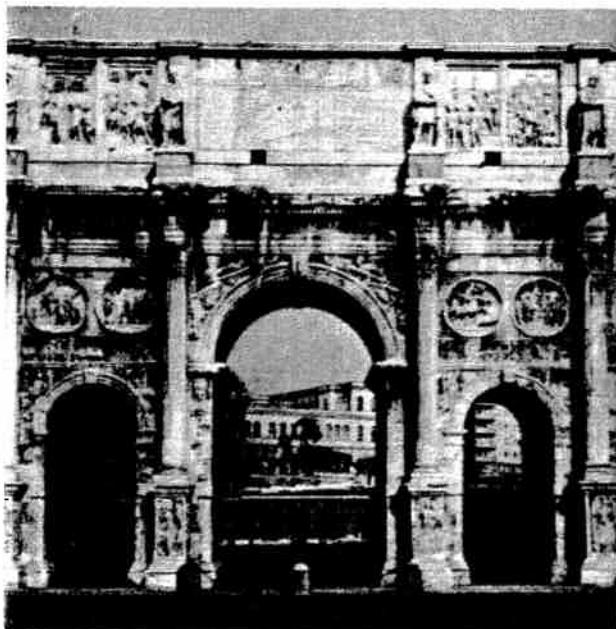
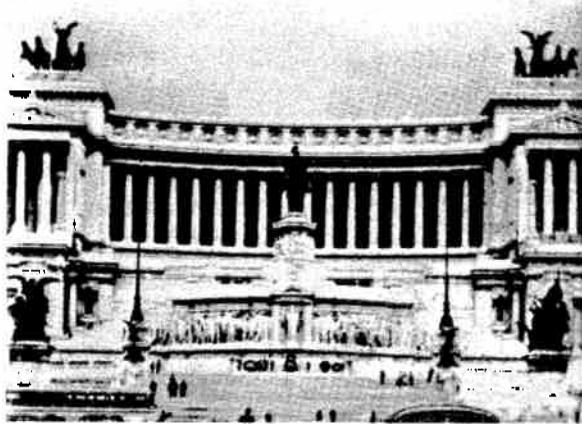
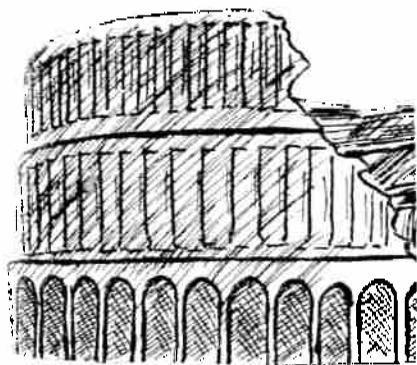
Naples



pompeii



ROME



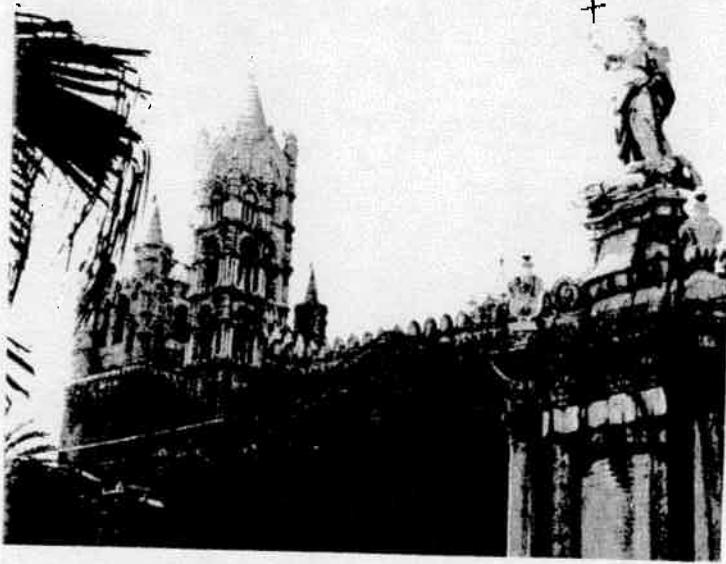


messina

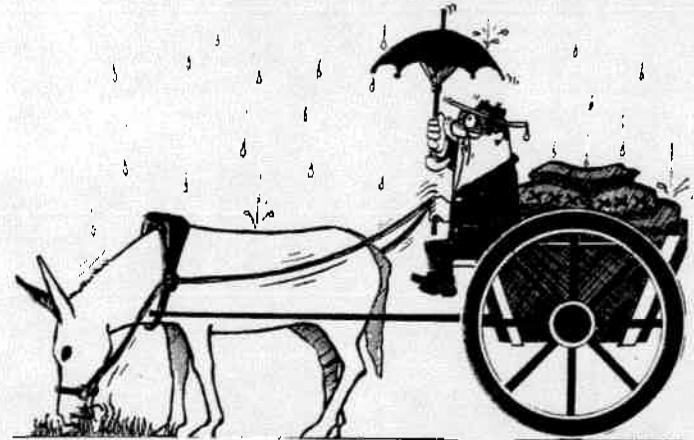


Harbor Entrance





palermo



palma



PLAZA DE TOROS
PALMA DE MALLORCA

Concejalía de Festejos
Ayuntamiento de Palma de Mallorca
The local bull fight
combination is
combined in honor of
Spain in honor of
the U. S. Navy

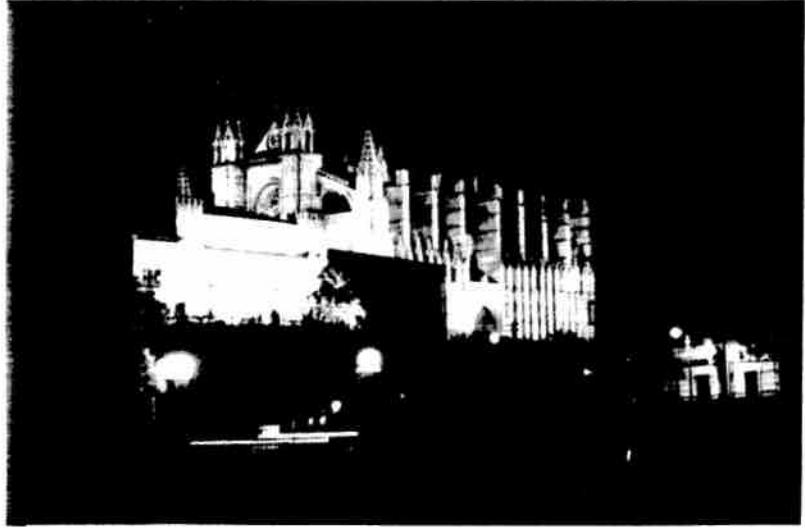
**Sábado 13 Septiembre
1958
a las 6 Tarde**

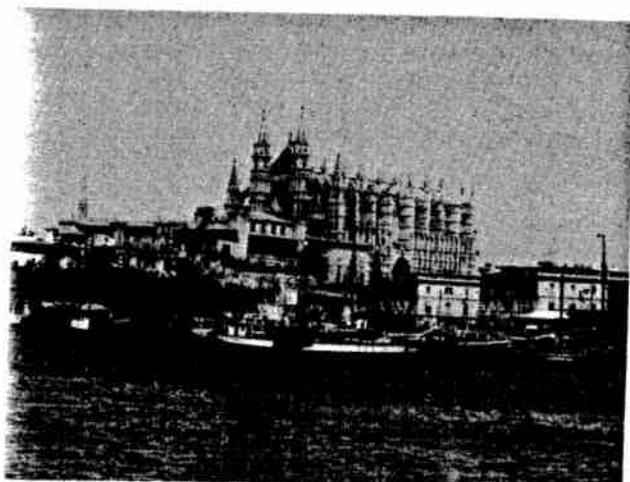
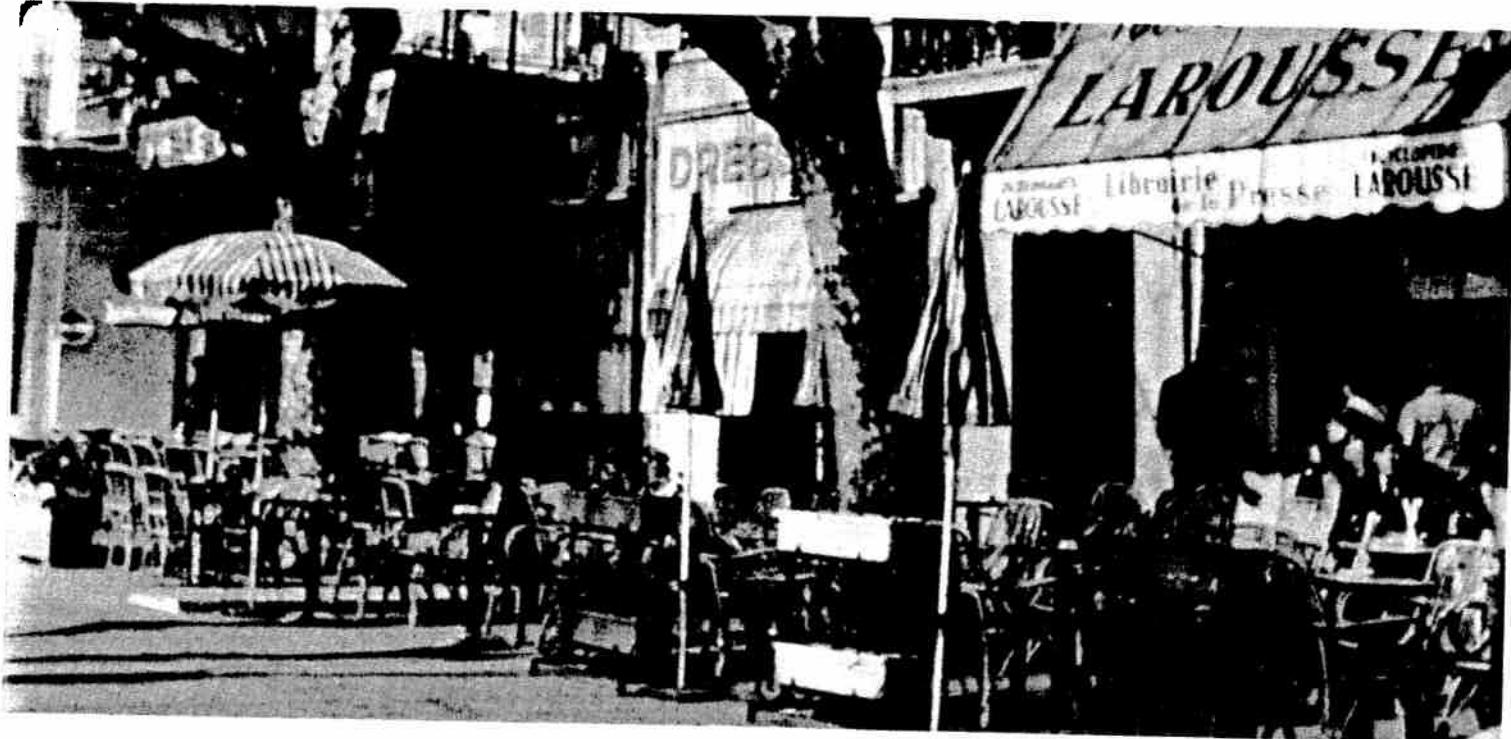
A stylized illustration of a matador in traditional red and yellow attire, performing a pass (faena) on a dark-colored bull. The matador is shown in profile, leaning into the bull's charge.

EXTRAORDINARIA CORRIDA DE TOROS
Hermosas Toros

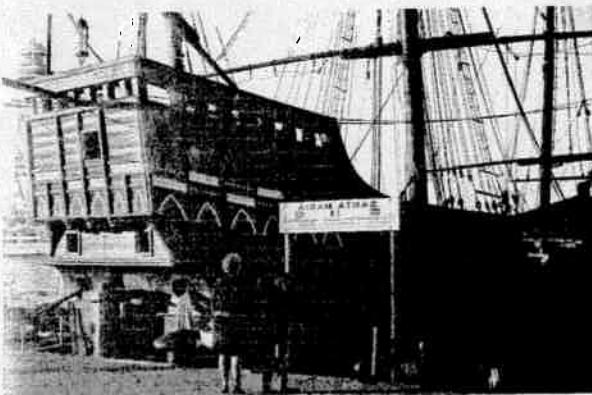
6 D. Manuel Sánchez Cobaleda

Julio APARICIO
Antonio ORDOÑEZ "CHAMACO"
Antonio Bernal
PICADORES Y BANDERILLEROS





BARCELONA





One can see the sudden jump of history--for here we find medieval mansions and the "ensanche" (widening) with big insurance buildings and modern apartments side-by-side.

Barcelona seemed to offer something for everyone---from nineteenth century solid charm to the explosive "art nouveau" of Gaudi.

Here in the city of counts is where Columbus returned from the West Indies to be met by Ferdinand and Isabella.

Barcelona was considered by most to be our best liberty port in the Mediterranean.



ship's party



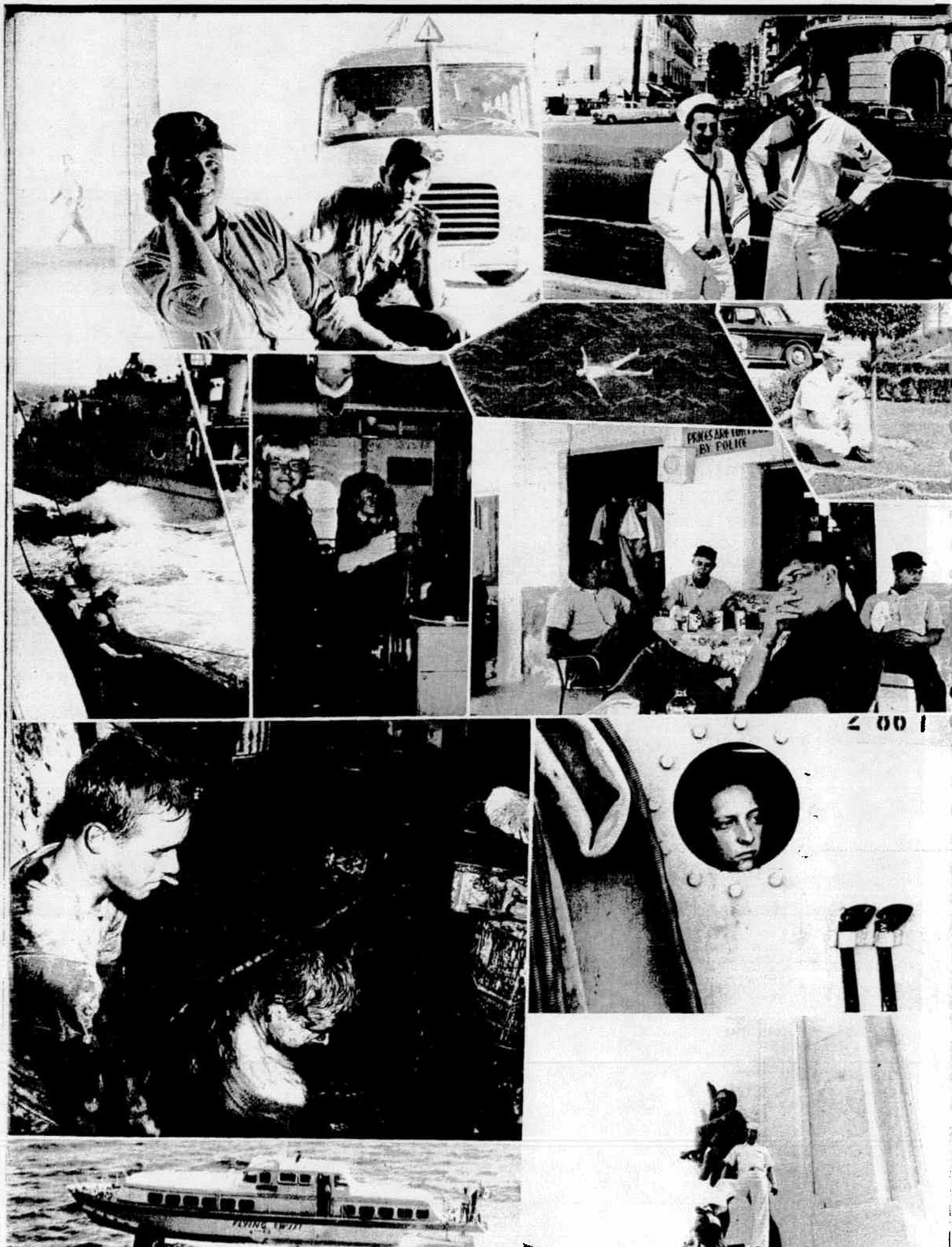
REARMING

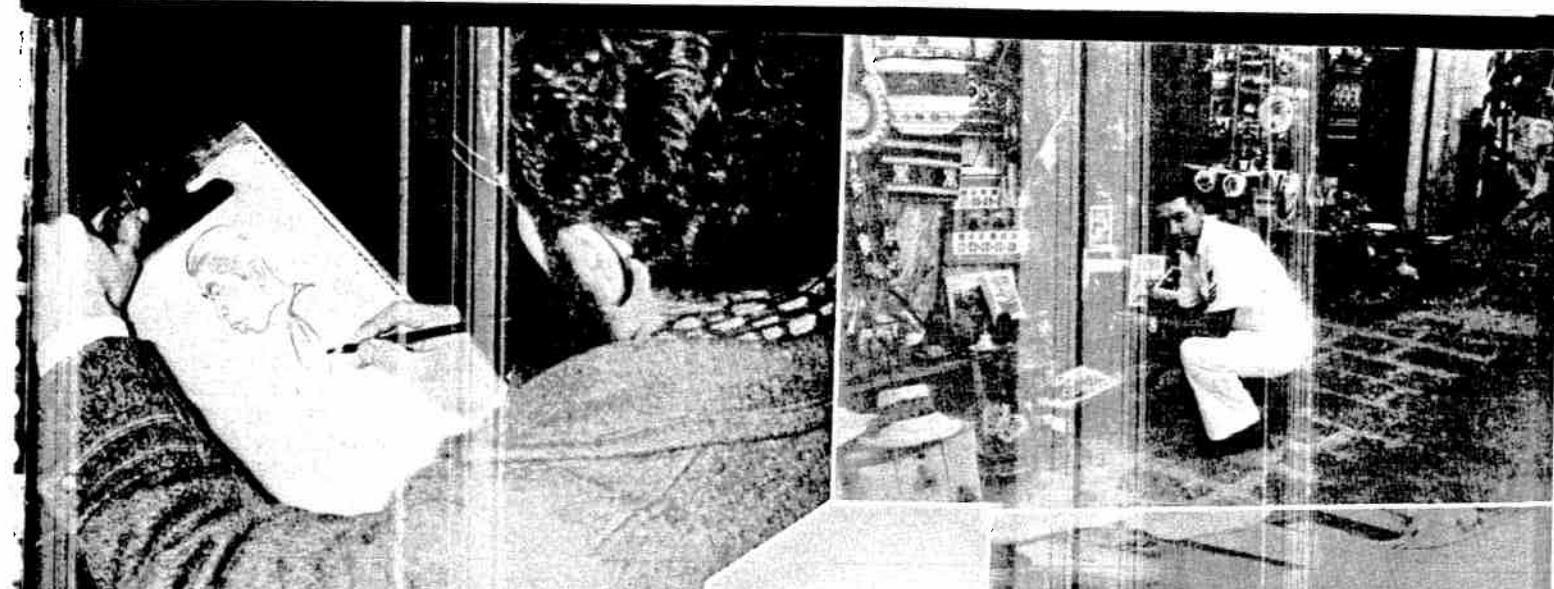
THE U.S. NAVY has been rearming its ships since the beginning of the war, but the pace of rearming has increased recently. In HAGATNA, Guam, the Navy's newest aircraft carrier, the *Kitty Hawk*, is being rearmed.

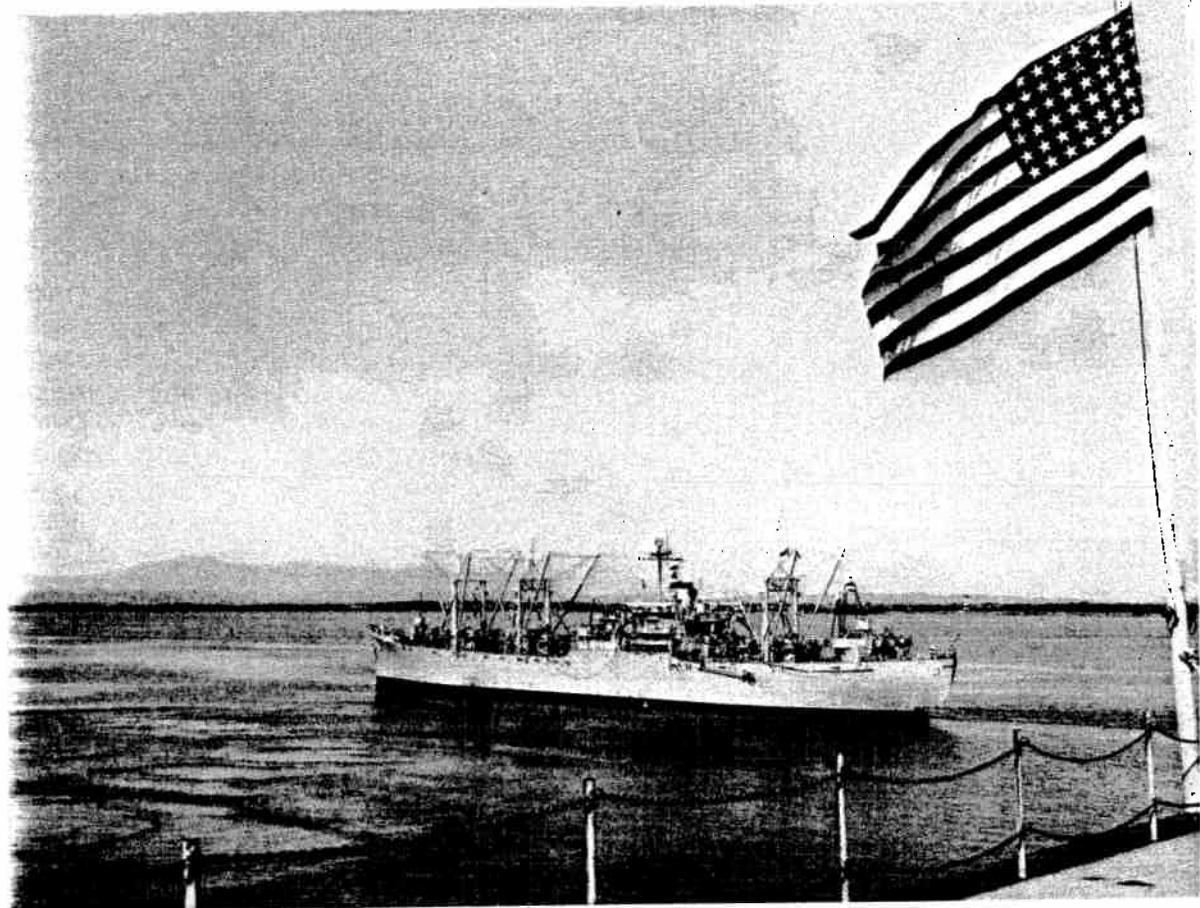
The *Kitty Hawk* is one of the newest and largest aircraft carriers in the fleet. It has a flight deck 1,000 feet long and 150 feet wide. It can take off and land 50 planes at a time. The *Kitty Hawk* is being rearmed with new aircraft and equipment. The *Kitty Hawk* is a large ship, and it takes a long time to reararm it.

The *Kitty Hawk* is being rearmed with new aircraft and equipment. The *Kitty Hawk* is a large ship, and it takes a long time to reararm it. The *Kitty Hawk* is being rearmed with new aircraft and equipment. The *Kitty Hawk* is a large ship, and it takes a long time to reararm it.









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