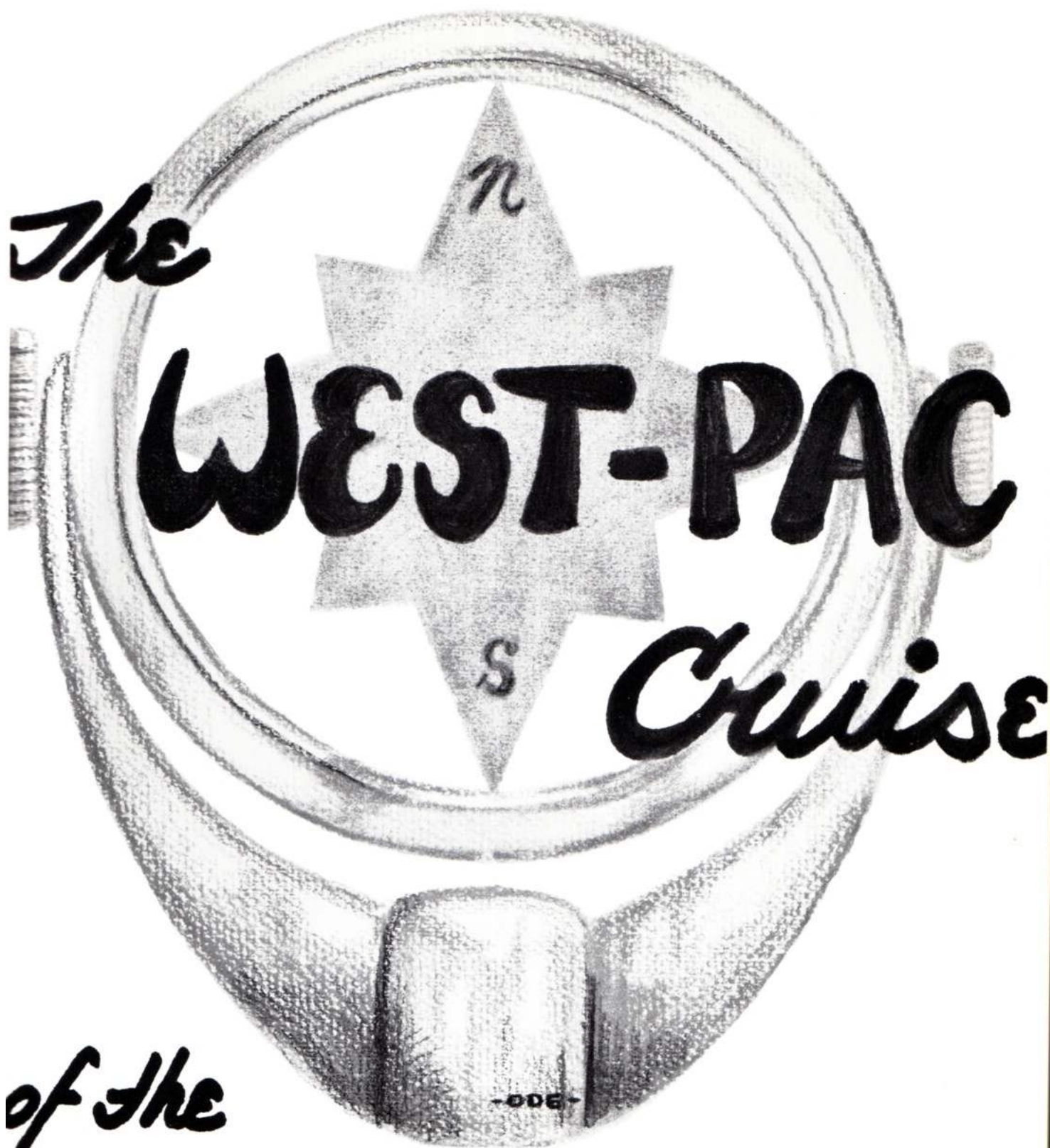


westpac
1000
mazama



of the

USS MAZAMA AE-9

1969



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. 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 for the Pacific.

The USS MAZAMA earned two Battle Stars in the Asiatic-Pacific Area, one during the capture and occupation of Saipan 21-23 June 1944 and the other for 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 overhaul and modification was undertaken at the Sun Shipbuilding Cooperation, 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 new homeport, Mayport, Florida.

In January 1962 MAZAMA weighed anchor and proceeded to Guantanamo Bay, Cuba, for shakedown 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. 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 ALDERBRAN (AF-10) to another rendezvous in the Caribbean. Alderbran 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 EN-

TERPRISE (CVAN-65) came alongside 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 Forces Atlantic Fleet operated as the support elements of the ready forces. During this time, MAZAMA rearmed USS ENTERPRISE, USS INDEPENDENCE (CVA-62) and several 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 lessening of morale.

After two weeks in Mayport during Christmas, MAZAMA sailed at Guantanamo Bay, Cuba for three weeks refresher training on 7 January 1964. The weeks were hard but productive and MAZAMA was ready to try the Med again on 27 April 1964.

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.

MAZAMA returned from the Med in December and underwent a yard period in early 1965. While operating in the Norfolk 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. She remained there until mid-May and returned to Mayport having earned the Armed Forces Expeditionary Medal.

In September MAZAMA moved homeports all the way to Davisville, R. I. The ship spent another winter in the Caribbean for training, and in March was off for Seventh Fleet operations off Vietnam. COMSERVLANT welcomed the ship back in December.

MAZAMA went to Staten Island in February 1967 for a yard period, and in June was back to Cuba for refresher training.

August 1967 found the MAZAMA again heading for the Med. Six months were spent operating with Sixth Fleet and participating in various exercises before she returned to Davisville in March of 1968. The remainder of 1968 the MAZAMA conducted local operations on the East Coast and participated in Operation Silvertower, a joint Fleet exercise in the North Atlantic.

January 1969, the MAZAMA began the arduous task of loading-out for the upcoming WESTPAC deployment. On February 25th MAZAMA sailed for Subic Bay, Philippines.



Commanding Officer

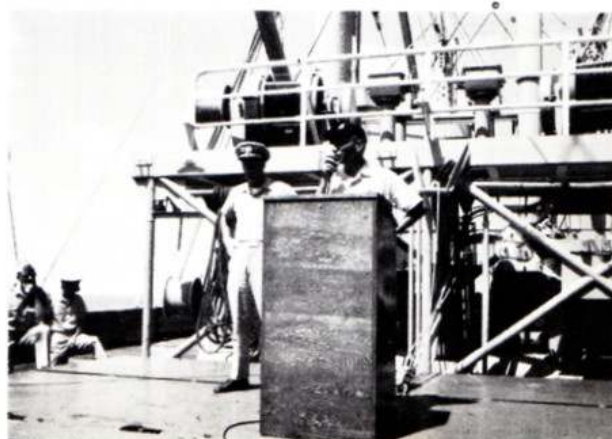
BIOGRAPHY OF CAPTAIN PETER W. VISCARDI, USN

Captain Peter W. Viscardi was born in New Orleans, Louisiana in 1923. After attending Loyola University of the South, he entered flight training as a Naval Aviation Cadet in 1942, and was commissioned an Ensign and designated 'Naval Aviator' in 1944.

Captain Viscardi's duties have included Torpedo Squadron 18; Tulane University; General Line School, Monterey, California; CIC School; Air Antisubmarine Squadron 22; Aide to Commander Carrier Division SIXTEEN; Armed Forces Special Weapons Project, Sandia Base, Albuquerque, New Mexico; Air Transport Squadron 22; Fleet Air Support Squadron THREE; and Operations Officer for Commander Naval Air Base, TWELFTH Naval District. He reported for duty as Executive Officer of VS-23 in March 1963. In April

1964 he became Commanding Officer of VS-23. After serving in that capacity until March 1965, he became Operations Officer of the USS YORKTOWN. He then became Executive Officer of YORKTOWN on 1 February 1966. On 7 September 1966, he was detached and reported in to the Chief of Naval Operations on 1 October 1966 as Assistant Branch Head, Aviation Plans (OP-508). On 18 July 1968, he relieved Captain A. H. Cummings as Commanding Officer, U.S.S. MAZAMA (AE-9).

Captain Viscardi is married to the former Miss Patricia Brady of Miami, Fla. They have four daughters and two sons, and are presently residing at Quarters "O", U. S. Naval Air Station, Quonset Point, Rhode Island.



Former Executive Officer



LCDR JOHN J. STEWART received an A.B. degree from Harvard University in 1953. He attended Officer Candidate School in Newport and received a reserve commission the same year. His first tour, after communications school, was an operations officer aboard the USS HALE (DD-642). In 1957 as a Lieutenant and still aboard the HALE, MR. STEWART completed his active duty and transferred into the Naval Reserve.

In 1962 LT. STEWART became first Lieutenant aboard the USS DIAMOND HEAD (AE-19). Eighteen months later he had made two Med cruises and another to the Caribbean and had been promoted to Lieutenant Commander. Then came orders to Air Intercept School in Georgia and more sea duty aboard the USS NORTHAMPTON (CC-1) as CIC and later as gunnery officer.

Shore duty took LCDR STEWART to the Pentagon on the Communications Staff of the Assistant Chief of Naval Operations where he headed the Surface and Shore Readiness Section.

LCDR STEWART relieved LCDR SWEENEY as Executive Officer of the MAZAMA on 28 February 1968. He and his wife Stephanie have three daughters and live in Davisville, R. I.

Present Executive Officer



LCDR DON L. SMITH, the present Executive Officer, from Clermont, Florida, entered the Navy in June 1951 and served aboard the U.S.S. CHOURRE (ARV-1) and various other electronic repair units. In April 1957 he entered Officer Candidate School, Newport, Rhode Island and was commissioned an Ensign in September of the same year. He has had the following assignments prior to reporting to the MAZAMA in August 1969:

U.S.S. SAUFLEY (EEDE-465) — Engineer Officer

BJU-TWO, NORFOLK, VA. — Operations Officer

U.S.S. OXFORD (AG-159) — Navigator

Naval Post Graduate School — Bachelor of Science, Business Administration,
and Staff Graduate work in Communications.

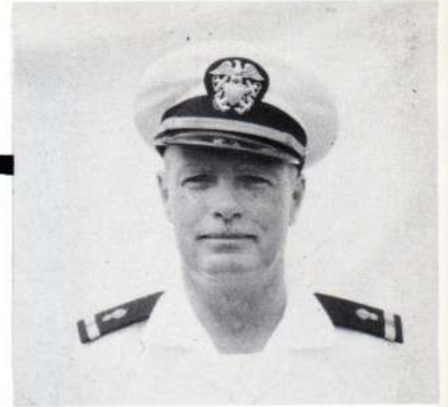
Commander Middle East Force — Staff Communications Officer

LCDR SMITH is married to the former Ann C. Hough of Clermont, Florida. The SMITH'S have three (3) children: Adela, Russell and Karl.

Deck Department



LT. G. VADINSKY
First Lieutenant



CWO-4 J. HAYES
Cargo Officer



LTJG W. GEMMILL
EOD Officer



BMCS W. LENDZIAN
Ships Boatswain



First Division Officer
ENS. R. RYAN

FIRST DIVISION



BM1 R. SIMPSON

The objective of underway re-arming is to transfer the maximum amount of ammunition in the minimum amount of time, with safety being paramount. However long before any ammo is transferred, long hard hours under the Sun or Moon is required for a pre-breakout. If MAZAMA expects a carrier alongside at first light, reveille is at 2000 the previous night. 1st Division is willing and capable to carry out the ships mission. Whether we rig a housefall, modified housefall, burton, or wire hi-line to port or starboard or both takes team work on the part of all hands. MAZAMA has the capability of re-arming two ships simultaneously. Normally we take the "Big Boys" to port (carriers, cruisers, etc.) and the "Small Boys" to starboard (DD, DDR, etc.) 1st Division has three stations each side and can man all six if necessary. We finish re-arming and the Boatswainmate rounds up his section to stand a four hour steaming watch while the remaining hands secure topside for sea. We enter port heading for the NAVMAG Piers for loadout for our next deployment. We breakout the mooring lines, heaving lines, jacks ladder and rat guards. As the Tugs nudge us alongside the pier, we commence winging out our cargo booms for off loading retro-grade. "Finished?" Not yet. Loading out hours are from 0700 to 2230. The 1st Division assists the stevedores in this function. "Finished?". Not yet. Boats must be waterborne for the Captain and the liberty party. "Finished?" Not yet. We have to start attacking the rust and grease that accumulated during our deployment. We must overhaul all our rigging prior to the next line run. The 1st Division has enormous responsibilities and as usual they came through with flying colors with a minimum amount of complaining with a maximum amount of work. "Finished?" We never finish.



BM3 R. BROKAW



BM3 R. TARDIFF



BM3 L. ROLAND



BM3 R. DIMASE



BM3 P. HEINRICH



BM3 R. GABRIEL



SN E. ODE



SN G. WEBSTER



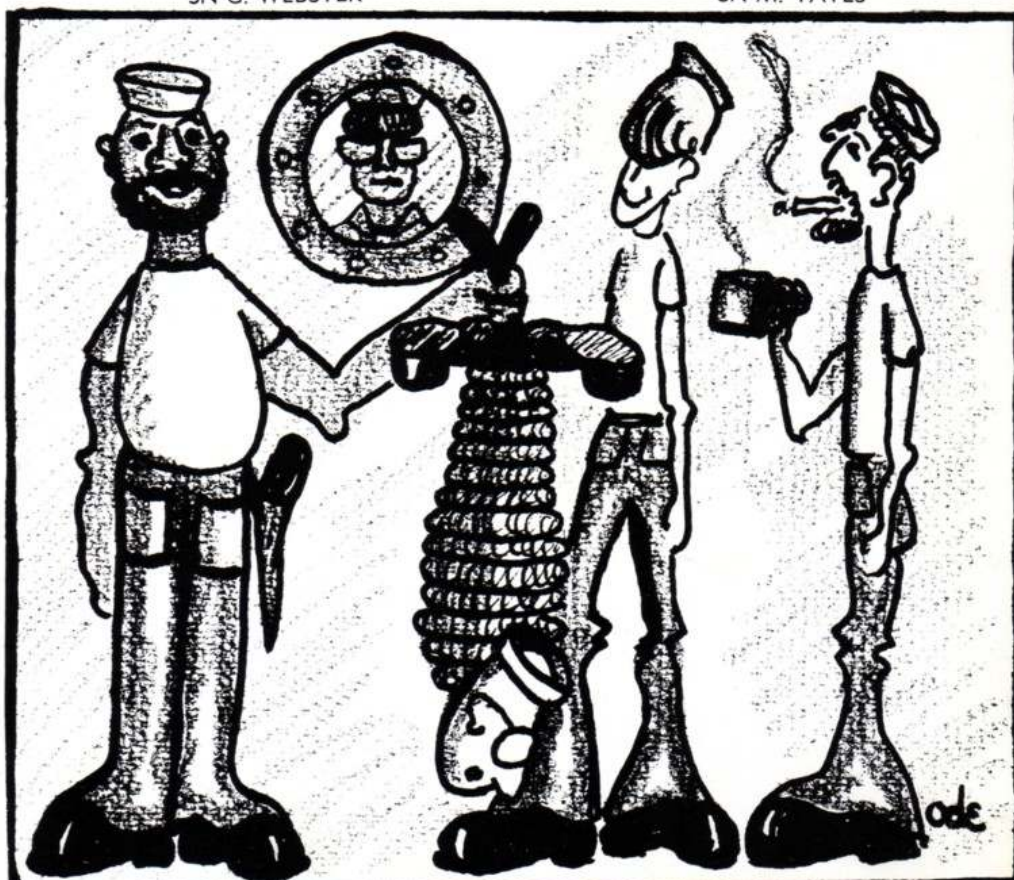
SN M. YATES



SN R. PITSENBARGER



SN A. BROCKHOEFT



HERE we have shown you just one of the many ways knots can be used.



SN R. TANNER



SN J. BESS



SN A. LUBAWY



SN T. SMITH



SN D. SMITH



SN F. VOTAVA



"Station #5 Taking Five."



SN T. ROGERS



"Isn't He Cute, Moe?"



SN R. LAWRENCE



SN R. ROGERS



SA P. GIANOTTI



SA R. PIERCE



SN J. TRIPS



SN A. ALVEN



SN D. WILLIN



SN H. MAYES



"Turn To — Who Me?"



SN R. MASSEY





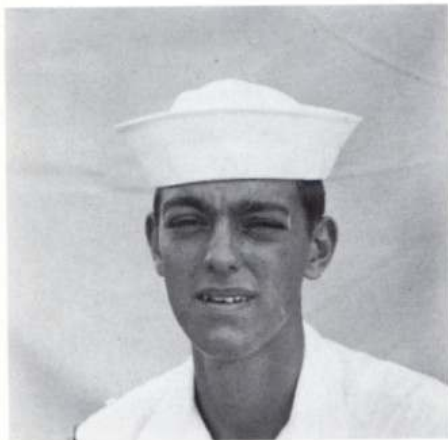
SN R. LAKE



SN J. JOHNSON



SN J. OLLER



SN R. SMITH



SN M. FRANCIS



SN K. McKIBBEN



SN J. ROYALSTON



SN R. CRANDALL



SN J. WILLIAMS



SN S. STAFFORD



SN P. REBUCK



SN J. HARWOOD



BMSN M. STABENOW



SN M. WITEK



SN J. CAROLYN



"Blind Leading The Blind".



"... And For My Next Number ..."



"Rearming Tug-of-War"



Second Division Officer
LTJG. R. THOMPSON

SECOND DIVISION



BMC D. STUMPH

Men don't mind working when they have a goal, and can see the achievements they have attained. In fact, they work harder. In WestPac we worked harder. And at the end of the month when the number of Unreps were counted, and the tons transferred were totalled, we actually saw our achievements. This and Second Division's innate pride in doing a good job kept us going.

Our job was the actual transferral of ammunition and before long we became proficient in rigging and all other phases of rearming. We were thus able to join with the other divisions of the ship in quickly forming an efficient team.

Along with manning four rearming stations, Second Division is responsible for main decks spaces after the superstructure and the port boat deck. We also establish and maintain the quarter-deck, and whenever we are at anchorage, we rig the accommodation ladder. This is the one duty that we dislike. When the ship would approach Subic Bay, others would shine their shoes for liberty and think of San Miguel, while we struggled this combersome, antiquated semblance of a ladder.

The MAZAMA performed her mission well and we were glad to have been a part of it, and if it is the tradition of the Navy and in particular, Boatswain Mates, to work hard at sea and to play hard on the beach, then we honor our heritage and take pride in our performance on the WestPac cruise.



BM2 R. FREEMAN



BM2 R. KROLL



BM3 J. CALHOUN



BM3 G. RILEY



BM3 K. JISCHKE



BM3 K. RUMBAUGH



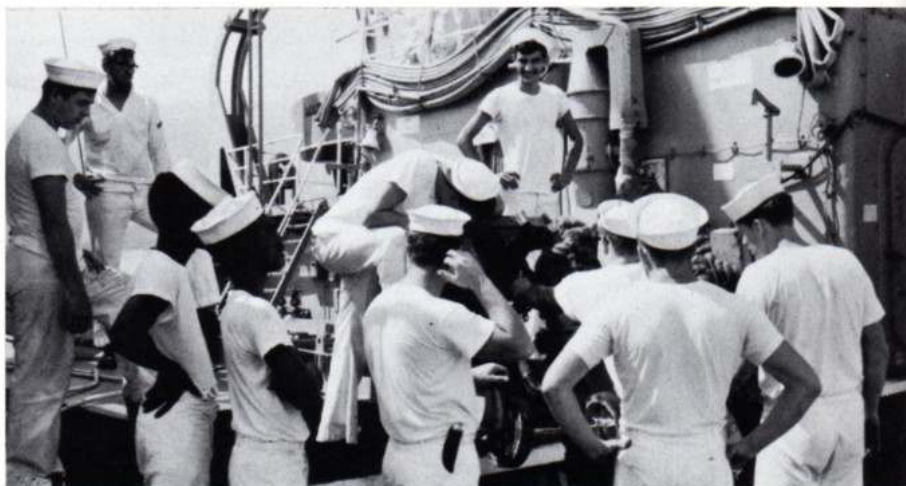
BM3 R. JONES



BM3 J. HISCOCK



BM3 A. BARRY



"Churchill 'Stumphed' Again".



SN A. BASLER



"One Round — Coming Up."



SN N. GOODHUE



SN J. WALLER



SN I. CARTER



SN G. SIMPSON



SN J. MIDDLETON



SN G. LAVALLEE



SN J. ASCAR-SANTIAGO



YN3 M. JONES



SN R. FALLIS



SN D. SHOVER



SN C. BONNER



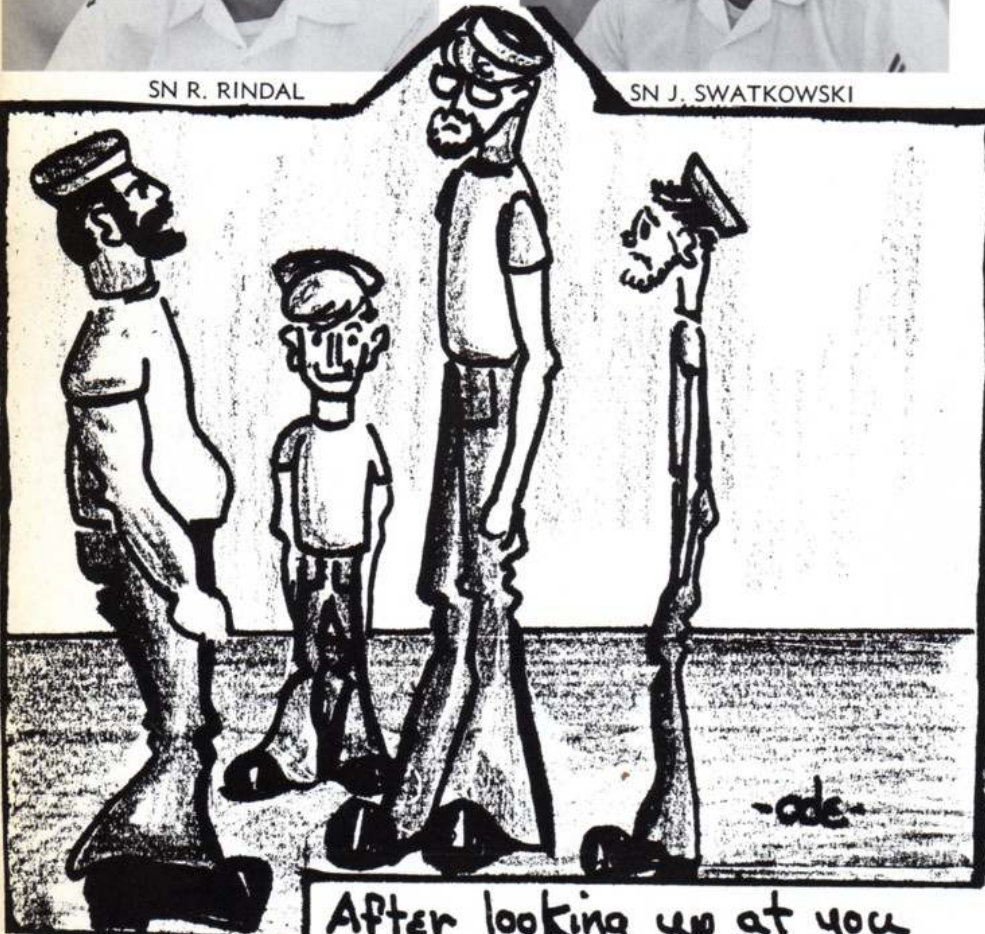
SN R. RINDAL



SN J. SWATKOWSKI



SN T. CLODFELTER



After looking up at you.
Shorty, down at Runt and straining
just to see Cal, my neck and back
hurt and my eyes are out of focus
Your all making me old before my time



SN M. BREWER



SN D. BECHLER



SN W. JONES



"Hi!!!"



YN3 R. KABERNAGEL



SN K. OLTHOFF



SN A. NOLFF



"Can't You See?"



"Where's My Suki?"



"I Think I'm Getting Sick"



"You Will Shine Your Shoes! Any Questions?"



Third Division Officer
LTJG. T. SHUMAKER

THIRD DIVISION



GMCS M. HYMAN

"We can handle ammunition with the best of them." This is no idle boast and to a large extent, Third Division is responsible for making it so. Not a single bomb, a pallet of powder, or a round of ammunition comes aboard that is not handled by the Gunners Mates. We stow it and break it out, count it and remember where it is, fill reports out on it and then more reports. In short, ammo is our **bag**.

Safety and speed are our bywords. At times we may sacrifice the speed but never the safety. Always there is present the specter of an accident. We are experts at detecting a possible hazard and eliminating it before it can cause trouble. We never forget how lethal our cargo is. Explosives are, to an extent, like women; highly volatile, fickle, and unpredictable. They are stowed with this in mind. Every piece is handled gently. The types that do not get along are stowed in separate compartments. The delicate ones are given special attention. All are wedged and shored in so as to give them (and us) a feeling of security.

Speed is something else. It takes practice and teamwork to breakout and deliver on station up to 500 tons of ordnance in a matter of hours. Third division has both the practice and the teamwork. And keep in mind that we operate with no safety violations. Speed you say? Just ask any carrier or new AE that has tried to keep up with us.

Don't forget that the MAZAMA is a fighting lady. We mount four 3"50's that pack a sizeable punch and also require constant upkeep. The maintenance of these guns is another responsibility of the Gunners Mates. The outstanding condition of our mounts shows that we are not idle in this area either. Between breakouts, you can find the men on their mounts painting, polishing and repairing. Because of this attention, MAZAMA is always ready to fight back.



GMG1 D. ROWE



GMG1 A. TROVILLO



GMG1 R. SHABO



FTZ G. WESTON



GMGZ J. FOLEY



FT2 J. CRAWFORD



GMG3 W. ISBELL



GMG2 S. CAMPBELL



GMG3 D. JOHNSON



FT3 J. LARKIN



"Forget It Duke. The Whole Unit's Busted."



GMG3 W. GRIGGS



GMG3 B. DUNN



GMG3 T. MOSS



SN D. HARPER



GMG3 R. BANADAYGA



GMG3 E. DOYLE



SN W. HUBBLE



SN J. QUINN



"Hey, What Are They Looking At"



"Hey, Look At That!"



SN L. RENKER



"Rowe Will Never Find Us Here"

Engineering Department



LT. F. D. REES
Chief Engineer





M & A Division Officer
CWO2 R. GREEN

M & A DIVISION



ENC M. BUTLER

The second WESTPAC deployment since recommissioning is now behind MAZAMA. The men in M & A Division have carried on their efforts, whether we have been in the Pacific, the Atlantic, the South China Sea, or any other of the numerous areas we have been in, to provide the life and breath of the ship. The range of jobs performed by these men is too broad to relate; however, mention of a few areas may indicate their versatility. The Enginemen of "M" operate and repair main engines, generators, shafting, pumps, air compressors, plus many other items. Simultaneously, the Auxiliarmen, who are composed of Enginemen, Machinist Mates, Machinery Repairmen, and Boiler Technicians, form a tightly fused unit to maintain or provide heating, air conditioning, refrigeration, boats, boilers, water, laundry equipment, steering, scullery, and other items, oh yes, also winches to allow MAZAMA to perform her primary mission. These Engineers, who are familiarly called "Snipes," need no motto, as there is an understood single thought behind them — all equipment will be operating, or it is correctly being worked on around the clock until it is repaired. Impossible tasks take a little longer than the difficult, which range from condensate pump to generators, the invention of an air conditioner for a space from scrap parts, or the jury rigged shaft for the C.O.'s gig until the right part got in, thrown in for good measure, and who knows what next.

These "Engineers", even though not college graduates, are engineers in every sense of the word. They are proud of their accomplishments. Their stubborn devotion to duty, coupled with ingenuity, is part of the spirit which keeps MAZAMA doing her mission today, tomorrow, and as long as the ship is needed. The division's pride is well founded in the deeply embedded conviction that there is no finer M & A Division in the fleet.



EN1 R. ARNOLD



EN1 D. LEMKE



EN2 J. CHADWICK



MM2 E. DARDENNE



EN2 J. MESMER



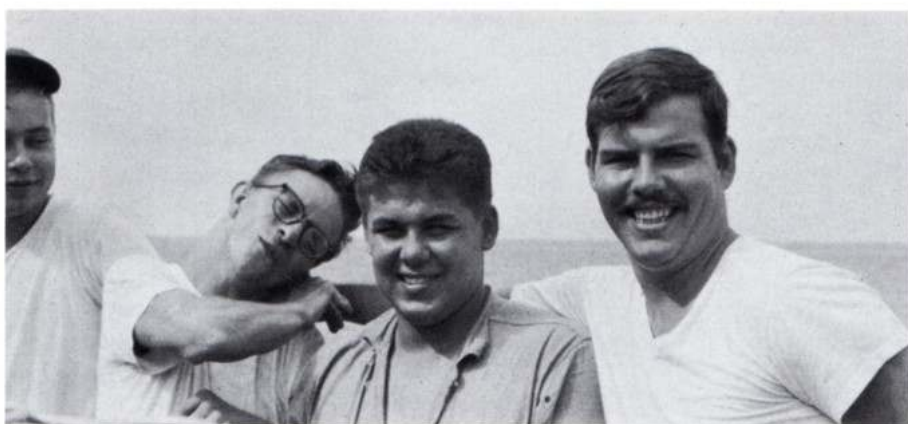
MR2 R. CRAIN



EN2 D. TAYLOR



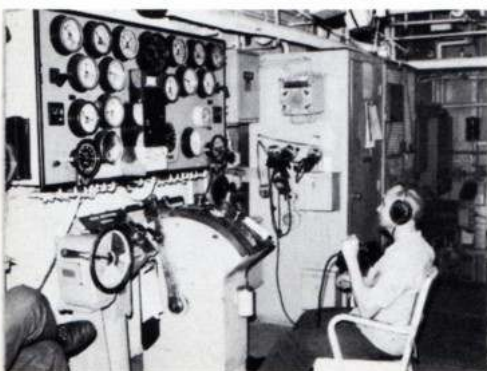
MM2 J. STOREY



"Engineering 'F' Troop".



EN3 J. WARREN



"Pappy's Clock Shop"



"Fireside Fugitives"



EN3 J. MAXON



ENFN J. MARTINO



BT3 R. ARNOLD



EN3 B. SMITH



EN3 D. VINCENT



EN3 J. KANIA



EN3 L. TORRES-LOPEZ



BT3 W. LACY



"As Soon As I Get Any Further Information, You'll Be The First To Know."



EN3 L. WERTH



"Maybe If I Ignore Him, He'll Go Away."



EN2 J. DRAYER



EN3 B. CARTER



FN R. BRUNELLE



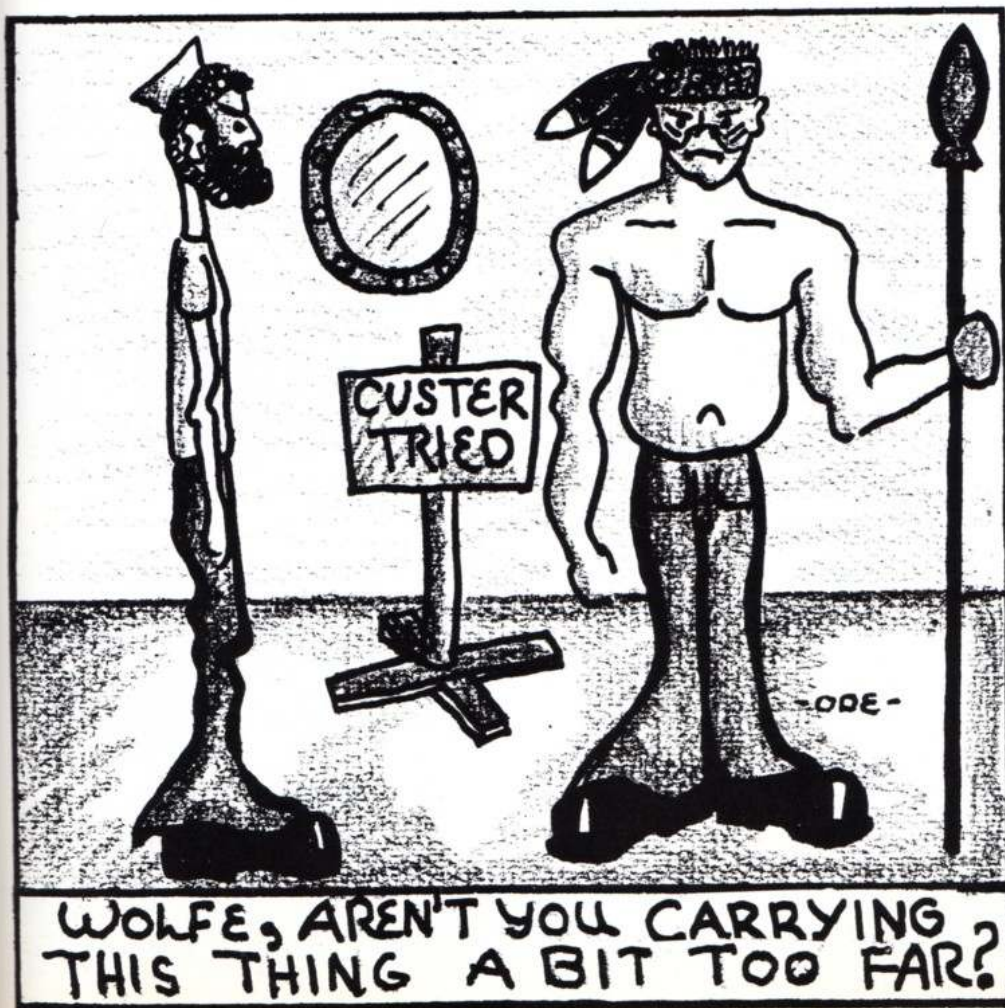
YN3 R. DOLES



EN3 J. WEAVER



SF3 R. RUNIE



MR3 R. GATTO



FN J. GRAHAM



FN D. PLUMMER



FN T. DALINSKY



FN R. WOLFE



EN R. DINGLER



FN E. CASSA VAUGH



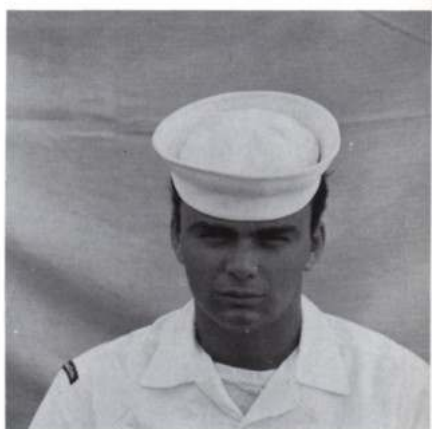
FN S. McCORMACK



EN R. THOMPSON



FN R. CURTIS



EN3 F. DENUNZZO



EN3 N. BUDD



FN J. LINVILLE

E & R DIVISION



E & R Division Officer
LTJG R. SENFF



DC1 A. THOMAS

The Electricians and IC Men in "E" Division spent MAZAMA'S WESTPAC cruise maintaining the ship's electrical and interior communications systems. High on the list for the Electricians were the winches and air conditioning and ventilation motors. By the end of the cruise, each Electrician could happily say that he could remove and replace the motor in the five ton air conditioning unit in Radio Central — blindfolded. At the same time the IC Men were kept busy repairing sound power phones and maintaining the ship's alarm and ordering systems. During this deployment, MAZAMA acted as a movie exchange. This duty, as well as showing the crew's movies, belonged to "E" Division.

The Shipfitters of "R" Division spent the cruise repairing the ship's hull, piping, and ventilation systems, and doing the routine and special jobs necessary to make shipboard life more comfortable. The Damage Controlmen spent their time working on MAZAMA's damage control equipment, especially that required to put out fires. During rearmings, "R" Division formed a special Damage Control Team to handle emergencies arising while MAZAMA was alongside another ship.

In addition to the underway and in port watches and work, E & R Division enjoyed the liberty offered by Subic Bay, Manila, Singapore, and other ports visited by MAZAMA during her last WESTPAC deployment.



EM1 M. SKINNER



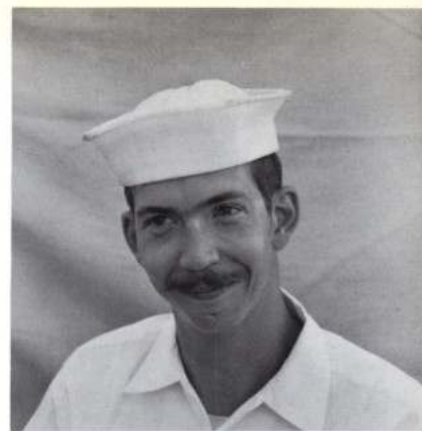
SF1 K. FRESHOUR



SF2 A. BERGREN



DC2 R. SMITH



EM2 M. KEMBLE



EM3 J. PRICE



EM3 J. STONE



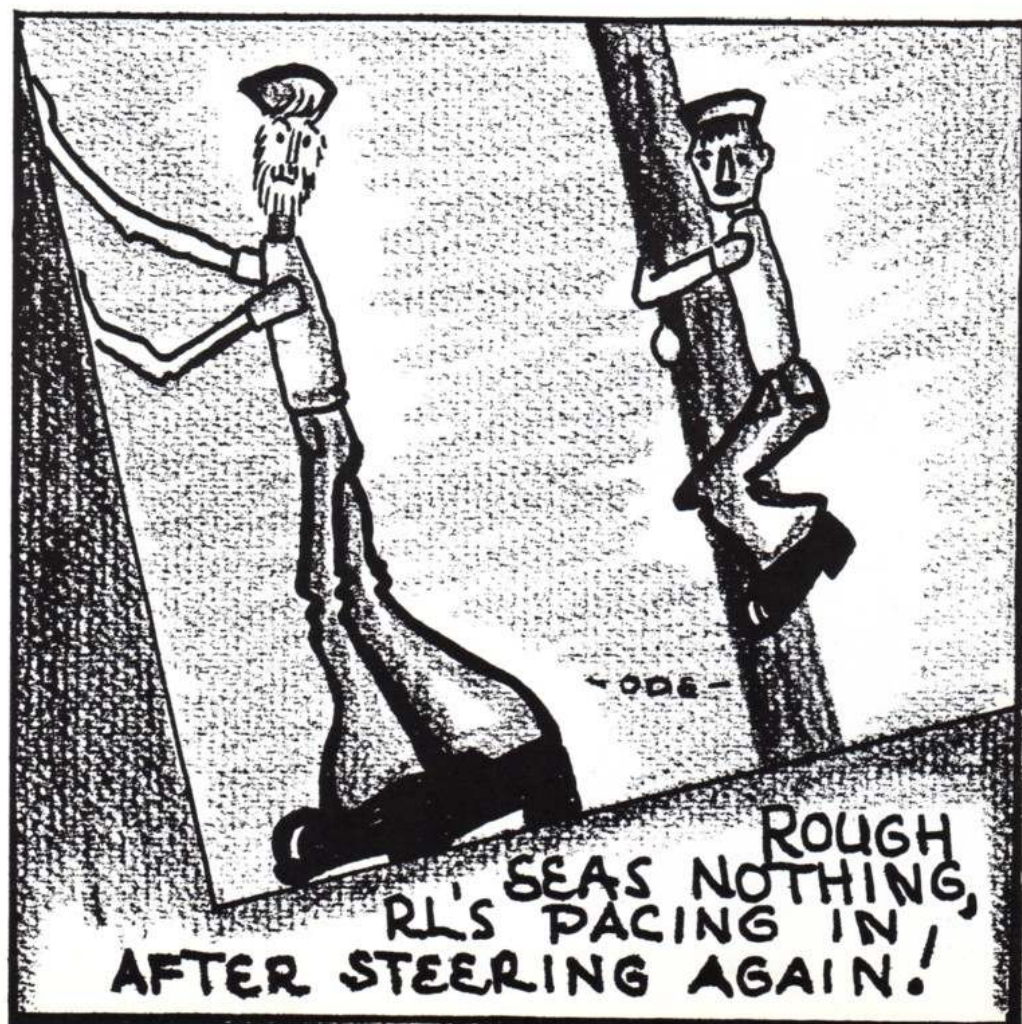
SF2 C. MASSEY



DC2 E. SMITH



SF3 M. SANDIDGE





EM3 D. FINNIE



SF3 M. HOERA



EM3 G. SHEA



SF3 P. BELLOWS



"Hurry Up Helo!"



EM3 J. PRICE



"Will The Real Tony Martin, Please Stand Up?"

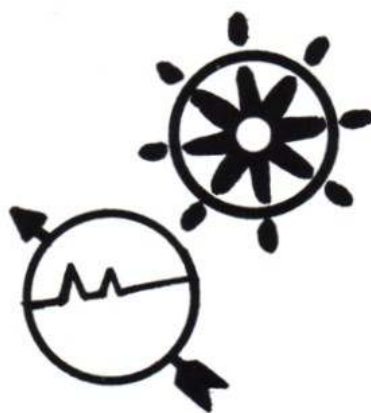
Operations Department



LT. R. JOHNSTONE
Former Operations Officer



LT. J. JORDAN
Present Operations Officer



LTJG. G. RYAN
Communications Officer



ENS. J. STRATTON
Personnel Officer



Operations Division Officer
LTJG. J. FAY

OPERATIONS DIVISION



HMC W. EPPERSON

Where to go, how to get there, and what to do; these are the challenges facing MAZAMA, and it is operations who tries to give her the answers. The difficult task is handled by nine separate ratings, working together as one team. Before arriving in WESTPAC, the entire crew was prepared to face the cruise in good health, thanks to the hospital corpsmen. They also ensure our ability to perform by keeping the men in good health throughout the long hours of re-arming. Mail keeps the men cheerful, and this is supplied by our tireless postal clerk. Finding WESTPAC and keeping all rendezvous points was an easy job for a dedicated and hard-working quartermaster gang. Their job was facilitated by the constant flow of useful information which the radiomen issued forth. MAZAMA was always aware of the shipping in her area, thanks to the combined efforts of the radarmen and signalmen. Much of our assistance came from electronic gear, which was kept operative by the continual maintenance of the ET's. Official correspondence, service records, and training courses for all hands were deftly handled by the yeomen and personnelmen of ship's office. It is easy to understand why operations is considered to be the nerve center of MAZAMA.



RDC T. WAH KING



RMC R. GOODWIN



SMC A. MENARD



RN1 C. A. ROBINSON, JR.



QM1 W. TANKERSLY



RM1 J. FADEN



HM1 R. BURKEMAN



QM2 J. BENARY



ET2 J. STONEHAM



RD2 D. MILAN



"Radar Gang"



PC2 D. RUMPLETIN



"Ship's Office"



RD2 R. CASTLEBERRY



YN2 R. LAVALLEE



RM3 G. OERLINE



PN3 G. HEIMALL



RD3 C. VAR



RM3 P. BOMBARDIER



ET3 J. POSTON



"First Class and Sunstroke All At The Same Time"



QM3 P. McMAHON



"Not Now, Thing"



"Quartermaster Trio"



RM3 K. COCHRANE



YN3 M. MARSH



HM3 R. ARNOLD



HM3 W. LEONARD



RD3 M. HOPKINS



QM3 G. MEROVICH



SN J. RIDING-IN



SN L. ADAMS



SN W. SIGFORD



ET2 V. ZIONCHECK



SM3 A. GREGORSKI

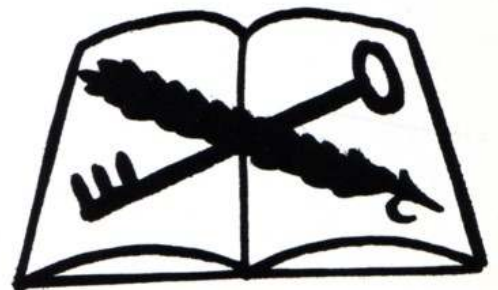
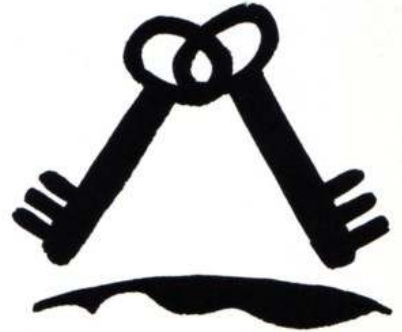
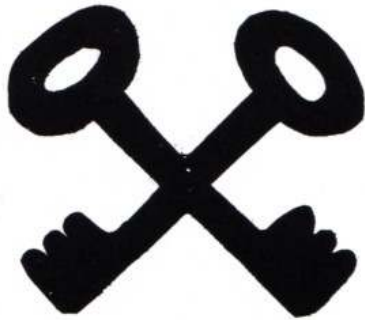


SM3 C. SIMPSON

Supply Department



LTJG. G. GARRETT
Supply Officer





Supply Division Officer
LTJG. R. MCINTIRE

SUPPLY DIVISION



CSCS N. JAMES

MAZAMA's Supply Division fills an essential capacity in the mission of the ship on a long WESTPAC deployment by planning for and responding to the many demands for material in all administrative and operational areas, and by providing a wide variety of both necessary and desirable services to a crew away from home for ten months. Many hours of in-port time at Subic Bay and liberty ports are expended in obtaining the many items, including repair parts, administrative materials, provisions, ship's store stock, and money, necessary to provide the proper support and service to the ship during her long periods of constant steaming. The responsibilities of feeding and paying the officers and crew and providing material support, laundry service, a barber shop, and ship's store and soda fountain facilities, are augmented by in-port and underway rearming and bridge watches. The outstanding accomplishment of all these responsibilities during MAZAMA's deployment is indicative of the quality of the division personnel, a fine group of men working as a team, in WESTPAC 1969 where success relies upon the presence of good men and teamwork.



SHC J. MURRAY



SKC J. McDANIEL



SK1 A. MARKOS



SD1 O. ESCAPE



SH2 R. WASHBAUGH



SK2 W. EVENSON



SK2 P. RICHMOND



SK2 R. KENNEDY



"MacIntire's Misfits"



SD2 J. FEGGINS



"Ice Creeeeeam !!"



"Stewards"



SD2 J. SULLANO



CS2 D. FINKEY



SH2 J. MARKHAM



CS2 D. EDWARDS



DK2 C. MARQUIS



SD2 A. NABAS



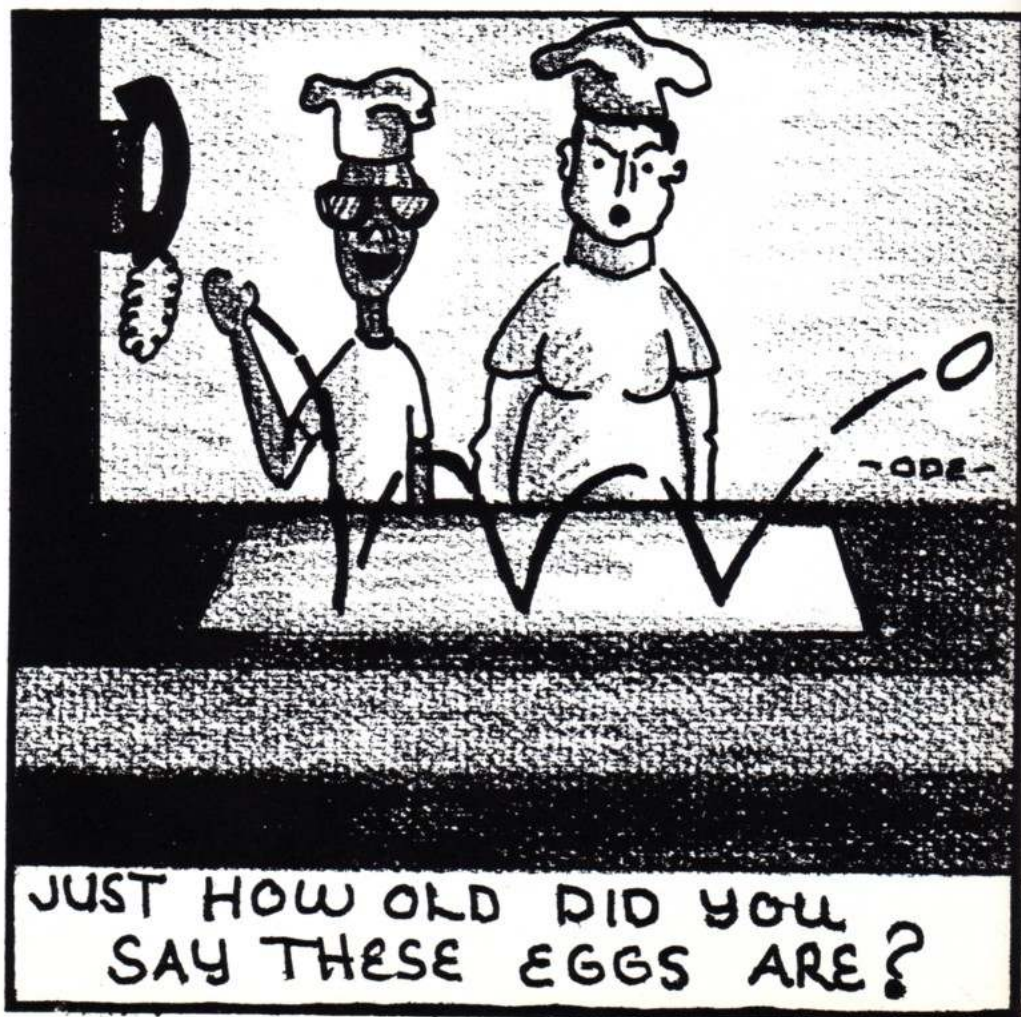
SK3 J. HEBEBRAND



SK3 T. PAYNE



SH3 L. PERROTTI





DK3 D. BOYD



SD3 M. PERALTA



SK3 D. LISKA



SN J. ADAMS



TN E. RABUSA



SN L. COPPLEMAN



TN R. FERRER



SN D. STONE



TN C. CALUPAS

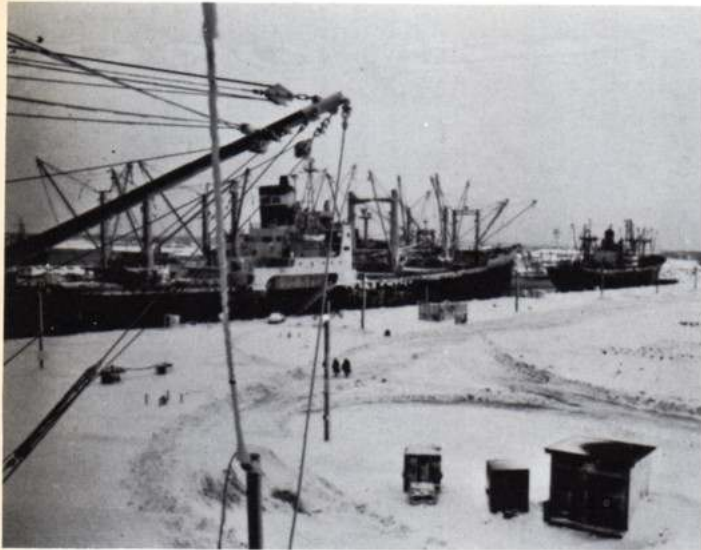


SN A. McPIKE

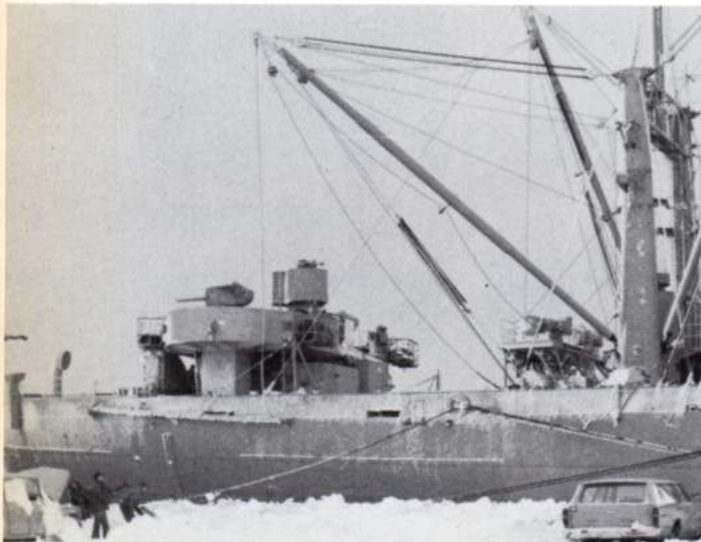


TN J. GALERO

Underway from Davisville



"Davisville Pier — February 25th"



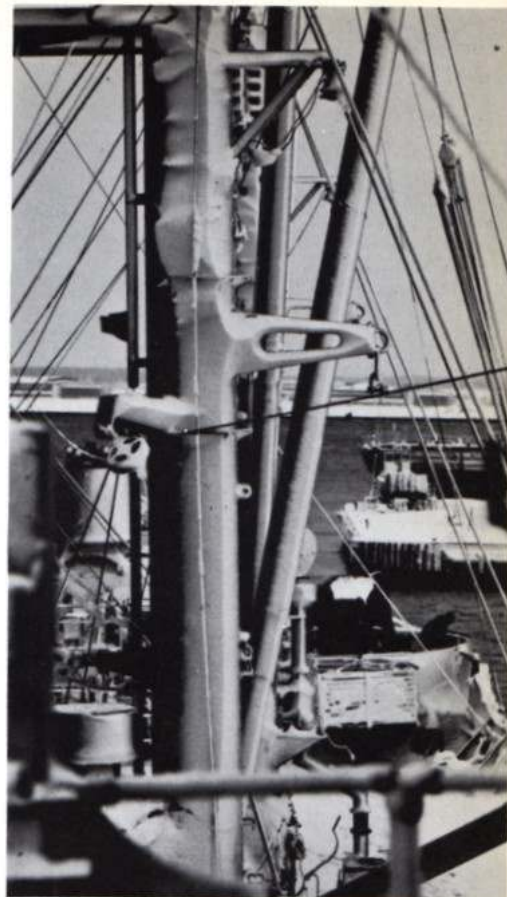
"Commence Chipping The Lines"



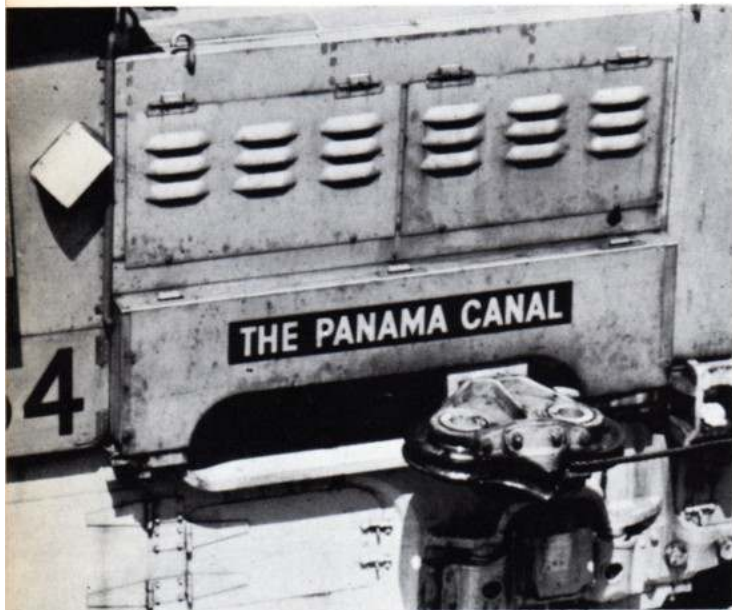
"A Fond Farewell"

The MAZAMA and her crew of 275 officers and men, began the 1969 WESTPAC cruise on a much less than auspicious start. A two day snowstorm dumping up to as much as two feet of snow on the ground and still coming down at departure time, was all the send-off that could be mustered up. Despite the weather conditions, the MAZAMA slowly pulled out from Pier 2, Davisville at precisely 1400 hours and by night-fall the Rhode Island shore was many miles behind us.

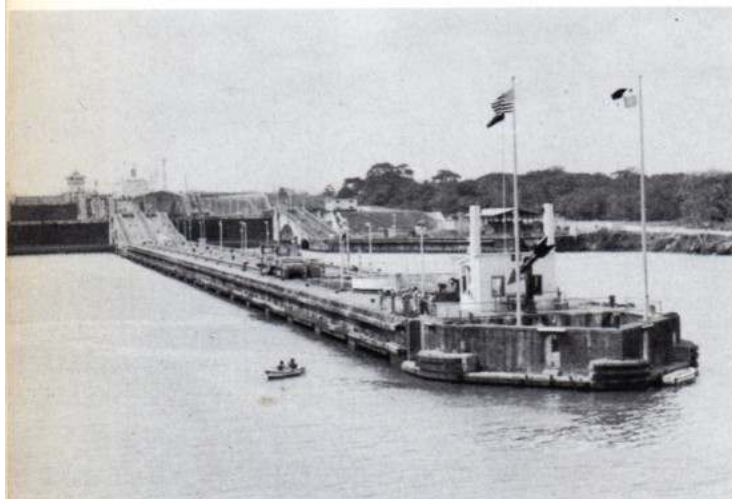




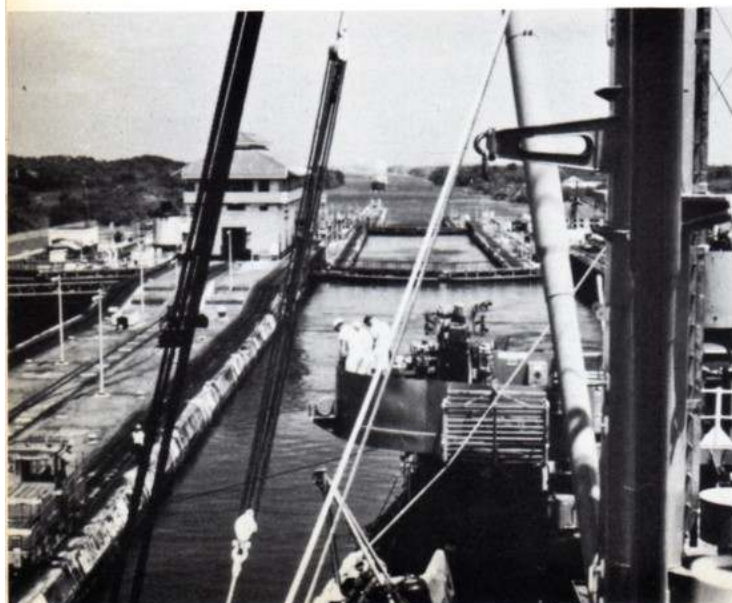
PANAMA



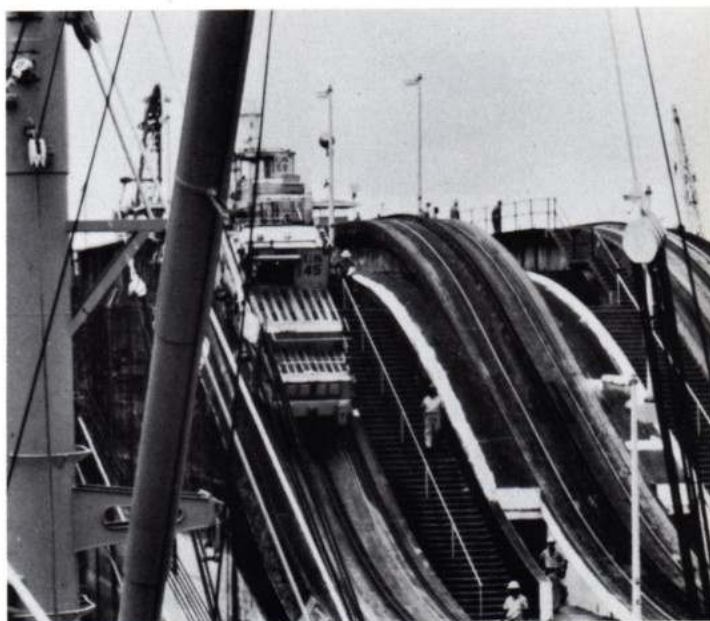
On March 5th land was sighted and as our Navigators predicted, the Panama Canal lay before us. The transit of the canal took nearly the whole day and as the Sun set the MAZAMA was pulling into a berth at Rodman, Canal Zone on the Pacific side of the Canal. The trip through the canal was most impressive to all hands and will be one of the most remembered events of the entire deployment.



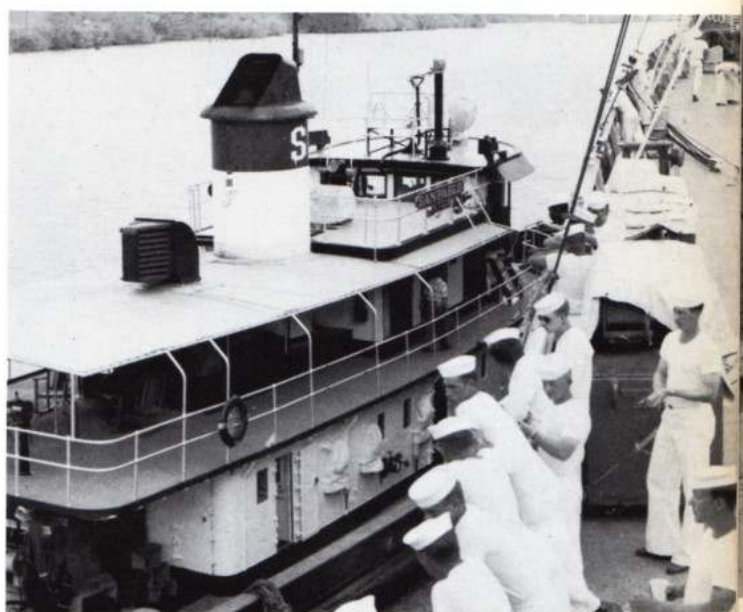
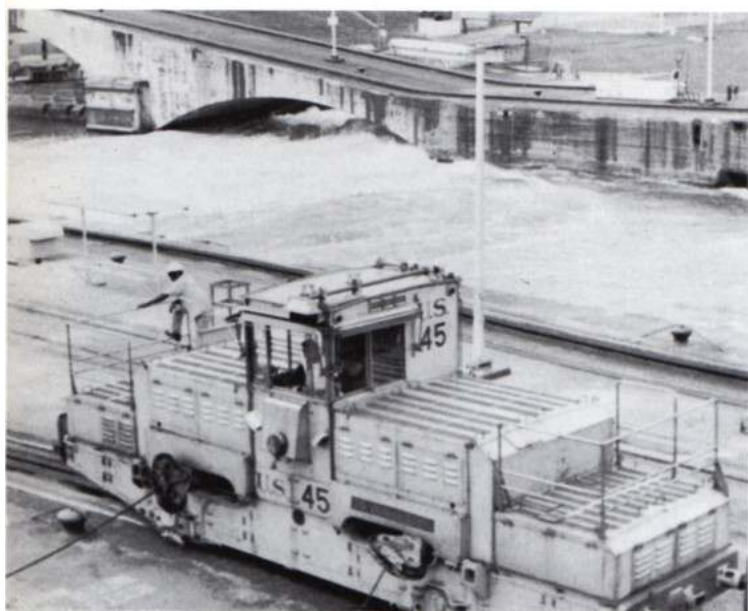
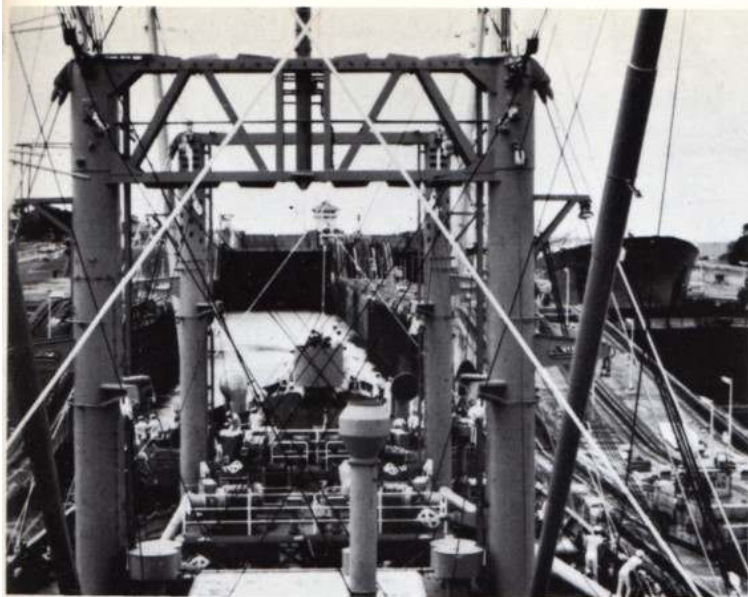
"Beginning Of A Long Day."



"Gatun Locks"



"Panama Roller Coaster"



"Gateway To The Pacific"

HAWAII



"U.S.S. Arizona Memorial"



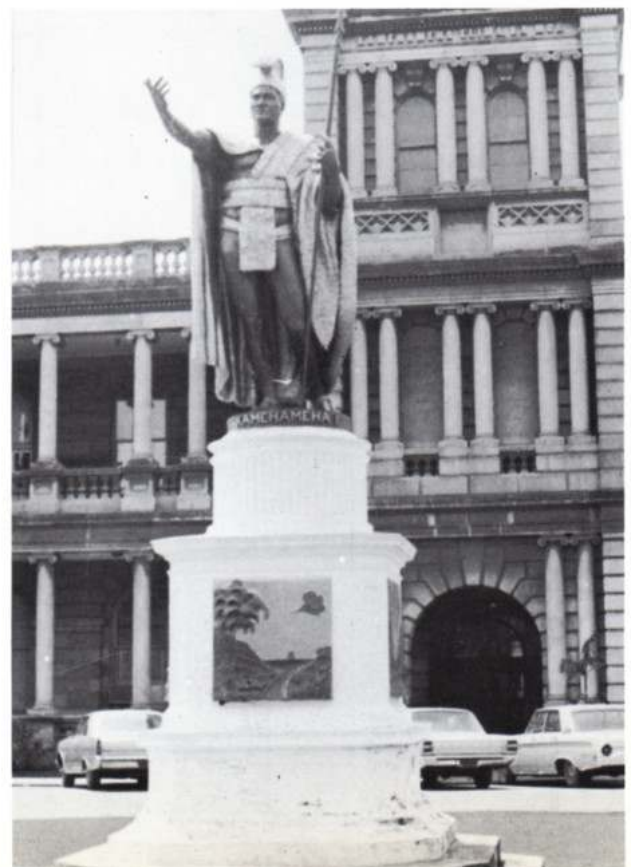
"Pearl Harbor"



"Diamondhead"

On March 21st the MAZAMA pulled into her berth at Ford Island, Pearl Harbor, Hawaii for four days of liberty and briefing sessions. Now halfway to the ultimate destination, the crew took ample advantage of the luxurious island paradise and all it had to offer. Sight-seeing, shopping and general relaxation were the order of the day. The Hawaiian islands responded with beautiful weather and a most relaxed atmosphere. As we departed on 25 March for Subic Bay and the beginning of our line periods, we bid farewell to our 50th State and all the enjoyment it provided our crew.

"Governor's Mansion"





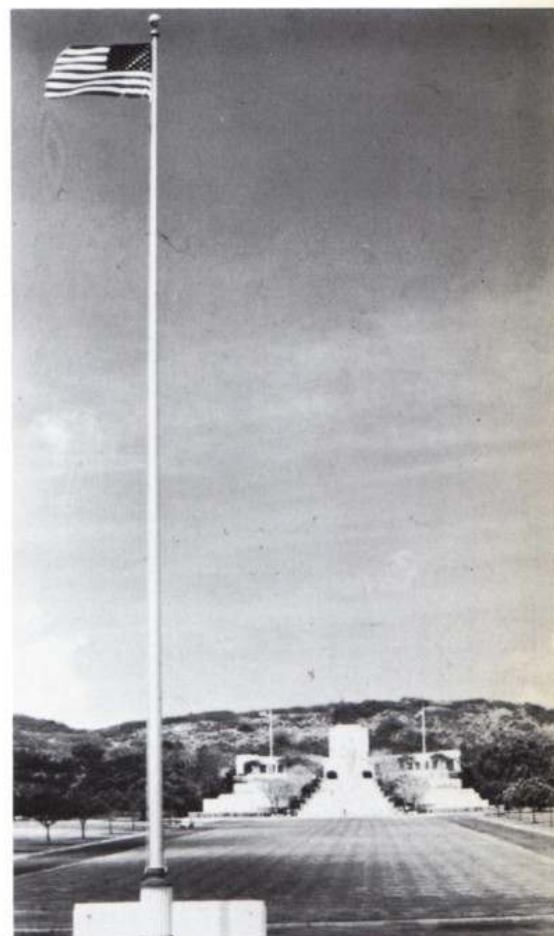
"One Of The Many Sights."



"Hawaii's State House"



"Mock Battleship Used in Movie
" 'Tora, Tora, Tora' "



"The Graves of Americans
Who Died on December 7, 1941"

SUBIC BAY



"Main Exchange — Subic Bay"

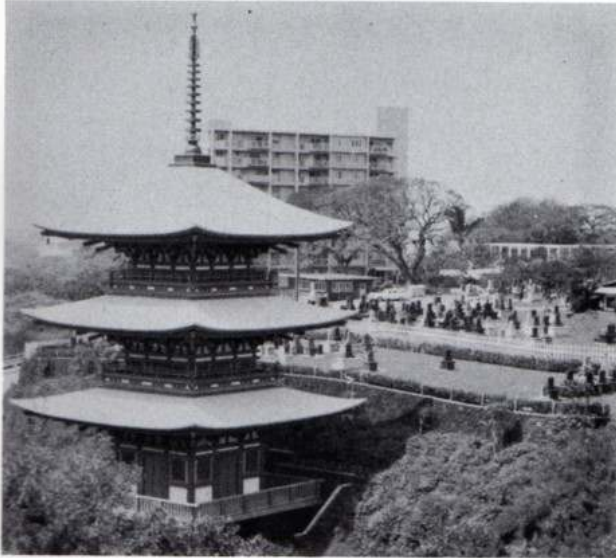


Early in the morning on April 12th the special sea and anchor detail was set and the MAZAMA pulled into anchorage in Subic Bay, Philippines. This was to be our base of operations for our deployment while in WEST-PAC. Six different times we pulled into Subic Bay for various services, such as loading ammunition at the naval magazine, repair and upkeep periods, replenishing ourselves with food and stores, and of course, some liberty. Tours were arranged to Manila and Baguio City for those who wished to shop and sight-see. Ship's parties were held on Grande Island and the base itself provided numerous recreational and entertaining past times. Our last visit to Subic was from October 23rd to October 31st for our final load adjust and replenishment of stores. Late in the day on October 31st the MAZAMA set sail and headed eastward. Our destination — Davisville, Rhode Island.



"St. Paul at Riviera Pier."

SINGAPORE



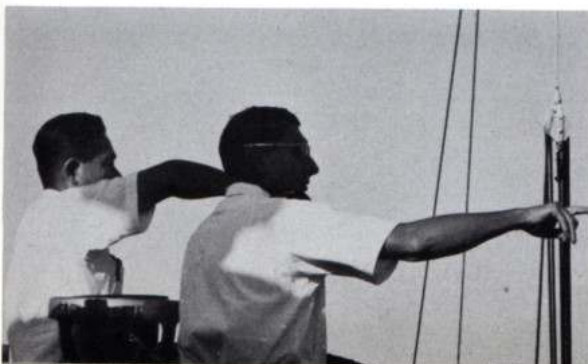
"The Old and the New at Singapore"



"Standby To Drop Anchor"

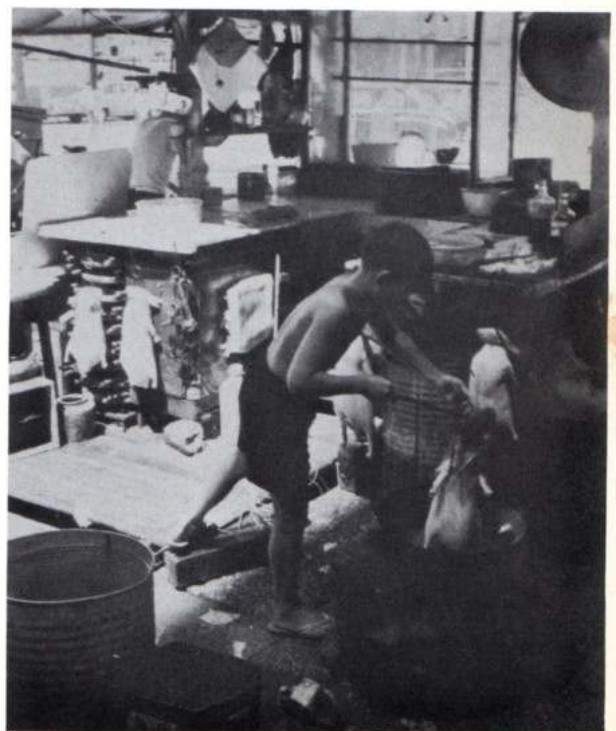


"Singapore Skyline"



"But I Don't Want To Go That Way"

Our first rest and recreation liberty port while serving in WESTPAC finally arrived on May 31st as we pulled into the magnificent harbor of Singapore. One of the most modern cities in all Asia, Singapore lies at the crossroads between the east and middle east countries at the tip of Malaysia. Singapore's location makes her one of the busiest ports in the world for trade and commerce. Needless to say Singapore is a bargain hunter's paradise and even the most novice shopper became quite proficient before our four day liberty expired. However, all good things must come to an end, and on June 4th, a well rested and "stocked" MAZAMA crew pulled out of Singapore Harbor and proceeded back to duty off the coast of Vietnam.



"Typical Street Scene"

HONG KONG



"Hong Kong Horizon"

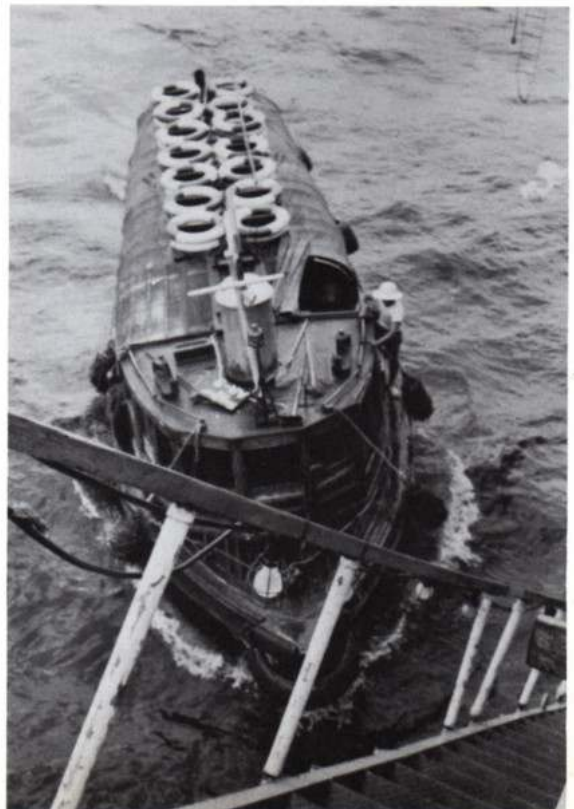


"Open Market"

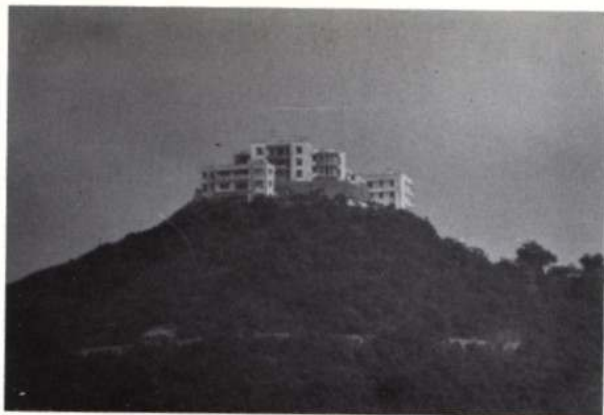


"Wanchai District"

On July 30th, now with three line periods behind us, the MAZAMA and crew sailed into Victoria Harbor, Hong Kong for her second the most widely sought after past time, was granted all hands and full advantage was taken. The six days in Hong Kong were spent touring, sightseeing, and shopping with the latter the most widely sought after past time, as our crew's lounge and storerooms packed full with cartons and presents will attest to. As in Singapore, Hong Kong is a shoppers paradise and our lessons in procuring our desires came in handy again. On August 6th we began our two day voyage to the Vietnam operation area and commenced the fourth line period.



"First Liberty Boat"



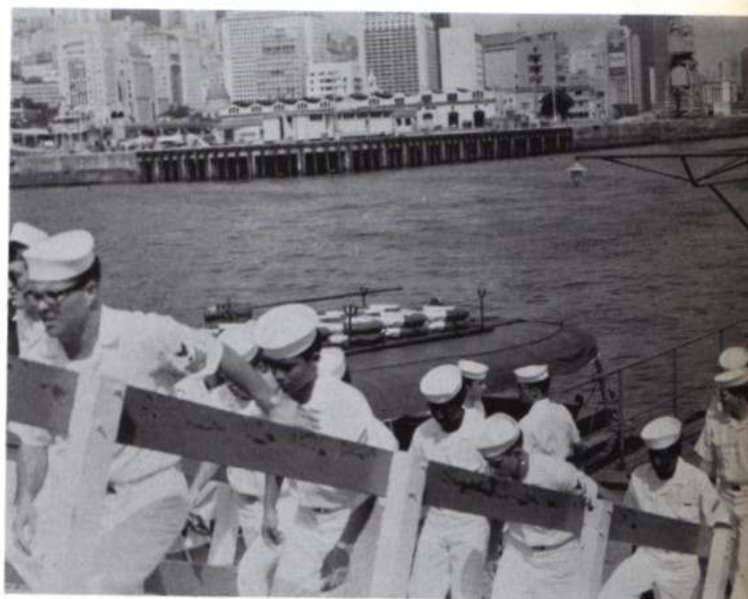
"Victoria Peak"



"Gig Competition"



"Mazama Tourists"



"All Ashore, That's Going Ashore"



"Chinese Beauty"



"Hong Kong House Boat"

BANGKOK



"Oriental Home"

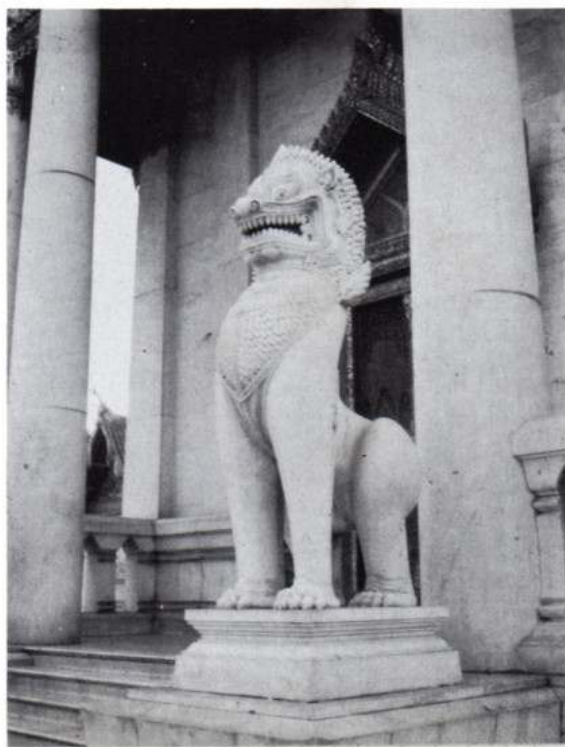


"King's Palace"



"Liberty Party Returning"

On October 14th the MAZAMA anchored in Bangkok for her third Rest & Recreation port visit of the WESTPAC cruise. The time left to go in WESTPAC was growing short and this final liberty port was to be the last fling. Last minute shopping lists were completed, many magnificent tours arranged, and general relaxation for the entire crew, before the long voyage back to the states, was carried out. Bangkok, one of the most picturesque cities throughout all of the Oriental countries, lived up to our expectations of rest and recreation. On October 18th we took our leave and proceeded to Subic Bay for that last load out and the long awaited orders home.



"Buddhist Temple"

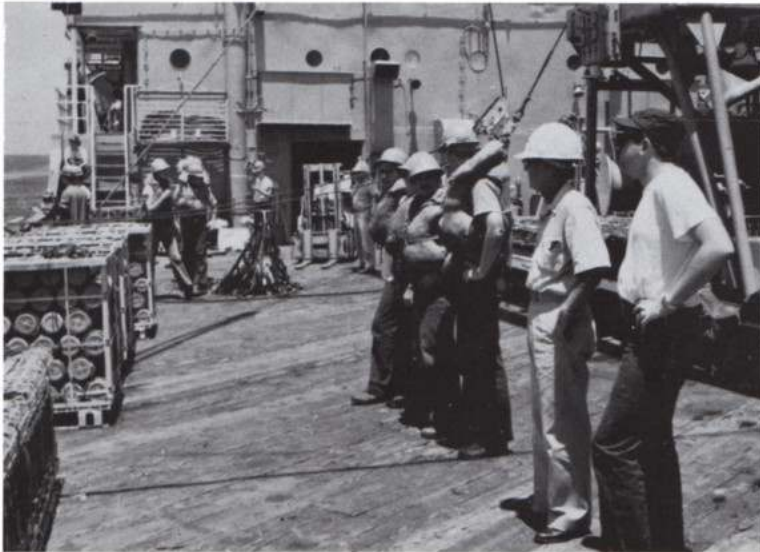
All in a Day's Work



"Romeo At The Dip, Aye Sir"



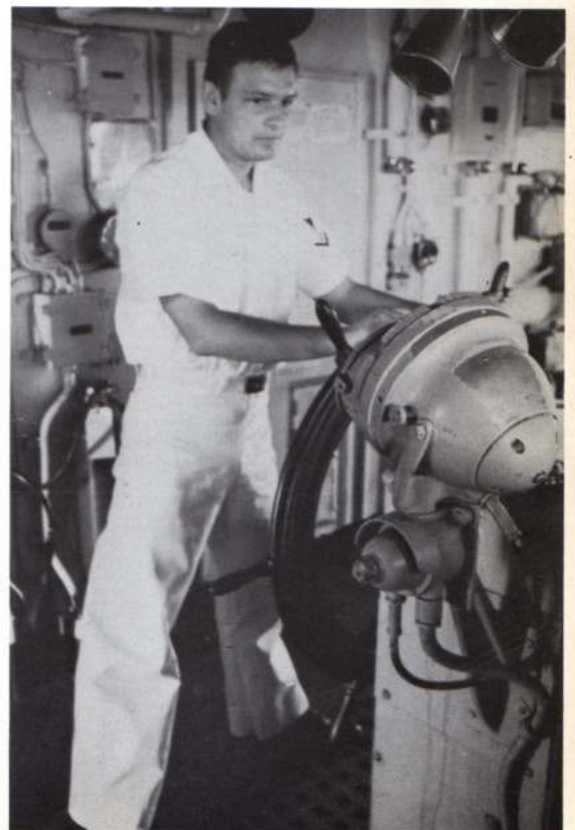
"Early Morning Helo Transfer"



"Standby to Receive . . ."

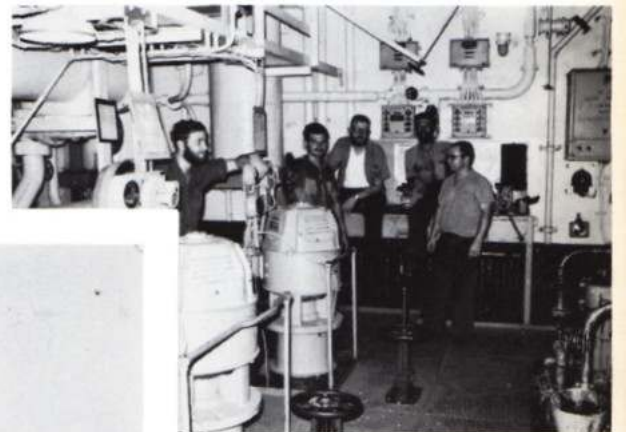
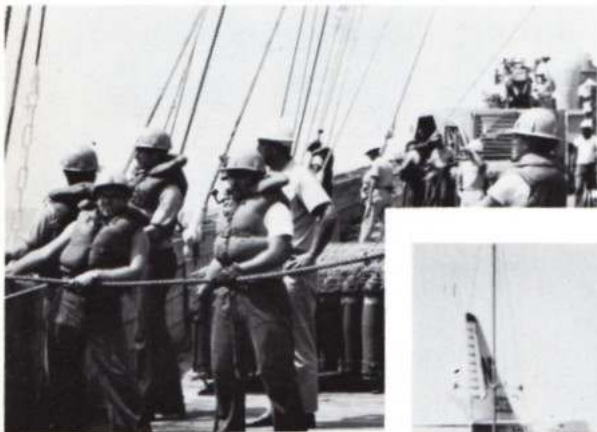


"Over All Lines"



"Audley On The Helm."







'round





the ship



Ships Party





Alongside They Came . . .



U.S.S. BOSTON (CA-69)



U.S.S. BONHOMME RICHARD (CVA-31)



U.S.S. ST. PAUL (CA-73)



U.S.S. LEARY (DD-879)



U.S.S. FIREDRAKE (AE-14)



U.S.S. MEREDITH (DD-890)



U.S.S. SACRAMENTO (AOE-1)



U.S.S. NICHOLAS (DD-449)



U.S.S. TICONDEROGA (CVA-14)



U.S.S. CRAIG (DD-885)



HMAS BRISBANE (D-41)



"We Rearm Anybody ! !"

Westpac Unrep Log

April 22
U.S.S. EDWARDS (DD-950)

April 23
U.S.S. KITTY HAWK (CVA-63)

April 24
U.S.S. KITTY HAWK (CVA-63)
U.S.S. BONHOMME RICHARD (CVA-31)

April 25
U.S.S. MAUNAKEA (AE-22)

April 26
U.S.S. KITTY HAWK (CVA-63)
U.S.S. PASUMPSIC (AO-107)

April 27
U.S.S. BONHOMME RICHARD (CVA-31)
U.S.S. ROBISON (DDG-12)

April 29
U.S.S. L. F. MASON (DD-852)
U.S.S. ROBISON (DDG-12)

April 30
U.S.S. PONCHATOUA (AO-148)

May 1
U.S.S. SOUTHERLAND (DD-743)
HMAS BRISBANE (D-41)
U.S.S. LEARY (DD-879)

May 2
U.S.S. ROBISON (DDG-12)

May 3
U.S.S. EDWARDS (DD-950)
U.S.S. MULLINIX (DD-944)

May 5
U.S.S. HIGBEE (DD-806)

May 6
U.S.S. MULLINIX (DD-944)

May 7
U.S.S. CALIENTE (AO-53)
USCGC WINNEBAGO (WHEC-40)

May 8
U.S.S. TUCKER (DD-875)

June 8
U.S.S. FIREDRAKE (AE-14)

June 9
U.S.S. OKLAHOMA CITY (CLG-5)
U.S.S. FRANK KNOX (DDR-742)

June 10
U.S.S. ST. PAUL (CA-73)
U.S.S. WASHBURN (LKA-108)

June 11
U.S.S. EDWARDS (DD-950)

June 12
U.S.S. BONHOMME RICHARD (CVA-31)
U.S.S. BLACK (DD-666)
U.S.S. FRANK KNOX (DDR-742)

June 14
U.S.S. FIREDRAKE (AE-14)

June 15
U.S.S. BONHOMME RICHARD (CVA-31)
U.S.S. ST. PAUL (CA-73)

June 17
U.S.S. FIREDRAKE (AE-14)
U.S.S. ORISKANY (CVA-34)
U.S.S. THOMASON (DD-760)

June 18
U.S.S. BONHOMME RICHARD (CVA-31)

June 19
U.S.S. EDWARDS (DD-950)

June 20
U.S.S. TALUGA (AO-62)

June 21
U.S.S. VIRGO (AE-30)

June 23
U.S.S. SACRAMENTO (AOE-1)

June 24
U.S.S. MAUNA KEA (AE-22)

July 6
U.S.S. BOSTON (CA-69)

July 7
U.S.S. BUCHANAN (DDG-14)

July 8
U.S.S. MEREDITH (DD-890)

July 9
U.S.S. VIRGO (AE-30)

July 10
U.S.S. SACRAMENTO (AOE-1)
U.S.S. VEGA (AF-59)

July 13
U.S.S. SACRAMENTO (AOE-1)
U.S.S. BOSTON (CA-69)
U.S.S. BUCHANAN (DDG-14)

July 16
U.S.S. OKLAHOMA CITY (CLG-5)

July 17
U.S.S. KENNEBEC (AO-36)
U.S.S. FIREDRAKE (AE-14)

July 18
HMAS BRISBANE (D-41)
U.S.S. OKLAHOMA CITY (CLG-5)
U.S.S. LEARY (DD-879)
U.S.S. CHEVALIER (DD-805)

July 20
U.S.S. BUCK (DD-761)

August 8
U.S.S. SACRAMENTO (AOE-1)

August 9
U.S.S. ST. PAUL (CA-73)
U.S.S. MARS (AFS-1)
U.S.S. COCHRANE (DDG-21)

August 11
U.S.S. J. D. CRAIG (DD-885)

August 12
U.S.S. PRITCHETT (DD-561)

August 13
U.S.S. ST. PAUL (CA-73)
U.S.S. COCHRANE (DDG-21)

August 14
U.S.S. MARS (AFS-1)

August 15
U.S.S. COCHRANE (DDG-21)

August 16
U.S.S. TUCKER (DD-875)

August 17
U.S.S. O'BANNON (DD-450)

August 18
U.S.S. TUCKER (DD-875)

August 19
U.S.S. L. F. MASON (DD-852)

August 20
U.S.S. J. D. CRAIG (DD-885)

August 21
U.S.S. O'BANNON (DD-450)
USCGC TANEY (WHEC-37)

August 22
U.S.S. FIREDRAKE (AE-14)

August 23
U.S.S. TUCKER (DD-875)
U.S.S. L. F. MASON (DD-852)

August 25
U.S.S. O'BANNON (DD-450)

August 26
U.S.S. NICHOLAS (DD-499)

August 31
U.S.S. TICONDEROGA (CVA-14)

September 4
U.S.S. OKLAHOMA CITY (CLG-5)
U.S.S. MAUNAKEA (AE-22)
U.S.S. NIAGARA FALLS (AFS-3)

September 28
U.S.S. HULL (DD-945)

September 29
U.S.S. CAMDEN (AOE-2)
U.S.S. RENSHAW (DD-499)

September 30
U.S.S. HULL (DD-945)
U.S.S. BOSTON (CA-69)

October 1
U.S.S. COCHRANE (DDG-21)

October 3
U.S.S. ASHTABULA (AO-61)
U.S.S. O'BANNON (DD-450)

October 5
U.S.S. O'BANNON (DD-450)

October 6
U.S.S. BOSTON (CA-69)
USCGC SEBAGO (WHEC-42)

October 7
U.S.S. O'BANNON (DD-450)

October 8
HMAS VENDETTA (D-08)

October 9
U.S.S. HULL (DD-945)
U.S.S. OKLAHOMA CITY (CLG-5)



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Art Editor



and photographer—

Joe Ode

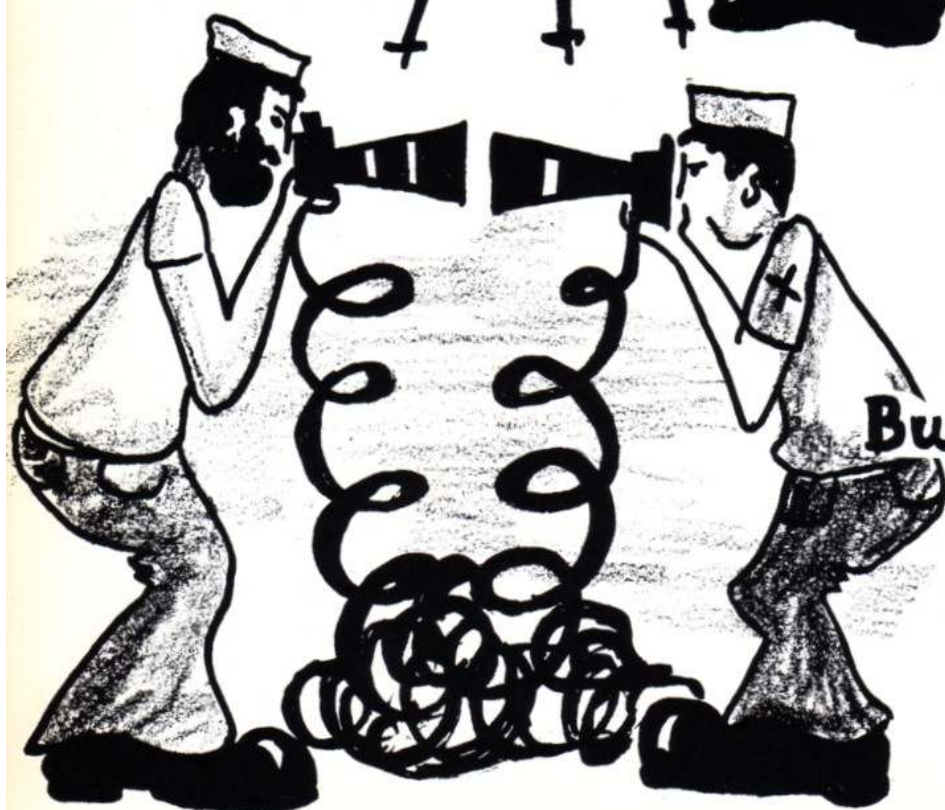


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Bob

Joe

Burkeman Stoneham



The End

