

USS Mazama (AE-9)

U.S. Navy Auxiliary Ship - Ammunition

A proud history.... 1944 to 1970!

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Awards, Citations and Campaign Ribbons



Precedence of awards is from top to bottom, left to right

Top Row - Combat Action Ribbon

Second Row - Navy "E" Ribbon - American Campaign Medal - Asiatic-Pacific Campaign Medal (2)

Third Row - World War II Victory Medal - National Defense Service Medal - Vietnam Service Medal

Fourth Row - Armed Forces Expeditionary Medal - Philippines Liberation Medal - Vietnam Campaign Medal

USS *Mazama* (AE-9)

An extinct volcanic mountain of the Cascade mountains; its caldera is now occupied by Crater Lake.

(AE-9: dp. 9,950; l. 459'; b. 63'; s. 15 k.; dr. 26'5"; cpl. 281; a. 1 5", 4 3", 4 20mm.; cl. *Mauna Loa*)

Mazama (AE-9) was laid down 14 April 1942 by the Tampa Shipbuilding Co., Tampa, Fla.; launched 15 August 1943; sponsored by Mrs. Edward V. Rickenbacker; and commissioned 10 March 1944, Comdr. P.V.R. Harris, USNR, in command. *Mazama* built as an ammunition ship using C-2 hull plans, began her war service 6 May 1944. on that date, having filled her holds with high explosives, she departed Boston for the Pacific. Arriving at Majuro 4 June, she immediately assumed her dangerous, but extremely vital mission of receiving and delivering ammunition to ships at sea and in port. She remained at Majuro through 12 June; thence proceeding via Eniwetok to Saipan, arriving 21 June, just after the Battle of the Philippine Sea. he continued on in support of Saipan-Tinian operations, rearming units of the 5th Fleet, including renowned Fast Carrier Task Force 58, until 11 July. *Mazama* sailed for San Francisco 4 August, arriving on the 24th and departing again on 19 September for the combat area.

Anchoring at Manus 9 October, the ammunition ship prepared for the liberation of the Philippines. She steamed on the 15th for Kossol Roads, continuing on to Leyte Gulf, arriving 23 October 3 days after the Leyte landings. She remained in the gulf, in spite of intense and bitter air activity, through the battles off Samar and in Surigao Strait. Following these battles she rearmed the units of the 7th and 3rd Fleets.

On 1 November, *Mazama* departed for Kossol Roads and Ulithi Atoll. While at anchor in the latter 20 November, she witnessed the first successful attack of the *kaiten*. By 1 December she was headed for Espiritu Santo to replenish her cargo; returning to Ulithi 5 January 1945. There, at 0650 12 January, a suspicious object was sighted off the starboard quarter. Four minutes later an explosion rocked the ship. She developed a 2° list to port and was down at the head. pumps were immediately started to counteract flooding, later ballast was emptied to reduce the forward draft which had increased to 35 from 23 feet; the change in draft aft, from 25 to 21 feet. By midafternoon, having suffered the loss of eight men, one dead and seven seriously injured, she began to transfer serviceable ammunition; unserviceable munitions were dumped at sea.

The next day the caulking and plugging of open seams was begun. Temporary repairs completed by 6 March, *Mazama* steamed for San Francisco, arriving 4 April. She then headed back toward the Philippines 9 June with 5,000 tons of ammunition. On 2 July she entered San Pedro Bay where she remained through the end of the war. *Mazama* recommissioned 24 April 1952 and was assigned to Service Force, Atlantic Fleet. For the next 5 years she operated off the east coast with annual deployments with the 6th Fleet. During he 1956 Mediterranean deployment (1 May to 11 October) she was part of the logistical force in the eastern part of that sea as the crisis over Egyptian nationalization of the Suez Canal heightened. The crisis erupted in late October into armed conflict between Israel, England, France, and Egypt. Following her return to the east coast, *Mazama* decommissioned 10 June 1957 at Orange, Tex., where she remained as a unit of the 16th Fleet until 1961.

On 27 November 1961 *Mazama* again recommissioned. home ported at Mayport, Fla., for the next 4 years, she participated in fleet exercises along the Atlantic seaboard and in the Caribbean. During fall 1962 exercises in the latter area she was called on to support the ships enforcing the Cuban quarantine. in 1964 she was again deployed to the Mediterranean, where, during the month of August, she stood by in support of the Cyprus patrol as civil unrest and fighting between Greek and Turkish Cypriots threatened an uneasy peace in the eastern Mediterranean.

Mazama returned to Florida 23 December to operate out of Mayport until August 1965. On 20 August she moored at Davisville, R.I., her new home port. Her deployment schedule was also changed and the next year she was assigned to the 7th Fleet.

Departing Davisville 17 March 1966, she arrived at Subic Bay 5 May and for the next 6 months supported units of the 7th Fleet in operations off the coast of Vietnam. On 3 November *Mazama* was relieved by *Shasta*. She then headed back to Davisville via the Suez Canal, completing her round-the-world cruise 20 December.

After a cruise to the Mediterranean in late 1967 through early 1968, *Mazama* returned to operate with and supply ammunition to the 2d Fleet into 1969.

Mazama received two battle stars for World War II service.

Ordered:	
Laid down:	
Launched:	15 August 1943
Commissioned:	10 March 1944 24 April 1952 27 November 1961
Decommissioned:	3 August 1946 1 June 1957 May 1970
Status:	Unknown
Struck:	1 September 1970

Underway Diary of Jim "Doc" Gaspard USS Mazama (AE-9)

May 13, 1966 to October 27, 1966

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The attached diary is a personal log of my life aboard the USS Mazama during a West Pac Cruise to South East Asia in 1966. I was a young 19 y/o from Port Arthur, Texas who enlisted for a 4 year tour of duty in the US Navy in July 1964. I completed boot camp at NTC - San Diego, graduated from Hospital Corps School at Balboa Naval Hospital - San Diego, and spent one year at Pensacola Naval Air Station Hospital in Pensacola, Florida, before receiving orders to requested sea duty aboard the USS Mazama. The remainder of my US Navy tour of duty was spent on the Mazy until my active duty discharge in June of 1968.

I remember flying to Boston in early 1966 and reporting aboard Mazama at Davisville, Rhode Island on a Tuesday morning just as she pulled in from a shake-down cruise; and then the shock of departing the next day for a 10 month cruise to the Western Pacific. The Mazama was the first Atlantic Fleet ship to be sent to the Western Pacific for the VietNam conflict. I'm not sure when I first decided to keep a personal diary of events, but it was during the voyage from Davisville (Mazama's home port) to the South Asia/Pacific region in April-May 1966. Our trip took us through the Panama Canal with a one day liberty stop at Panama City, and then on to the US Naval Base at Oahu, Hawaii where we enjoyed several days of liberty. The last leg of our trip took us to Subic Bay, Phillipines for was to be our duty home port for WesPac naval operations off the coast of VietNam.

A word about the following diary! I was just barely 19 years old, and my previous life experiences were limited to an upbringing in a small southeast Texas seaport town known for its oil refineries more than any thing else (Janis Joplin was making a name for herself about the same time). I never had a great love of English composition in high school, so I wasn't attempting to write a book, but I did want to keep my family informed of my experiences on the other side of the world. As "doc" I had my own private on-board space, Sick Bay, and access to a typewriter. I typed every night and made carbon copies to send home to my family. My diary starts the day we left the port of Subic Bay for our first rotation off the coast of South VietNam, Tuesday May 10th, 1966. It ends Thursday October 27th, 1966, the day we left Subic Bay to return to the US; the return voyage was via Singapore, the Suez Canal and the Mediterranean, completing a trip around the world. In between, this diary covers my personal experiences during the 167 days at sea, in port, on liberty, some funny, some serious but all as seen through the eyes of a 19 year old kid from east Texas.

If you were on board with me, you can enjoy and reminiscence the day-to-day events. If you weren't, you may find this boring and somewhat repetitive, but believe me, it wasn't. Every day was a new day. I would not give up my four year navy experience for the world. It took me from boyhood to manhood and opened up a world that I would never have otherwise experienced. Enjoy the cruise!

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USS MAZAMA (AE-9) website under construction. Contact me if you have material or photos to add.

TUESDAY *0815-Left anchorage in Subic Bay, Republic of Philippines heading due West for the coast of South Vietnam. The weather was cloudy with a mist, the sea was rough with moderate swells, and the temperature was a sweltering 92°. The deck force spent most of the day and night breaking out the ammunition from the five holds of the ship. There were five minor accidents throughout the day, the worst requiring 10 sutures in the right palm. The morale of the crew appears fairly good considering the fact that we will be entering the Combat Zone within a couple of days. Most of the guys re-charged their energizers while in Olongapo, R.P. which was good after the cruise from Hawaii.

WEDNESDAY *0600-Deck force commenced breaking out ammunition from holds. Weather is much the same and I can kind of sense that we are entering the war zone, the black mark of SouthEast Asia--VIETNAM. No major accidents, only cuts, bruises and sprains. Sighted a few Destroyers patrolling the area and some junks. Crew will be breaking out bombs most of the night. First UNREP tomorrow.

12 May 66 *0300-Deck force continues to break out bombs. The weather has cleared up considerably with a nice hot sun glowing on the deep blue water. The sea is much calmer, now that we are entering the coastal waters.
Thursday
*0900-Sighted the mountains of South Vietnam off the Port bow.
*1000-Can see the mountains from horizon to horizon. Word passed we are now entering the Hostile Firing Zone.
*1200-Now going parallel North with the coastline about six miles off the coast. Passing destroyers every forty-fifty miles.
*1900--Can see gunfire support on shore. There's quite a bit of fighting going on in the mountains with flares lighting up distant spots. (I'm really lucky).
*2215-Rendezvous with the USS MORTON (DD-948) Commenced UNREP (unreplenishing)

13 May 66 *0045-Secured re-arming and breakaway from USS MORTON (DD-948). Our new crew did very well considering this was our first UNREP at sea since we left Davisville, R.I. Deck force commenced breaking out ammunitions for the Enterprise.
FRIDAY
*0900-Weather is very nice with a lot of sunshine. Sailing same as before. The mountains look good and innocent even though they aren't. The view is much clearer today and the guys are all taking pictures to send back to their folks. It's hard to believe this is the place where all the world tension is. The scenery is just too beautiful. The Vietnamese junks are more numerous now but they seem to keep out of our way like we weren't even there.
*1900-Fireworks display in the mountains.
*2230-Rendezvous with the USS ENTERPRISE (CVA-Nuclear-65) and commenced re-arming to port-side. She's a gigantic beauty and I'm sorry I couldn't take any pictures since it was night-time.

FRI.

~~Wed.~~ cont. *2230-We might get another chance before the cruise is over.

13 May 66 *2300-Commence re-arming the USS EDWARDS (DD-950) on the starboard.

This is really something to see--three ships side by side steaming at 12 knots (approx. 15 MPH) and at the same time the center ship (the one and only-USS MAZAMA) sending over different size "watermelons" for the carrier's aircraft and the Tin-can's (Destroyer) gunfire support weapons. It took us over four hours. No one sleeps during an UNREP no matter how long it may take.

SATURDAY

14 May 66

*0200-Secured from re-arming and breakaway from the USS EDWARDS (DD-950).

*0300-Secured from re-arming and breakaway from the USS ENTERPRISE (CVAN-65)

*0400-Deck force commenced breaking out ammunitions for the USS KITTY HAWK (CVA-63)

*0900-No land in sight this morning. We are now away from the coastline and are heading up into the Gulf Of Tonkin. The weather is very clear but hot and the seas are very calm with no wind.

*1100-Commanding Officer announces officially that we are in the Gulf, the first ship of our type since the 1964 Gulf of Tonkin incident.

*1300-Rendezvous and commence re-arming the USS KITTY HAWK (CVA-63). Although she does not have all the magnificence of the Enterprise, she is still one of our Navy's best. She isn't nuclear but has the lethal power that it takes, the new Phantom jets along with the other conventional jets. They had their band play while we re-armed. We are only 60 feet from the ship that we are replenishing and the sound carries great over the water.

~~Many of the crew members are sick and some are injured. The ship is very crowded and the air is very hot. The crew is very tired and some are very sick. The ship is very crowded and the air is very hot. The crew is very tired and some are very sick.~~

*1800-Secure from re-arming and breakaway from the USS KITTY HAWK (CVA-63).

*2200-I hit my rack. I have only slept about ten hours in the last 72 and they were hit and run. There has to be a corpsman on station fore and aft of the superstructure while this ship is re-arming-at the scene of operations and at least one corpsman awake while the deck force break-out ammunitions from the holds. Since this is a twenty-four continuous procedure the Chief and I have to rotate our up hours. Then we have our regular day hours when we hold sick-call. Most of the injuries are minor but we never know when something bad will really happen.

15 May 66

SUNDAY

*0400-Rendezvous with the USS SACRAMENTO (AOE-1) We took on supplies from this ship. She is one of these new multi-purpose transports that carries fleet freight, oil, diesel fuel and a certain amount of ammunitions. We took on ammunitions and freight and gave them freight. She was huge.

*0530-Secure from re-arming and breakaway from the USS SACRAMENTO (AOE-1). Deck force commence breaking out ammunitions for next UNREP.

*1200-The weather remains to be clear with much sunshine. There is no wind and the water is very still. Dropping a penny would make the water ripple. No land is in sight even though we are heading

SUNDAY(cont.)
15 May 66

southeast out of the Gulf Of Tonkin now. There will be no church services ~~even~~ even though today is Sunday. The most that we can see at the present is a couple of Destroyers on the horizon.

*1400-Rendezvous with the USS HANCOCK (CVA-19) and commence re-arming. This is one of the oldies from back in the World War II days. She carries both props and jets. We had thirty guys that we picked up in Subic for this carrier and they sent a helicopter over to pick them up three at a time. They were the happiest guys in the Navy to get off this ship. They really humped and heaved in the holds.

*1515-Emergency breakaway from the USS HANCOCK (CVA-19). They had to land a couple of their planes.

*1600-Rendezvous with the USS HANCOCK (CVA-19) again. This carrier didn't play music so we set up our PA system and played Beatle music for them. We all got a kick out of this. I think we're going play this long-haired music for all our ships now.

*1700-Secure re-arming and breakaway from the USS HANCOCK (CVA-19). I was dead tired after this, so I hit the rack and slept like a log until

*2145-Rendezvous with the USS KITTY HAWK (CVA-63) AND commenced re-arming.

MONDAY
16 May 66

*0030-Secure re-arming detail and breakaway from the USS KITTY HAWK (CVA-63)

*0100-My chief recieved word that he is being relieved in July by a first class Hospital Corpsman from the USS SHANGRAI. Finally hit the rack for a good nights sleep

*1015-Rendezvous with the USS CANBERRA (CAG-2) and commence re-arming. I had gotten up at six to find that we were off the coast of South Vietnam again. The mountains were a welcome sight for some reason. The Canberra is what you might call the real Navy. She is a guided missile cruiser and a real beauty at that. Her decks are made of white bleached hardwood which looked spotless in the bright sun. Forward of her superstructure were the mighty eight and six inch turrents which identify a cruiser and back aft were her missile launchers. Everything about her was so, so neat-either being painted or spot shined. The number of men that she had on her deck just handling the lines would probably have composed the number of our entire crew. She has approximately 2200 men including a squadron of leather-neck marines. The Captain would not let us play our music for her I guess because her old man is an Admiral. We couldn't have even begun to show her up anyway-she was that immaculate. I honestly envied her crew.

*1045-Commenced re-arming the USS DAVIE (DD-937) on the starboard.

*1130-Secured re-arming and breakaway from the USS CANBERRA (CAG-2). She pulled away with the old American Calvary "Charge" bugle call playing on her P.A. and a couple of blasts on a "train" whistle. She could really fly in the wind and run circles around us if she ever wanted to. Nothing can get within ten miles of her, (enemy) above or below the sea with her using her ~~only~~ only as protection.

MONDAY cont.
16 May 66

And her missiles can go many, many hundreds of miles as an air defense.

- *1315-Secure re-arming and breakaway from the USS DAVIE (DD-937). These Tincans as they are called are also a part of the real Navy. Their six inch guns are good for off-shore support of the Army and Marines in the coastal highlands. Some have sea-to-air and sea-to-land missiles in place of their six inchers. Their small size and sleekness make them capable of ~~#####~~ steaming closer into the shoreline for better support. All these Destroyers are combined into one major group called the Seventh Fleet Gun Support Group whose main function is to patrol, protect and ~~#####~~ support the coastline of Vietnam and our Fleet. Cruisers, missile ships, etc. are also part of this Group but the Tincans are the backbone, and we are the backbone of this Group. We feed their guns, their missiles and their aircraft, and even their ~~####~~ ego when their support make the headlines stateside. One might consider us a middle man behind the scene, but we consider ourselves in there fighting like the rest of the fleet-body, soul and spirit.
- *1500-Rendezvoused with the USS HALEAKALA (AE-25) and commenced UNREP. This was one of our brother ships home-ported out of Pearl. She is only five years old and has all the modern day conveniences of a transport ship. While we have to lift our ammunitions out of the holds with nets on winches the Haleakala just presses a button and they come up on elevators. She is much larger than us and naturally her holds are larger. This is probably the reason we are sending her some excess ammo that the Kitty Hawk returned to us. She even has a helo platform on her fantail. Many of the guys envied her advantages of being a modern ammunitions ship, especially the deck force, being impressed mainly by the ammo elevators. We played music all through this UNREP and they enjoyed it as much as we did. Right before breakaway they put on a little hula show for us-grass skirts and all. We were crying from laughter. This little stunt brought up the spirit of our men considerably. Finally we said our goodbyes and farewells and they steamed off playing their Hawaiian music.
- *1700-Secured UNREP and breakaway from the USS HALEAKALA (AE-25). Lack of sleep was getting to me so I took a short nap after eating a great dinner of Roast Beef.
- *2200-Rendezvoused with the USS ST. FRANCIS RIVER (LSMR-525) and commenced UNREP of ammunitions and food supplies. This little ship was only about 150 feet long but she can throw a potent punch with her missiles. LSMR stands for Landing Ship Medium Rocket. It has a flat bottom where it can go right up upon the beach and then fire her lethal weapons. It was hard to tell what she looked like because of the darkness but I did get a few glimpses of her in the light from the lightning five or six miles our starboard. We'll probably see many of these during our tour. No accidents ~~#####~~ were reported during this UNREP.

TUESDAY
17 May 66

- *0100-Secured from UNREP and Breakaway from the USS ST FRANCIS RIVER (LSMR-525). Hit the rack. Deck force commence breakout ammunitions.

TUESDAY
17 May 66

- *1100-The weather is very clear this morning and the sea is still calm. Most of the guys got almost a full night's sleep since we didn't have to re-arm any ship after the LSMR. This is about the most that we will ever get. Revielle was at seven and the men began to break out big ones for the Kitty Hawk that we will UNREP today. We are now heading towards the Gulf of Tonkin again to the North with no land in sight. The word is that we start collecting our Combat pay today since we have been in the zone for seven days. That adds 55.00 to our pay checks a month. Most of the guys are saving for that liberty we will pull in Hong Kong.
- *1310-Captain gave the crew a pep talk saying we had been doing an outstanding job during all our UNREPS and had been commended by all the C.O.'s of the receiving ships except the last time that we took on the Kitty Hawk. We had been a victim of circumstance that one time because of the cancellation of a cruiser. He wanted to prove to the Kitty Hawk this time what professionals were really like. We did.
- *1315-Rendezvoused with the USS KITTY HAWK (CVA-63) and commenced re-arming. This time their band played for us and when they stopped we started up our music. Since the amplifier and turntable is located in sick bay I had the dual job of being a corpsman and a disc jockey. The men of the Kitty seemed to be having a good time enjoying our music. I've got to hand it to our men, they really put their "gut" into it this time-all they had. We helo-evaced a man whose father had died to this carrier where he would be transferred back to the states.
- *1400-Commenced re-arming the USS AGERHOLM (DD-826) on the starboard side. This was the worst looking Destroyer we had seen yet. Either she had been out here a long time or they just weren't taking care of her.
- *1500-Secure from re-arming the USS AGERHOLM (DD-826) and breakaway.
- *1715-Secure from re-arming and breakaway from the USS KITTY HAWK (CVA-63). As they pulled away their "old man" spoke through their P.A. system stating "Of the last 190 ships that have serviced this carrier, you men of the Mazama hustled the most. Thank You until we meet again." We are professionals. We felt twenty feet high. Our decks were clear now and the ship had a heavy list to the starboard. We had passed a lot of ammo from that side. The deck force cleaned the weather decks and then secured. No re-arming tonight. Take supplies from the Hancock tomorrow morning.
- *2000-Movie Call on the mess decks. Saw "blood and guts, gung-ho" Navy movie of the Pacific Fleet during World War II. Starring John Wayne and Robert Mitchum--~~In~~Harmon's Way. Found we were on Typhoon watch I.?????. Hit the rack.

THURSDAY cont. We sent over another rigging and finished a little behind
19 May 66 schedule. ##

- *1445-Secure from re-arming and breakaway from the USS DAVIS (DD-937).
At time of breakaway we were again off the coast of Vietnam approximately seven or eight mile out-enough to see the mountains.
- *1530-Rendezvous with the USS MASON (DD-852) and commence re-arming on the starboard. This was a sharp looking destroyer, one of the more modern, that carried surface to surface rockets, along with the standard 6 inchers. From the insignia on her stack she appeared to have participated in the Gemini 8 spacecraft program. Also were two subs painted off her rocket launcher for kills during WW-II. We had less trouble getting the ammunitions to them than the other destroyer and were finished in no time. We then high-lined one of their officers to this ship for transfer to the carrier Kitty Hawk for duty. This was the first time I had seen this done and it didn't at all look easy. Everything is done manually taking about forty of our strongest men to keep the subject dry. He made it over safe and sound with no difficulty.
- *1700-Secure from high-line and breakaway from the USS MASON (DD-852).
We were still about the same distance off the coast heading north again. Breakout watch was set for preparation to receive the Kitty again tomorrow.
- *1800-I ate dinner chow and went to bed. Was awakened once to get a sitz pan for the new officer we had received from the Mason. He had had thrombosed external hemorrhoids. Hit the rack again.

FRIDAY *Woke up this A.M. to find the sea very rough with heavy overcast clouds.
20 May 66

- The ship was rolling quite a bit and gear was being strewn all over the place. This was supposedly the tail end of the Typhoon Irma. We had a free morning so I spent most of the morning holding Sick Call and securing the medical gear for rough seas. Late in the morning it started raining cats and dogs with winds up to 40 knots and swells of 50 ft. The ship was practically standing making no headway. In this type of weather the screws are out of the water more than they are in. Regardless of this bad weather the deck force still broke out ammo for the day's UNREP.
- *1630-Rendezvous with the USS KITTY HAWK (CVS-63) and commenced UNREP. The weather was just as bad as it had been most of the morning, but that didn't stop us. We had trouble keeping up with the carrier but everything turned out for the best. No lines were broken. Surprisingly no injuries since the swells sent water over the side continuously and made working hazardess. Spirits were high and the guys seemed to be having a "blast".
 - *1815--Secure from re-arming and breakaway from the USS KITTY HAWK (CVA-63). Their Captain said "Job well done in this weather, Thanks a million." Proceeded to lay to Sick Bay and pass out one-half ounce of straight whiskey to the men who had worked against the elements on the decks. (Didn't check I.D. cards.) Foul weather subsided considerably by 2100. Watched movie "APACHE UPRISING" on the mess decks and hit the rack.

WEDNESDAY
18 May 66

*0600-Revielle held aboard this ship. Originally set at 0500 because of re-arming schedule with the Hancock but this was cancelled because of foul weather. Weather is wet with scattered showers throughout the morning. The sea is fairly rough, the wind approximately 15 miles per hour from the Southwest, with higher gusts at intervals. Spirits remain high. Morning seems to drag along because of no breaking out or re-arming compared to the pace that we have been setting for the last six days. Second class Torpedoman admitted to sick bay because of blood poisoning in Rt arm resulting from coral cut while skin diving in Subic. Toward noon sighted carriers Kitty Hawk and Hancock, Cruiser Canberra and several Destroyers.

- *1315-Rendezvous with the USS HANCOCK (CVA-19) and commenced taking on excess bombs on our Port. Gave this carrier 2000 gal. of our water.
- *1400-Emergency breakaway from the USS HANCOCK (CVA-19). She commenced to scramble her planes which took off shortly after breakaway. Carrier Kitty Hawk followed suit.
- *1500-Rendezvous with the USS HANCOCK (CVA-19) and commenced REP as before.
- *1630-Breakaway from the USS HANCOCK (CVA-19) after securing REP.
- *1730-Call for corpsman to #2 hold where Seaman fell one level to the deck. Sustained only minor bruises and abrasions.
- *2200-Ship temporarily lost control of steering. Brought back on course in matter of seconds. NOTE: Typhoon Irma slightly West of the Northern Philippines heading Northwest. No sign of threat to us on this course. Hit the rack.

THURSDAY
19 May 66

- *0530-Rendezvous with the USS PYRO (AE-24) and commence REP. This was another one of our brother ships and sister ship to the USS Haleakala AE-25. She was much the same size as we were yet she had the more modern conveniences like elevators, rapid-fire guns, hydraulic winches, etc. because of her youngness. The sea was calm but the swells were fairly large and we had a little trouble getting ammo from them. The wind was minimal with scattered clouds in the sky. Sunrise this morning was very pretty, putting a silver cast on the water and the ship. One man injured when hit by swinging pallet.
- *0745-Secure from re-arming and breakaway from the USS PYRO (AE-24) and commence breakout. The morning was lazy with a cool breeze from the West and touch-and-go sunshine.
- *1200-Rendezvous with the USS DAVIS (DD-937). This was the second time for this destroyer to unite with us. The swells were still large and the destroyer bounced around like a cork. Things were so bad that our watch cable snapped on her deck and whipped back towards us like a bull whip. Luckily no-one was in the way.

Friday
20 May 66

*Late Entry-The officer and another man whose wife has spinal meningitis were helo-evaced to the carrier Kitty Hawk during UNREP today.

SATURDAY
21 May 66

*0700-Woke up, dressed, ate and then held Sick Call for the crew. Illnesses seem to fluctuate with the weather- many in good weather and few in bad. Seems it would be the opposite. There were only a few this morning. The weather is still much the same with swells of about 10 feet and winds of 13 knots. There ~~is~~ remains to be a heavy overcast with a slight mist. Visibility is three or four miles, with no land in sight. A few ships can be seen in the horizon. The crew has been breaking out all morning and the decks are about loaded.

*1000-Rendevouz with the USS HANCOCK (CVA-19) and commence UNREP. The guys did a good job getting the stuff over without any problems. The carrier even went as far to put on a little show for us whether it was pre-meditated or not. First they launched three prop fighters and a radar-weather plane. Although the planes are revved up a full throttle, they are given a little extra shove with some type of steam ejector. It takes them approximately three seconds from "GO" to lift off at a speed of around 120 MPH. Then came six SkyHawk jet fighters and four of the big babies, the Crusaders. What a show and we had front row seats-160 feet off her starboard. Tey made a big impressio with me.

*1115-Secure from re-arming and breakaway from the USS HANCOCK (CVA-19). Everyone went down to the mess decks and had a bowl of ice cream-a gift from the Hancock for the water we gave her.

*1230-Rendevouz with the USS BELLETRIX (AF-62) and commence taking on cold stores. This ship is what is called a reefer-a floating ice box and storage room. We mostly took on milk, butter and ice cream but the most important were the spare parts for certain machinery that we needed for operation. She was built somewhat like the modern (~~AE's~~ AE's) with elevators and helo-ramp and had a cre w of approx. 250 men. Her medical staff include five corpsmen and two HN strikers while compared to us with almost the same number of men-three in the Medical staff. We got the short end of the stick somewhere.

*1315-Secure from taking on stores and breakaway from the USS BELLATRIX (AF-62).

*1515-Called into Officer country to give aid to an ~~XXXXXX~~ Ensign who had a Dislocated Right Shoulder, Recurrent (X3). The chief and I tried to seduce it without any success. We immobilized the arm and made arrangements for evacuation.

*1815-Rendevouz with the USS KITTY HAWK (CVA-63) where Ensign SMALL was helo-evaced. Watched the Movie "Submarine Bay" on the mess decks before retiring for the night.

SUNDAY
22 May 66

- *0300--(Approximately) Unidentified plane without running lights dropped two orange flares over the ship. This caused some excitement among the crew. Guess she was American because nothing happened.
- *0600--Revielle held aboard Nazama. Seas were calm with small swells, skies were overcast. No land in sight. We're heading on a SouthEast course. No visual contact with any ships.
- *0930--Rendezvous with the USS CASTOR (AKS-1) and commenced taking on supplies. This was a supply ship and we took on some bearings for our generators. Of the four that we have only one is in working condition. Word is that this problem will cancell our little trip to Hong Kong next month. Hope not!
- *1000--Secured from taking on supplies from the USS CASTOR (AKS-1) and breakaway. Deck force commence breaking out ammunitions for tomorrows UNREP. We take on one Destroyer in the morning and then head for Subic for five days of R and R. Steaming coursesame as before.
- *1500--Helo detail called. Recieved Ensign SMALL back on ship from helicopter. Right shoulder was reduced on the carrier Kitty Hawk yesterday.
- *2300--Went ot bed. Most of day uneventful except for above entries.

MONDAY
23 May 66

- *0700--Woke up this morning to find the ship in a bad rain squall. It rained and rained all morning with no sign of clearing up. The ships that were scheduled for this morning were cancelled and re-scheduled for this P.M. in hopes the weather would clear. The morning for this reason was very gloomy--the type of morning one would want to sleep off. We had a wave of ear infections and colds in sick bay all morning so this kept my wheels rolling. We haven't seen a good day of real sunshine for seven days now and our dark tans are starting to disappear. To go along with the weather most of the guys feel homesick. The bad weather broke about 1500 to partly cloudy.
- *1730--Rendezvous with the USS MASON (DD-852) and commence re-arming. This was the second time for this destroyer to unite with us. She is the same destroyer that picked up the Gemini-8 spaceship on its emergency splashdown in Feb. of this year. We didn't have any trouble with the UNREP although the waves were breaking over the sides of the destroyer.
- *1815--Secure from re-arming and breakaway from the USS MASON (DD-852).
- *2100--Rendezvous with the USS PORTERFIELD (DD-682) and commence re-arming. Their ¹¹⁰⁰ somehow got tangled and it was about an hour before we even sent over our first load. The swells were rough on this tin can also. I got to talk to one of their men on the

MONDAY (cont)
23 May 66

phones and he told me what Hong Kong was going to be like. It sounded like it will be an interesting place. He also said their ship was involved in shore support operations last night. He had the big head because they were told they leveled 15 out of 20 houses they fired upon. "We feed their guns, we feed their ego."

*2300-Secure from re-arming and breakaway from the USS PORTERFIELD (DD-632). Well this was it. Our last ship for about two weeks. The ship changed course and headed for Subic Bay. All of the re-arming crew went to the mess deck where the cooks served eggs and fried ham with hot coffee. We were all in high spirits. Most everyone hit the rack looking forward to the rest we will get in Subic and the upcoming trip to Hong Kong. Hit the rack.

TUESDAY
24 May 66

*0600-Revielle held aboard this command. The weather was considerably more calm than it was yesterday but still there was a heavy overcast. The deck force set about cleaning up the ship and ready it for port. Everyone seemed to be happy that we were heading back to Subic for a rest. We are passing out of the combat hostile firing zone at this time, first time since we entered on the 13th of May (Friday the 13th by the way).

*1200-The sun is shining now and many of the guys are taking advantage of this to get their tans back. It is very pretty out there on the water, the deep blue water with the snow white-capped breakers. The temp must be in the high eighties, because it is fairly warm. I think we are going to have an unofficial holiday routine this afternoon since we haven't had one Sunday off since we left. Will not hold Sick Call this afternoon.

*1500-It is raining again now-a perfect time to sleep. Think I'll join the rest of the guys and shoot some Z's. I'm pretty tired.

*2215-Woke up long enough to clean, suture and dress a smashed finger.

WEDNESDAY
25 May 66

*0900-It has been raining buckets all morning and the ship is barely making headway because of swells. The Captain gave a little lecture to the crew this morning concerning everything from being good little boys while in port to our probable cancellation of the trip to Hong Kong. Many of the guys feel let down. We pull into Subic at approximately 0700 in the morning.

*1300-Held morning and afternoon Sick Calls today treating mostly colds and ear infections (also one Tonsillitis, acute and a fellow who is all mixed up in the head). The swells are

WEDNESDAY (cont)
25 May 66

becom in larger now with a howling wind. Word is passed to stay off the weather decks to avoid going overboard. This is the worst it has been since we left the Atlantic Ocean in middle of April. Everything is being tied down. I'm even having trouble typing now because of the table sliding.

- *2200-Things are really being thrown around now for the weather is getting worse. I've had quite a few nauseated customers since my last entry. The movie was abruptly ended tonight when the unattended projector came crashing to the deck (right at one of the good parts of "UNDER THE YUM YUM TREE" with Jack Lemon. Time to go to bed. I'll sleep like a contented baby in a rocking cradle tonight-if I don't get sick first. FLASH-Winds are now 46 knots-almost hurricane force.

THURSDAY
26 May 66

- *0300--I was wrong! I didn't sleep like a baby nor get sick. The weather got much worse after my last entry. With the roll of the ship the way it was I just couldn't concentrate on sleeping. I went down to the mess decks where quite a few of the other guys were drinking coffee. They had the same problem I did. This is where the watches also congregate in between rounds so I got a first hand report on all that was going on around the ship. Store rooms were being turned upside down and unshored bombs were rolling around. Except for a few other minor incidents that was about the extent of damages and these were soon taken care of. I finally crawled back into my rack for a restless short one hour sleep.
- *0900-Weather much the same as earlier. We ~~***~~ now have visual contact with land and are going into the Bay of Subic. The water is much more calm here even though the winds are still high. We passed one destroyer going out (I felt sorry for them) and then my eyes caught sight of a beautiful ship, the "Angel of Mercy" USS REPOSE (AH-) following the tin can. I was very mad because I missed her in port. I know two corpsmen and a nurse among the medical staff on board. She is one of three hospital ships the Navy now has in commission. It has many huge red crosses and is white, typical of all hospital ships. Upon re-commissioning on October 16, 1966, at San Francisco, the Repose received over ten million dollars worth of modern medical equipment including a new frozen blood bank, one of seven in the world and the only one afloat. She passed about one-hundred yards to our port, heading I presume back to the coast of Vietnam.
- *1000-Anchored in Subic Bay, R.P. I took down the old tattered Ensign that the ship had been flying for the last three weeks and the chief signalman presented it to me for keepsake. The weather was much the same.
- *1500-Went ashore to take care of some medical business and then went to the club for a couple.
- *1800-Decided to go into Ologapo to see if it was the way I left it two weeks ago. It was! Very filthy. The streets were one big mud puddle which was very hard to avoid stepping

THURSDAY (cont)
26 May 66

into and the town smelled like a sewer plant. I went to one of the clubs and listened to a good jazz band before returning to the base at 2000. All this time since I had left the ship it had been raining. Even though I was wearing a rain~~ing~~-coat I was soaked to the toe. I had to wait at fleet landing for a boat to carry me back to the ship. Since all our liberty craft have something mechanically wrong, it was 2330 before a scheduled base liberty launch picked me up. By that time the elements were really getting to me and I was happy to get under that nice warm shower on the ship. Having been without sleep for a long time I had little trouble falling to sleep.

FRIDAY
27 May 66

*0900-Revielle had come too early for me this morning as far as I was concerned. Still at anchor in the Bay. Held sick call and sent many of major medical problems that had built up on the three week cruise to the dispensary. The ship took on supplies from barges most of the morning. The sun peeked through the clouds just once and then went back to hiding. Then there was rain, rain and more rain. The winds have subsided~~down~~ now to gusts of about 15 knots. The chief went over on liberty so I caught up with some paper work and then hit the rack where I slept like a log the rest of the day, which was uneventful as far as this log is concerned. I woke up long enough to eat, watch the movie and type this entry.

SATURDAY
28 May 66

*1200-Anchored same as before with this morning being uneventful. The sun is now out and shining, This is the first real nice day since we first recieved word of the typhoon on our tail. The cloudless blue sky makes everything feel clean as does the sweet smell in the air. The water is a bright blue which gradually turns clear green as it approaches the shoreline. The weather is hot and getting hotter. Not much activity going on as far as our crew is concerned. The Philippino workers do all the loading of ammunitions from the barges and shoring of the bombs in the holds. Labor must be cheap because there are two shifts of about fifty men each, one day shift and one night shift. Most of them work in their underware and few have shoes, only sandals. They try to get out of as much work as possible and we find them sleeping in the most peculiar places. From what I observe they only eat about one meal-a huge bowl of rice and monkey meat (barbecued). I kind of feel sorry for them but in return they will try to get everything they possibly can from you takingg advantage of your soft heartedness.

SATURDAY (cont) 1500--Took a launch ashore to go to the exchange to buy some
28 May 66 # stereo equipment. Returned at 1700 and prepared to go
on liberty.

2100--Boat finally came and picked up the guys going on liberty.
We had all of three hours to spend on the beach. Decided to
stay on base so I went to the Enlisted Men's Club and had
a good solid meal. The orchestra and female vocalist were not
very entertaining to me so I walked back to the fleet landing
pier and waited for a launch back to the ship. Boat finally
arrived at 2330 and luckily caught the first of the two runs
it had to make because I was rated. I was in bed by one-thirty.

SUNDAY
29 May 66

*0900--No one woke me up this morning so sick call wasn't held. It
is Sunday but we will not have a holiday routine. Catholic
and Protestant church services will be held on board this
morning. The day is very nice and I think I will go ashore.

*1100--Attended Catholic Church Services on the mess decks.

*1400--Caught the first liberty boat going to the fleet landing
and then went to the Foreign Exchange to buy a camera. Later
that evening I met some buddies at the EM Club and we all went
into the town of Ulongapo outside the base. It looks even
worse during the day than at night with a stench that is un-
escapeable. We went to one of the few air-conditioned clubs
in this town and sipped a few listening to the fairly good band.

2200---Finally made it back to the fleet landing pier. I was asleep
when the first craft came and barely caught it back in time.
Don't remember much except I had NO trouble going to sleep
when back at the ship.

MONDAY
30 May 66

MONDAY

*1200--Today is Armed Forces day and we are observing it by having
holiday routine. I've decided to stay on board and stand the
duty corpsman while the chief and the striker go ashore. It
is announced in the Plan of the Day that we are hereby authorized
to wear the National Defense Medal and the Vietnam Expeditionary
Medal while in dress uniforms. We are now veterans.
The striker went on liberty with my keys so there wasn't
much I could do except sleep and that I did.

*2000--Watched the movie on the mess decks and then hit the rack again.
The ship plans to pull anchor tomorrow and dock at one of
the piers. WE're all happy because we won't have to catch
the liberty launches anymore.

TUESDAY
31 May 66

*1000--The weather hot, hot and hot now. The sun feels like it is
hanging over the ship. The haze that has covered the mountains
for the last four weeks has now lifted and it really looks
beautiful in contrast with the cool blue-green waters of the
bay. The heat seems to spoil everything though and it is
almost unbearable to work with clothes on.

*1300--Ship pulled anchor and docked at the carrier pier located
at the naval air station. It is not definite how long we
will be docked since a carrier might come in at any time and
we will have to move.

WEDNESDAY
1 June 66

*2100-Day has been uneventful. Weather is hot and Philippino workers are loading bombs on the ship continuously. We are still anchored at the carrier piers and know not when we will leave. I left the ship at 1600 for Shore Patrol Medical Beach Guard at the Armed Forces Police Station. Night was pretty quiet, mainly because no large ships are in the bay at the present. Only minor injuries.

THURSDAY
2 June 66

*1100-The Operations division of the ship of which Medical Dept. is a part, had its annual party on Grande Island, a recreation center located in the middle of the bay for ships' parties. All the food and beer one can eat. Myself and another buddy hiked all over the island to see the sights and found a fort with six inch turrets still intact. They must have been left from the Reoccupation in 1945 because they were American made and had scrapnel scars on their barrels. Our party consisted of a football game, a softball game, a volley ball game, a horse shoe game, swimming and beer drinking. By the time we left at dusk we (15 guys) had consumed 11 cases of beer and were pretty well on cloud nine. We sang songs all the way back to the ship.

*2000-Arrived back on ship, took a nice warm shower and went to bed.

FRIDAY
3 June 66

*1500-The ship is ##### docked as before and loading is still in process. Two Yeomen from the ship's office and myself put in request chits to go to Manila for the weekend and they were approved by the Executive Officer.

*1600-I took a taxi to special services and made arrangements for renting a car for two days with driver included. Came back to the ship and packed all the necessary clothes and personal gear I would need. I also broke out my civilian clothes from my flight bag and pressed them. We had decided not to wear our Navy uniforms since they are an invitation to foul play in Manila from what we heard.

SAATURDAY
4 June 66

0800--Our driver picked us up in a 1965 air-conditioned Ford Galaxie. This was a relief to all three of us because the temperature was at least in the high nineties. After dropping by the Exchange to pick up civvies for the other two guys we left the base and started our four hour journey. First we came to the mountains that surround the coastline. The high way was fairly good except that it weaved in and out, built right on the cliffs. Our driver didn't help matters any. He is by far the most reckless, daredevil driver I have ever seen. We never went less than 50 mph through the whole range and he kept us so tense that John Markwell, one of my friends, got "carsick" and lost his breakfast through a rear window. We were out of the mountain barrier in one hour and the land flattened out to field after field of rice, wheat and sugarcane. It was nothing like the coast line nor were the villages and hamlets we passed through anything like the sailor-trap town of Olongapo.

SATURDAY (cont'd)
4 June 66

Tere would be strips of good highway and then bad. Our driver had no mercy on the rice workers who would lay their ~~####~~ grain on the cement highway (two lane) to dry. He would go straight through at high speeds honking his horn and run right through the small piles. To our surprise the laborers would not get angry and the driver later told us that he was actually helping the people separate the grain from the stem and shell. The homes were much nicer than I expected, being built out of the cheapest wood in the Philippines--Mahogany. These huts were built up on stilts with kind of a patio underneath. Cement was a rarity as there were few cars. Most of the people were at least decently dressed and all the children appeared to be well nourished. Many would recognize the American car with Navy on the side and they would hold up the McArthur sign--"V" for victory. Their memory of ~~####~~ their liberation from the Japanese by the Americans has not died. We went on for miles and miles of fields and ~~#~~ villages, the crude way they live, the way they work. We saw the water buffalo pulling the grain carts, the laborers working the grain in the fields, the spaghetti and macaroni drying on stilts and the Catholic Churches where they worship. Two things we noticed that seemed to stand out here, an abundance of basketball courts and the lack of dogs. The driver, who is Philippino himself said basketball and soccer are the favorite sports of the people and as far as the dogs ~~co~~, they are eaten! We could kind of sense we were entering modern civilization again when we started to see factories, plants, warehouses and large business establishments along the highway. We passed through what we would call the slum section of the city and then we came upon the business district. It was then about 1200. The downtown of Manila is just like any U.S city of four to five million people. The only difference is the people. They had skyscrapers, department stores, clothes stores and jewelry stores. The merchandise they sold were of mixed origin American, British, Japanese and here and there a few Chinese items. Next we drove through Embassy Row where most of the Embassies are located. This boulevard is situated right along the bay and there must have been at least 200 merchant ships anchored as far as the eye could see. We passed the monument of Jose Rizal, the famed Philippine hero who sacrificed his life in the early eighteenth hundreds to liberate this chain of islands from the Spaniards. The monument is guarded day and night by Philippine Marines and is situated in a beautiful 4 acre maze of gardens and sidewalks. Our driver finally dropped us off at our destination--the Bay View Hotel which overlooks the Bay of Manila and the U.S. Embassy. We checked into a nice air-conditioned room, freshened up and then set out by cab to downtown Manila where we spent the rest of the afternoon mingling with the crowds on the streets and window shopping. That evening our driver picked us up and took us to dinner at the ~~#####~~ Seafront, a very nice restaurant located within the compound of the Clark Air Force Base. We then made the rounds to several tourist-trap night clubs before retiring to our beds at the hotel around 2300.

SUNDAY
5 June 66

- *0900-We finally got up out of bed and dressed. We wanted to take full advantage of sleeping late since there is no such thing on the ship. We took the elevator up eleven floors to the Skyroom where we had bacon and eggs for breakfast. The view up there was very pretty with an unobstructed ~~###~~ sight of Manila Bay, Port of Manila and the downtown area.
- *1000-Went to Catholic services at a small Church about a block from the hotel. The stucco ~~####~~ building didn't look like much from the outside but on the inside there was a very religious atmosphere.
- *1200-Checked out of the hotel.
- *1300-Our driver picked us up at the entrance and we again set out on a sight seeing tour. There was much discussion over where we should go and it was finally decided on that we visit the WW II memorial. An hour later we were there. It was much similar to the one at Punchbowl in Honolulu except there more acreage and many more graves. All of the Americans and Philippines that now rest here, over eighteen thousand, were killed in the campaigns of the South Pacific during WW II. Again we were awed at the beauty of the cemetery-so very neat and clean, almost perfect. Outside these gates were the homes of some of the richest people in the world and these homes could match or better any I have ever seen. Many of them were uninhabited because their owners were on vacation but one could never tell by looking.
- *1500-Our driver then took us to the University of Santa Thomas, renowned for being the oldest university in the Pacific, and second oldest in the world. On ~~the~~ steeple of the main building were marble sculptures of ~~###~~ one of the fifteenth century Popes and his followers. During the war the Japanese used it as a prison camp until the Liberation.
- *1600-We headed out of the city the same way we entered the day before and started our journey back to the base 150 miles away. At the halfway point we stopped at an Roadside Inn which is frequented by American tourists between Subic and Manila, and discovered it was surrounded by a mob of Philippino's. We hesitated at first to go in but seeing that they had no interest in us we slipped in. There seemed to have been a car which went out of control and rammed into the building causing quite a bit of damage. Suddenly a man grabbed me and ~~###~~ pushed me out the door towards the crowd. Shouting something in Philippino language the crowd broke up somewhat and let us pass. ~~##~~I finally realized what he wanted. I had left my camera hanging on my neck and he wanted some pictures of the damage before the car was pulled out. I obliged and took five or six slides and promised to mail them to him c/o the Police Dept. But just before we left a photographer arrived and took pictures.
- *1900-We finally arrived back at the base ~~##~~ and had the driver drop us off at the EM Club where we ~~####~~ each devoured a large KC steak with a few cocktails as a chaser.
- *2000-Arrived back at the ship by taxi. I fell asleep while unpacking.

MONDAY
6 June 66

- *1500-This day was uneventful. Sat around telling the other guys about our adventure in Manila. Ammunitions are still being loaded on the ship. The weather remains to be very hot with very little breeze. The ship recieved twenty new men, all boots right out of recruit training, and I spent the evening logging in their health records. The mountains were very pretty this morning with no overcast on their tops.
- *2000-Watched the movie and hit the rack.

TUESDAY
7 June 66

- *0400-The ship left the carrier piers and went to the refueling piers. We were there when I woke up.
- *1300-Ship left the refueling piers and anchored in the bay with three other AE's. I stayed on board the rest of the afternoon and evening while the chief and our striker hit the beach.

WEDNESDAY
8 June 66

- *1300-This morning was uneventful. Weather much the same. Loading from barges has resumed to the regular pace. The nuclear ships Bainbridge and Enterprise pulled into port. The frigate anchored out while the carrier took over our pier. They are in for two days before they start for home in the States. Their total number of men being well over six thousand it can be counted on that the economy of Olongapo will inflate until they leave.
- *1500-I went over to the hobby shop on the base and bought a reel of recording tape. I spent the rest of the afternoon until 2100 taping jazz by Brubeck, Hirt, Taylor and Nero. I had a total of six hours ## pure stereo jazz which I planned to play on Sony recorder I was going to buy.

THURSDAY
9 June

- *1300-The morning was uneventful except for one laceration of the hand which I closed with three Nylon sutures. Today was payday so I went to the foreign exchange and bought a tape recorder which I have been saving for. On the way back ### to the fleet landing I stopped off at the USS Repose (AH-16) which had pulled in this A.M. and visited a few of the old gang from Pensacola. It felt good to see old faces and it made me kind of homesick for my last duty station. We talked of all the guys that we knew who were either killed or wounded in combat in Vietnam. Some I knew well others I couldn't place.
- *1630-I caught a boat back to the ship where I dropped off my recorder, #### picked up my camera and caught the same boat back to the landing. From here I went to the EM Club where the Rock & Roll singers, Peter and Gordon were to appear at nine o'clock. I met some buddies from the ship and we got an early seat right in front of the stage. Since this was to be our last night in port for a long time we set to drinking highballs and by the time the show was to start we were in a very merry mood.
- *2100-The show began with a Manila Rock and Roll band who were to

THURSDAY (cont'd) back up the vocalists (folk singers). They were outstanding.
9 June 66 Their hair was mopped and they horsed around just like the Beatles. Their drummer was just as funny and looked just as ugly as Ringo. Finally Peter and Gorgon came out kept us entertained for forty five minutes. They were very good and sang many popular ~~####~~ songs, (LIKE A ROLLING STONE, MEMPHIS, HOUSE OF THE RISING SUN, AND many more.) They were so good that when they left I thought a riot would develop. There were well over a thousand of us in the club and most had been drinking since early evening. The guys I was with decided to go into Olongapo so I took a taxi back to the fleet landing with the thirty cents I had left to my name. A boat picked me ~~###~~ up at 2330 and I was back on the ship by 2400.

FRIDAY *1200--Most of the morning was spent preparing to go to sea.
10 June 66 The ships Enterprise, Bainbridge and Repose left the bay to go back out to sea. We took on cold stores, and supplies, and then loaded the last of the ammunitions on board. The weather was still hot with hardly any wind. The sky was clear and the mountains very pretty.
*1500--We took on twenty men to be transferred to the USS Ranger while at sea.
*1800--We pulled anchor and steamed out of the bay. Once at sea a nice breeze prevailed and drove away some of the heat. Most of the crew was happy to leave because we had been in port too long and they were all broke including me.
*2000--Watched the movie on the mess decks and hit the rack.

SATURDAY *1200--The ship is steaming North West at approximately 14 knots.
11 June 66 The sea is calm and the weather is very nice. We have seen no other ships all morning. The crew seems to be in very high spirits. The number at sick call this AM was almost nihil.
*1800--The afternoon was much like the morning. Spotted one merchant ship going back towards the Philippines. Heading due west now and there is a very clean, fresh breeze blowing through sick bay which makes think of home during the summer.
*2000--Watched the movie and then wrote some letters before going to bed.

SUNDAY *1100--Attended Catholic Church services on the mess decks and then
12 June 66 went back to bed. This is the first Sunday in a long time that we have had holiday routine. The deck force was not so lucky. They began breaking out ammunitions for our first UNREP tomorrow.
*1400--Watched Days of Wine and Roses on the mess decks, then returned to my rack.
*2000--Watched Tom Jones on the mess decks. Then returned to my rack

MONDAY
13 June 66

*1200-The weather is just as yesterday-perfect. All morning was spent preparing for our first UNREP this time at sea. The deck force has been breaking out ammunitions all night and morning in two shifts. The decks are loaded with bombs and missiles. We had two accidents, both lacerations which required sutures to close.

*1330-Rendevouz with the USS HANCOCK (CVA-19) and commence UNREP. Fifteen minutes before she pulled alongside the carrier launched five of her Crusaders. Since she was directly behind us the jets flew either right over or alongside this ship and almost broke a few eardrums. One came so close that we could have reached out and touched it. Many of the guys in the engine room came running up to the decks, they thought a bomb had exploded. While we were re-arming an officer was painting something on the superstructure of the carrier below the hull number 19. It was a red MIG painted on a white rectangle background. Later that night a release came over the radio that a Commander off the Hancock had shot down a Russian MIG over the Gulf of Tonkin about 100 miles north of our location. His weapon was a sidewinder missile which we carry on board. It is one of those modern rockets that are attracted to heat. The rest of the UNREP went off without incident and I must admitt the crew did a fine job considering they had been on a two week vacation.

*1430-Secure from re-arming and breakaway from the USS HANCOCK (CVA-19). That was it for the day. The deck force began breaking out for the USS Ranger tomorrow. We are in the southern Gulf of Tonkin now but we are not in sight of any land. Tonite we could see flashes on the horizon but I don't know if it was lightning or fireworks.

TUESDAY
14 June 66

*0300-Revielle held on board and re-arming detail set.

*0545-Rendevouz with the USS RANGER (CVA-61) and commence UNREP. This was our first re-arming of the Ranger but not any different than the other carriers. She is of the same class as the Enterprise except for not being nuclear. She carries the same type of aircraft as the latter and is only a few feet shorter. After the first load was sent her band struck up a tune and never quit# until we had finished the UNREP. The sea was calm so their was no difficulty in re-arming. The UNREP went without incident.

*0830-Secure from re-arming and breakaway from the USS RANGER (CVA-61). As we were pulling away, Marine helicopters began landing and and a line of stretcher casualties were carried across the flight deck. Carriers also serve as a semi-hospital ##### at times when an emergency exists or the hospital ship has its maximum limit of casualties.

*0900-Rendevouz with the USS STICKELL (DD-888) AND COMMENCE UNREP. This was one of the more modern destroyers the Navy has and was the "leader of the pack". She is the flag ship of Destroyer Squadron Twelve and has on board the Commodore of this unit. UNREP without injuries.

*1000-Secur from re-arming the USS STICKELL and breakaway. This was

TUESDAY(cont'd) the last ship for the day. Deck force began breaking out
14 June 66 ammunitions for tomorrow. Spent rest of day sterilizing
medical gear and then watched the movie at 2000 before
retiring. Late Note: We transferred 20 men to this DD by high-
for transfer to the Carrier Ranger.

WEDNESDAY 00130-Rendezvous with the USS MORTON (DD-948) and commence UNREP.
15 June 66 I had left a note for the chief to wake me if anything
exciting happened. It seems that this destroyer could not
leave her station off the coast of DaNang, strategic port
of South Vietnam, so we had to go in four mile from shore
to re-arm her. The chief woke me up to see the big glare
of the city in the sky. This is probably the only time
we will see or be this close to this city. On both sides
of the port ##### was fighting. We could see shells bursting
and flares lighting up the vicinity. I only stayed up for
thirty minutes before getting sandy eyes and going back to bed.
*0400-Secure from re-arming and breakaway from the USS MORTON.
*0830-Rendezvous with the USS SAINT PAUL (CA-73) and commence UNREP.
This ship was immaculate. She is the flagship of the Seventh
Fleet . This attack cruiser had the most gun power than any
other ship in the Navy. Up forward were two turrets with six
eight inch guns; one turret fore and aft with six six inch guns;
three turrets fore and aft, port and starboard with 12 total
three inch guns; Rapid fire anti-aircraft guns port and star-
board; and rocket launchers aft. She had quite a few machine
guns set up about the ship also.. Her decks were bleached wood
and on the fantail she even had a roughly rigged swimming ###
pool. What a ship and what duty that would be. This was the real
Navy. From the first load to the last she had a rock & roll-jazz
band with a vocalist who sounded like Ray Charles play for us.
The crew enjoyed this Unrep very much. She took on quite a
bit of ammunitions.
*1200-Secure from re-arming and breakaway from the USS SAINT PAUL.
*1345-Rendezvous with the USS JOHN W. THOMASON (DD-760) and commence
UNREP. This was the first Unrep with this destroyer and it went
without incident. Her re-arming crew seemed a little green to
me.
*1600-Secure from re-arming the USS THOMASON and breakaway.
*1710-Rendezvous with the USS FISKE (DD-842) and commence UNREP.
This was the first Unrep with this destroyer and it went
without incident. All this time we have been off the coast of
Vietnam about six miles and the mountains are very clear. Patches
of sandy beach can be seen every so often.
*1830-Secure from re-arming and breakaway from the USS FISKE. I was
pretty tired so the chief said he would cover the DD later on
tonite. He sleeps by day and works by night. That way we can
both sleep at least seven hours a day. I hit the rack.
*2145-Rendezvous with the USS BOLE (DD-755) and commence UNREP.

THURSDAY *0130-Secure from re-arming the USS BOLE (DD-755).

- 16 June 66 *1200-The crew had late reveille at 0645 at which time I got up. Not much happened this AM. The weather is much the same as it has been for the last week-fairly warm. The sea is calm and the water is very blue. The deck force has been breaking out ammunitions all morning for this afternoon's unrep. A few ships can be seen on the horizon. No land is in sight. We are heading north again toward the Tonkin to the carriers.
- *1730-Rendezvous with the USS HANCOCK CVA-19 and commence UNREP. Re-arming went without incident. We sent a fellow over by helo-copter for an x-ray of his left leg. He was hit by a 2000 lb bomb being lifted out of the holds.
- *1745-Commence re-arming the USS LOFBERG (DD-759). We only gave this destroyer three boxes of ammunitions and then the rig was secured.
- *1800-Secure from re-arming USS LOFBERG (DD-759) on starboard.
- * All this time we were still rearming the Hancock and doing so without any problem. Her planes were all lined up in a neat row. Finally our injured man returned to the ship. His x-rays were negative but still the doctor wanted him in sick bay for a week.
- *2030-Secure from re-arming the USS HANCOCK (CVA-19) and breakaway. The movie started just as we finished so those that weren't on the cleanup and breakout force watched SIEGE OF THE SAXONS. Went up to the sick bay office following the movie and wrote a few letters and listened to my recorder.
- *2200-Man brought into sick bay with crushed right hand. Was smashed between pallet and line. The chief and I set the broken index finger and slanted it. He also lost two fingernails. We wrapped the hand in gauze and ace bandages and put him in his rack.
- *2400-Hit the rack.

FRIDAY

17 June 66

- *1200-Deck force spent morning breaking out ammunitions. Decks are again covered with many different size bombs, rockets and fins. The weather is still the same with calm seas. This is the first partly cloudy day in a long time. Both carriers, Hancock and Ranger have been in sight for most of the morning but we have made no attempt to rendezvous with the Ranger. They appear to be landing their aircraft which are ~~####~~ straggling in one by one.
- *1400-Rendezvous with the USS RANGER (CVA-61) and commence UNREP. Their band played for the first hour and then quit. Most of the men that are on the starboard side of the carrier are shirtless and are taking in quite a bit of sun. Received mail from her and I got two letters and two developed slide packages. Unrep was without incident and injury.
- *1630-Secure from re-arming the USS RANGER (CVA-61) and breakaway. She launched aircraft as she was pulling away. Since no orders have come in over the radio for breakouts for tomorrow the ship was cleaned up by the deck force and then everyone took the evening off except those on watch. We watched some ~~spie~~ and die movie on the mess decks at 2000 and then I hit the rack.

SATURDAY
18 June 66

- *1200-Absolutely nothing has gone on this morning. We finally got an order in about one hour ago and they are just starting to break out ammunitions for tomorrow. As far as we know there will be no ships today. Sick call was slow this morning so Mike, the striker and I cleaned up the compartments and shinned all the brasswork.
- *1700-The seas are a little rougher than usual and the ship is beginning to roll. About five minutes ago the engine room accidentally blew the wrong ballast tanks and diesel fuel spewed all over the port and starboard forward decks where the bombs are stacked. Everyone immediately grabbed a hose and started washing the decks. All it would have taken is one spark and we could have hung it up. Everything was a mess and we didn't finish scrubbing the decks with soap until 2000. The smoking lamp was out all this time on the entire ship.
- *2000-Movie Call on the mess decks. Watched David Niven and Marlon Brando in BEDTIME STORY. It was a roll and we all enjoyed it. Best in a long time. Wrote a couple of post cards and then hit the rack.

SUNDAY
19 June 66

- *1200-This morning was uneventful and routine. Deck force has been breaking out ammunitions for today's unrep. The weather is just perfect and the water calm. We are in the coastal waters of Vietnam in the southern Gulf of Tonkin.
- *1545-Rendezvous with the USS HANCOCK (CVA-19) and commence UNREP. Nothing unusual happened. Their helicopter took off and landed several times to deliver mail to ships in the area.
- *1900-Secure from UNREP and breakaway from the USS HANCOCK.
- *2000-Went down to the mess decks and watched the movie. Hit the rack afterwards.

MONDAY
20 June 66

- *0700-The chief woke me up because re-arming detail was set.
- *0715-Rendezvous with the USS RANGER (CVA-61) and commence UNREP. We sent over quite a few big bombs and rockets. She delivered our mail to us and I received some cookies and a couple of letters. Also some developed slides from Hawaii. No accidents were reported and the unrep went without incident.
- *1000-Secure from re-arming and breakaway from the USS RANGER.
- *1015-Rendezvous with the USS GRAPHIAS (AF-29) and commence taking on stores. This reefer gave us ice cream, fruit, eggs, etc. No accidents were reported.
- *1200-Secure from taking on stores from the USS GRAPHIAS and breakaway. The rest of the day was uneventful. We are about eight miles off the coast of Vietnam. The mountains are visible through a haze. This evening was very cool with a breeze blowing in from the East. This is the time when most of the crew sit around on the decks and shoot the bull.
- *2000-Watched Straightjacket on the mess decks and then retired to my rack.

TUESDAY
21 June 66

- *0500-A U-Boat from the USS VANCE (DD-837) came alongside to pick up their mail. We were five miles off the coast heading south.
- *1200-Rendezvous with the USS MORTON (DD-948) and commence UNREP. This is the fourth time to re-arm this destroyer. Was without incident or injury.
- *1330-Secure from re-arming and breakaway from the USS MORTON.
- *1645-Rendezvous with the USS WHITE RIVER (LSMR-536) and commence UNREP. This was a 200 ft. landing missile ship. She was tiny compared to us. With her size and hull shape she can go right up on shore and fire her lethal weapons. We re-armed one of these our first time out but it was at night. She can fire ten-thousand 5 inch rockets in seven minutes. She really impressed me with her power. She also had two 3 inch guns, one anti-aircraft turret and many mounted machine rapid-fire guns about her decks.
- *1800-Secure from Unrep and breakaway from the USS WHITE RIVER.
- *1815-Rendezvous with the USS KRETCHMER (DER-329) and commence UNREP. The Kretchmer was one of the newer ships of our Navy. Although she is in the destroyer class her main duties are being a destroyer escort. She is equipped with the standard armament of a Tincan but also has extensive electronic gear that can zero in on enemy aircraft, ships and submarines and equipment that can jam enemy radar and sonar.
- *1930-Secure from re-arming and breakaway from the USS KRETCHMER. It## was just getting dark as we pulled away. The movie on the mess decks tonight was an army picture-UP THE BEACH. I watched it and then went to bed. There is to be another ship tonight but the chief said he would take it.

WEDNESDAY
22 June 66

- *0100-Rendezvous with the USS THOMASON (DD-760) and commence re-arming. We have re-armed this Can several times before. Was without incident or injury.
- *0230-Secure from re-arming and breakaway from the USS THOMASON.
- *0700-Woke up and went down to the mess decks for breakfast. We had French toast and good cold whole milk. I then went to Quarters for Muster and Inspection where the only word passed was that we should buy savings bonds for security. We muster like this every morning except when re-arming and on Sundays.
- *0745-I was in sick bay looking into an infected ear when I heard #### and felt a deep vibration. I thought one of the 500 lb bombs had dropped on the deck from a net. This is not unusual on this ship. The bombs do not have fuses in them and therefore they are harmless unless exposed to heat. Taking this into consideration the guys sometimes get a little careless. But then I looked out the forward porthole and saw all the deck hands run to the Port rail to look at something. I looked out my own port porthole and saw nothing. Then I saw the ship was making a full right # rudder and had picked up some speed. I closed sick bay and went up on the bridge to see what all the excitement was about. We had been eight miles off the coast of South Vietnam at Latitude-1423 and Longitude 10925 (????) when a shell hit the water

WEDNESDAY (cont'd)
22 June 66

1700 yards off our port side and took two or three bounces before going under. As far as I can tell there was no explosion. Regardless we took the hint and went out another three miles before turning to go parallel with the shore again. Our radiomen called the aid of two destroyers which went in close to the shore to investigate but they were not fired on I guess because they can fire back. It wasn't long before the scuttlebutt was flying around the ship--everyone was telling the story a different way to make it sound like there was a disaster. Finally everyone settled down and life went back to normal on board the Mazama.

*0900--Rendezvous with the USS BASILON (DD-828) and commence UNREP. First re-arming of this ship and our phone-man just couldn't resist letting them know what had happened. They just laughed. They get fired upon every night almost. Re-arming went without injury or incident.

*1000--Secure from re-arming and breakaway from the USS BASILONE. The rest of the day was pretty quiet. All the ammunitions for tomorrow's Unrep have been broken out so the crew kind of took the day off. Most of the guys caught up on letter writing while others slept. Some sections cleaned up the ship. There is very little time for that during heavy re-arming and breakout days. Tomorrow we take on the Ranger again. We also get our mail. I went to sleep at 1530 and awoke at 1900.

*2000--The movie tonite was one of those scary science fiction pictures--"A". Afterwards I messed around until 2300 at which time I hit the rack.

THURSDAY
23 June 66

*0800--Crew was paid in alphabetical order. My paycheck was fairly large since we took in combat pay also. After buying personal gear in the ship's store and shoe's at the small stores, I had 130.00 dollars left which will go pretty fast when I get into Hong Kong.

*1200--The carriers Ranger and Constellation have been in sight all morning. They keep launching and landing their aircraft and we are just following them. Their three destroyer escorts have no problem keeping up with them but we do.

*1700--Rendezvous with the USS STICKELL (DD-888) and pass supplies. We gave this destroyer one load of wooden boxes and then secured the rig. At the same time the carrier Ranger was coming alongside the Port.

*1715--Commence UNREP with the USS RANGER (CVA-61). We started sending over the bombs and rockets that have crowded our deck for the last day.

*1730--The USS STICKELL (DD-888) steamed off from our starboard side. Just about that time we had mail call and I recieved only a newspaper. The only mail I have recieved for the last three weeks was from Mom and Dad!!! The UNREP went without injury or incident.

*1930--Secure from re-arming and breakaway from the USS RANGER.

THURSDAY (cont'd)

23 June 66 *2000-Went down to the mess decks and watched the first western we have seen in a long time, "THE BOUNTY KILLER" starring Rod Cameron. It wasn't too good. Went to bed at midnight.

FRIDAY

24 June 66

*1200-The morning has been slow. The deck force pulled out ammunition from the holds all night and they are full again (decks). The weather is clear with scattered light clouds. The water is very calm and the ship is not rolling the least. The temperature is hot from lack of wind and was 104 in the shade yesterday. We expect the same today at the sun's peak. We are steaming North at the present but it is changeable at any time. I think we have been going in circles waiting for rendezvous with the Constellation. This will be our first Unrep with her. She just came over from the States this week. We're off the coast about eight miles and the mountains are very clear.

*1800-Rendezvous with the USS CONSTELLATION (CVA-64) and commence UNREP. This carrier looked similar to the Kitty Hawk. Her planes were neatly parked on her flight deck. You could tell she hadn't been here long because there were no rust marks on her sides. We could also tell she was a little green in handling ammunitions. They weren't the fastest and most coordinated we have seen. We had ~~five~~ stations sending ammunition, the most since the first and only time we sent loads to the Enterprise. Unrep went without injury and incident. By the time we finished it was dark and both ships had on their red combat-zone working lights.

*2030-Secure from re-arming and breakaway from the USS CONSTELLATION. Ships service had held off the movie while most of the crew was working on the re-arming detail but as soon as we secured they started "THE EVILS OF FRANKENSTEIN". I wasn't in the mood for this type of movie and anyway I had already seen it. I went to my compartment, showered and hit my rack.

SATURDAY

25 June 66

*0500-Revielle went early because of today's schedule.

*0600-Rendezvous with the USS VANCE (DD-387) and commence UNREP. We sent over two pallets of ammunition and their mail. Lines were secured within thirty minutes.

*0630-Secure from re-arming and breakaway from the USS VANCE. I ~~#####~~ ate breakfast and then after muster and inspection the chief and I held Sick Call.

*0900-Rendezvous with the USS LOYALTY (MSO-457) and pass mail by messenger line. This was an old WW-II ship- a mine-sweeper. There is practically no steel on her at all. The hull and decks are made of wood and the superstructure ~~is~~ cast aluminum. Her total length was about 120 feet. The crew kept it up very well. She was sharp looking.

*1000-Secure messenger line and breakaway from USS LOYALTY.

*1800-Rendezvous with the USS WHITE RIVER (LSMR-536) and commence

SATURDAY (cont'd)
25 June 66

UNREP. We gave her a few pallets of ammunition and she sent us some empty brass shell casings. Since the ship to ship line was not working right both captains had to talk through portable mike-speakers to each other. We caught much of the conversation and it sounded like they had seen quite a bit of action during the last few weeks. Their crew has had only five days of liberty during the last two months and are not due to leave this station until early August. And we thought we had it bad. Finally we secured rigs and they wished us good luck in Hong Kong. Our newly organized rock and roll band played to this ship from the signal bridge and they were rotten.

*1845-Secure from re-arming and breakaway from the USS WHITE RIVER.

*1900-Rendezvous with the USS KRETCHMER DER-329 and pass mail. We sent her mail over by a messenger line. Her rock and roll band was pretty good so ours didn't show their faces on the deck. (NOTE: All this mail we have been passing lately was sent to us by the RANGER. We are acting as a mailman for the smaller ships on station farther south of where the mail copters operate.)

*1930-Breakaway from the USS KRETCHMER.

*2000-Went down to the mess decks and watched a hilarious comedy-"WILD AND WONDERFUL" starring Tony Curtis. To bed afterwards.

SUNDAY
26 June 66

*0100-Rendezvous with the USS SAINT PAUL (CA-73) and commence UNREP. The chief took this Attack Cruiser which we have re-armed before. He said there were no injuries. We were off the coast about eight miles and the chief noted there was gunfire in the mountains.

*0300-Secure from re-arming and breakaway from the USS Saint Paul.

*0700-Reveille held on board. The chief and I held Back Call before he went back to bed for the day.

*1000-Catholic Church Services held on the mess decks. Since we have no Priest or chaplain on board, our layman services usually consists of reciting the Psalms and singing hymns. Almost half the crew is Catholic.

*1200-Rendezvous with the USS DAVIS (DD-937) and commence UNREP. We sent this destroyer about fifteen loads of ammunitions plus her mail. No injuries reported. The water was very calm and the mountains could be seen very clearly in the background.

*1330-Secure from re-arming and breakaway from the USS DAVIS. This was our LAST ship this time out. Holiday routine was called as the DAVIES pulled away. This meant no work for the majority of the crew, so most of them found a nice shadey spot and went to sleep. We are on the way to HONG KONG now and will pull into the bay sometime Tuesday morning. We can hardly wait. This will be our first Rest and Recuperation Port Call.

SUNDAY(cont'd)
26 June 66

The decks are bare now with no ammunition. This is the first time I've seen them ~~look~~ look so nice since we arrived, in WestPac.

*1830-The sunset was very pretty tonite. There were a few clouds on the horizon to add to the beauty. The water is very calm and ~~the~~ the breeze blowing in from the West is nice and refreshing. Everyone is in a lazy mood.

*2000-Movie call on the mess decks where we saw an Italian movie, "SHERAZADE". It was fair. I hit my rack around midnight.

MONDAY
27 June 66

*0600-Revielle was held for the crew. ~~After~~ After getting up I went directly to my Muster station on #2 hatch and smoked a cigarette enjoying the clean fresh morning air. No land was in sight and the water was just as calm as yesterday.

*0730-Muster and Inspection. After this the captain gave the entire crew a brief talk on the do's and don'ts on liberty in Hong Kong. Also said how proud he was to have served with such a good crew. His relief will board in Hong Kong.

*0800-General Quarters was held aboard Mazama. This was just a drill but during the real thing it is mandatory that every man know his job. These are the stations we would go to in combat. Certain guys close watertight hatches, others man the guns we have fore and aft and the rest of us are divided into three repair parties located in different parts of the ship. Since Sick Bay is on the main deck it serves as the Main Battle Dressing Station. There is also one below deck and that station is mine, the After Battle Dressing Station. The chief and striker takes all injuries above decks and I take all below. Both stations are equipped with emergency lights, water tank and the medical gear, both sterile and unsterile that would be necessary in an emergency. My station has a new operating table that was just finished this week. It is in a ideal location and is made of stainless steel. Under non-combat conditions it is used as a salad and dessert table for the mess deck.

*0900-After GQ we had an Abandon ship drill. There are eighteen rubber life rafts located about the ship's weather decks and each man is assigned to one. There was a little confusion with the new guys getting to their stations but that was soon straightened out.

*1000-No sooner than we had went back to our regular duties a Man Over-board Drill was called. My station is in the rescue boat. I grabbed a life jacket, first aid kit and blankets and got into the rescue boat. We were lowered into the water after the ship had circled around in the vicinity of where the dummy was thrown over. Although the water looked calm from the decks of the ship it wasn't so calm when we were actually in it. We headed for the dummy, picked it up and then returned to the ship. Since this was my first rescue drill I found it

MONDAY (cont'd) pretty exciting. An added note is we were only sixty miles
27 June 66 off the coast of Communist China when the drill was held.

*1700-After the drills things went back to normal. The deck force commenced cleaning, chipping and painting parts of the ship that were in need. The ship must look the best possible for the new Captain.

*2000-The movie was held on the weather decks, Port of #5 Hatch. This is a first since I came aboard. It was nice and cool out and we enjoyed this more than the movie. It gets pretty stuffy with approximately 150 men watching the movie on the mess decks below. About a hundred of these smoke. The movie tonight was a fair Western cowboy. Went to bed early. When I wake up we will be in HONG KONG!!!!!!!!!!!!

TUESDAY
28 June

*0630-When I woke up most of the crew had been up for over an hour. We were entering the channel to Hong Kong. There were small islands all around us and Chinese fishing junks continuously getting in our path. We had to change course several times to avoid hitting them. Our speed was slow and we finally picked up a pilot to steer us through the dangerous waters to the bay. Soon we could see tall buildings rising on the sides of the hills of the main island. This is not at all what I expected to find. The farther we went the denser the buildings got until finally there were clusters of them hanging on the hillsides. And these were not just small, old structures but twenty and thirty story modern skyscrapers. Then at last we came to the outer limits of the bay where we, being an ammunition ship, would have anchor four miles out.

*0930-Dropped anchor in Hong Kong bay, British Colony. The view from here was breathtaking. Completely surrounding the bay were hundreds upon hundreds of tall buildings reaching for the sky. Backing the seafloor up ~~###~~ were the hills with even more buildings precariously hanging off. Some sight... And in the bay itself were about fifty merchant ships. Hong Kong being closed in ~~####~~ by Communist China on all sides must import all that she has from other countries of the world and this is where she gets her reputation as being the largest free port in the world.

*1100-The Executive Officer gave the crew a little pep talk on some more "do's and don'ts" and then liberty call went. We filled all of our own liberty launches and then three of the bum-boat taxis that pulled alongside. We were all anxious to get a taste of the city. The trip to shore took one hour and twenty minutes. As we got closer to shore the buildings seemed to get even larger. There were boats of all types in the bay, including fishing boats, house boats (small 18' boats where whole families live), Chinese junks and different kinds and sizes of foreign merchant ships. The water taxi let us off at Fenwick pier, which is leased by the U.S. as a landing for the Fleet. About a mile off the landing there were about

TUESDAY (cont'd)
28 June 66

fifteen U.S. Navy ships anchored. Since they do not carry the lethal load we do it is to their advantage to anchor in close. First thing I did was to walk across the boulevard to the China Fleet Club-Royal Navy. This is the place we were told ~~#####~~ to buy the more expensive gifts and souvenirs of our visit. It is sponsored by the British who have screened and contracted businesses of Hong Kong to sell their goods here at cost price. In comparison it is similar to a U.S. Navy Exchange only here you ~~###~~ pick what you want, fill out the necessary papers and then go to the respective store that sells this merchandise and buy it at the price quoted by their salesman at the Fleet Club. I spent most of the day just looking at the goods, and girls, and finally made a decision to buy a suit. A couple of my shipmates and I were given transportation to the tailor shop where the salesmen talked a mile a minute ~~#####~~ in poor English on what was available. To my surprise the materials were of high quality, mostly English and Italian and the price was dirt cheap. The only thing we were unsure about was the workmanship which we were forewarned of. ~~#####~~ The stitching is supposed to be of poor quality. The only remedy is to have restitched in the States. I finally bought a nice winter sports suit, and made arrangements for fitting in two days. Since most of the day was gone and too late to sightsee the town, we ~~###~~ made the rounds at a few of ~~###~~ the night clubs that line the front. We were lucky it was happy hour, and drinks were only HK\$1.00 which is 17¢ U.S. money. We saw many of our friends who had been drinking all day and were both drunk and almost broke. Just like the Philippines, they think since we are over here fighting a war we are rich with sea and combat pay. This is true maybe but we can find better things to spend it on than broads and booze. Since I had spent almost all ~~##~~ the money I brought over with me on the down payment for the suit, I decide to go back to the ship fairly early. I have four more days of liberty.

- *2230-Left Fernwick Pier in a water taxi for the ship.
- *2330-Arrived aboard ship. I was one of the first to come back and almost three quarters of the ship was ashore. Liberty expired for all hands at 0100 tonite. The guys must really be tearing the town up. Showered and went to bed.

WEDNESDAY *0100-Our new captain arrived on board. His plane had come in at
29 June 66 Hong Kong International at 2300.

WEDNESDAY *0900-I took the first boat over as soon as liberty call went.
29 June 66

On arrival at fleet landing an hour later I went over to the China Fleet Club and purchased a turntable for the stereo room building. The turntable was made in England so it was sold in the same building. I went back to the fleet landing to catch the next boat back because I had duty that day. My striker had been kind enough to stand by for me on board so I could buy the turntable today. To my disappointment the next boat wasn't leaving until 1300 so I had to just sit and wait.

*1300-Left Fenwick Pier to go back to the ship.

*1400-When I arrived back at the ship Mike had decided not to go ashore after all, but I stayed on board anyway and got some sleep.

*1500-Our ship had contracted Mary Sue, a local Chinese woman who along with her hired women, will paint a ship for whatever scrap materials we can give her. We supply the paint and brushes and they do all the work. A payment was finally settled on which consisted of empty brass shells, quite a bit of old manila rope and some old batteries from our forklifts. No money whatsoever. Her men workers started immediately on scraping the old paint. I was later told that Mary Sue is a very rich woman in Hong Kong and I can see why. Every Navy ship that comes here is painted by her workers. She makes her profit somehow on whatever we can give her. She started her business in 1949. There are similar businesses run by men who paint merchant ships on the same deal.

*2000-Woke up and watched the movie and then went back to bed.

THURSDAY *0800--The chief and I hel sick call.

30 July 66 *1100-Took a water taxi to the fleet landing. From there I went and had my suit fitted. Had dinner in the China fleet club restaurant with three of my shipmates.

*1300-We split up agreeing to meet back at the Club in two hours. I went downtown to see about having some money sent me from home but was unsuccessful. The money would not arrive until the day we are to leave. Downtown HONG KONG is very impressive. The streets are clean and the modern buildings very tall. Representatives from countries the world over fill these office buildings with their merchandise. The people on these streets were very nicely dressed, most of them Chinese decent, and a few Europeans here and there. The taxi's I noticed were mostly Mercedes Benz, a very expensive car made in Britain. There were thousands of them. The trolley and tram are still in use here and are continuously running through the streets (downtown) with bells ringing. Kind of reminded me of New Orleans.

*1500-The four of us met up again and took a taxi to one of the favorite tourist attractions of Hong Kong-the Tiger Balm Gardens. The driver couldn't take us all the way because the street had been washed out in the landslide the week before. We had to walk about three blocks or should I say climb. We had to go through part of a shanty town. I was going to take

THURSDAY (cont'd)
30 June 66

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*some pictures but the people would not let us. We were later told they thought there were evil spirits in the camera box. Pretty primitive. The tour of the Garden was very interesting as was its background history. It was built by the Aw brothers of Tiger Balm on the hillside in the year 1935 and cost about HK\$ 16 million (2½ US\$) occupying 8 acres of land. Among other things the garden boasts Chinese style buildings, many figures of Chinese myth and legend, and above all, a seven-storey pagoda 145 feet in height. We spent a whole two hours exploring and taking pictures. From here we hired a taxi to take us up to Victoria Peak which overlooks Hong Kong and the bay. We could have taken a 9¢ tram ride but the US\$ 2 was much breathtaking and worth every penny. Once up there we ate dinner at the peak restaurant and then climbed up another mile to the park for a better view. Here again we were caught on foot because the road was destroyed in the landslides caused by the heaviest rains Hong Kong ever saw last week. We spent only two hours on the peak but could have stayed all day it was so pretty and peaceful.

*1800-We took the tram back down. Nice ride, nice scenery. From the tram station ~~##~~ we walked to the Hong Kong Hilton. We started with cocktails in the first floor lounge, and then for more in the Dragon Boat Lounge second floor. Then to the third floor at the poolside for more. Here we exchanged sea sagas for travel adventures with a Phoenix Arizona family making a three month tour around the world. They raise ~~##~~ racing thoroughbreds. Our last stop, but best was to the Skyroom on the 26th floor for a good solid meal. Of all the courses I had to pick from I decided on Peking Duck. All in all our evening there at the Hilton cost us less than US\$ 8 each, the same would have probably cost at least \$30 in the states including the drinks we put down.

*2300-We caught a taxi back to the fleet landing and took the next shuttle boat back to the ship. I fell asleep the minute I laid down with all my clothes on. Just didn't have the energy.

FRIDAY
1 July 66

*0800-The chief and I held sick call. Our clientele is very few now that we are in port.

*1100-Caught a water taxi to fleet landing. From there I went to the China Fleet Club restaurant and met a couple of my shipmates. We had signed up for a tour of the mainland, and it was to start at 1200. Our small Volkswagon bus left Fenwick pier at 1210. We took a ferry across the bay to the mainland. This part of Hong Kong is called Kowloon. It is three times as large as the island part of the city and there is a much larger business district. We must have gone for thirty minutes through downtown where most of the buildings were at least fifteen stories. Next we passed through the slum housing development. These were ten storey dormitory like buildings where as many as fifteen thousand people crowd in to live. We were getting all this information from our English speaking driver.

FRIDAY (cont'd)
1 July 66

-Then we started up into the mountains. About an hour later we stopped for dinner at the Shatin Heights Hotel. The architecture was very American as was our meal-steak. The view from the terrace of the hotel was beautiful. The hotel was situated on the hill side overlooking a small valley. The meal and drinks were great, and free with the tour. We left this place and made our way along a lake until we finally came to a hill which overlooks the Communist China border. The only thing that divides the two are two rolls of barbed wire, a white fence and small river about a hundred yards wide. Although we were still about half a mile from the border we could see people working in the fields on the other side. Our trip back took us to a floating Chinese restaurant, a walled city and a Chinese "junk" anchorage. We made it back to Fenwick Pier about 1700. I was an hour late for shore patrol medical guard but noone had missed me. I was sweating it there for a minute. The only injuries that night were from my ship. Two guys had gotten in a fight with each other in one of the strip bars. I went and picked up my suit during my supper hour. The fit was perfect.

SATURDAY
2 July 66

- *0000-Secure from medical guard. I caught the last water taxi back to the ship and hit the rack.
- *1000-The chief let me sleep late because I had medical guard last night. I had a bite to eat, got into my liberty whites, and caught a water taxi to the fleet landing. Since I was down to my last five dollars I just walked around window shopping. I ate late lunch in a Chinese restaurant. I met up with a couple of my friends and we went bar hopping in the night clubs. Around 1900 we went to the British base compound to a dance in the WRAC barracks (British equivalent of a Navy WAVE). We were the only American sailors there. The British Army and Navy guys were very friendly to us regardless. The WRAC's were fairly good looking, and the American and British dependents whose fathers worked in Hong Kong, were tops. It felt good to be with American crowd again. There were no Chinese. There were enough girls to go around and everyone had a good time dancing. I danced so much I nearly dropped from exhaustion. The British military stationed here really have it made. But I couldn't stand staying in for nine years as their contract states.
- *1100-Walked back to Fenwick pier and caught a water taxi back to the ship.

SUNDAY
3 July 66

- *0900-I woke up, dressed and went to Catholic Church services held on board.
- *1000-Mary Sue's work crew arrived to put the finishing touches to their paint job. I've got to admit they did a better job than our deck force did in Hawaii. Both the chief and I decided to stay aboard today because we were both broke. We caught up with a little paper work in the office even though it was holiday routine. Mike Halverson, our medical "striker" is no longer with us. He was pulled out to mess cook for three months after which he will return to work as before in sick bay.
- *1400-I went to sleep after lunch. The weather is pretty bad out side-lots of rain and wind. It has cooled things down quite a bit-perfect weather to sleep.
- *2000-The weather never cleared the rest of the day. The movie was one I had already seen so I went up on the bridge and talked with the watches until midnight. Nothing special, just bull...

MONDAY
4 July 66

- *0900-The weather has cleared now and the sun is shining in all its splendor. I wasn't going to go ashore today but then I decided try and get some Chinese posters from a couple of print shops close to the Fleet Landing. I caught the first liberty boat and arrived at the pier an hour later. To my disappointment neither of the shops would give me any of their prints, not even old torn ones. They refused money too (HK\$ 2 or US\$.34¢). I think they were working for the Communists or maybe it was the language barrier. Anyway I returned to fleet landing defeated and caught the 1200 boat back to the ship.
- *1300-Arrived back at the ship. The chief was waiting to catch the next boat ashore to make a last fling at Hong Kong. Late Note:::I forgot to mention that today being the Fourth of July, we were warned earlier from getting into any political argumentss with the British here, which I didn't. The ship was all dressed up in her "sunday best." We were flying three American ensigns plus a four hundred foot line of different colored flags from folksail to fantail. We really looked smart with these and our new paint job. Too bad no one or no ship was ~~here~~ out here with us to appreciate it. I held afternoon sick call and then fooled around the rest of the evening cleaning the medical spaces. My job is two-fold now-medical and janitorial. I went to sleep around 1900. I feel a cold coming on and don'tt feel so hot.

TUESDAY
5 July 66

- *0830-The ship pulled anchor and said good bye to Hong Kong. There was a blinding rain as we edged through the bay to open sea. Of all my luck I had to change# the ensign from

TUESDAY (cont'd)
5 July 66

the fantail to the after flagstaff and stay at this station until we were at sea. That liquid sunshine didn't help my full grown head cold any. I miss Mike already. Well we were sailors again and the whole crew began cleaning scraping and painting their respective departments to prepare for the change of command ceremonies in Subic Bay on the 8th of July### (also my two-year Navy anniversary.) Since our spaces were pretty well squared away the chief and I did more paper work. We have quite a few guys who need to see one type or another doctor. That took us nearly all day, and by the time we finished it was time to knock off ship's work and eat.

*2000-Watched "CLARENCE, THE CROSS-EYED LION" on the mess decks. Then hit the rack.

WEDNESDAY
6 July 66

*0700-Woke up to find the weather very nice out. The water was fairly calm and there was a slight breeze blowing in from the East. The sky was cloudless and the sun hot.

*0900-We had general quarters and abandon ship drills for the new captain and these were followed by a man overboard drill. A dummy was thrown over like last time and we sent a boat out to retrieve of which I was part of the crew. The rest of the morning and ### early afternoon was spent testing the ship's water by the chief and I. We had taken on water in Hong Kong and the tanks were either over or under chlorinated. We shifted tanks until finally the chlorine content was level at 0.25 PPM. I spent the rest of the evening preparing my inspection whites and shining my shoes.

*2000-Saw "MADAME BECK" on the mess decks starring Lana Turner. The movie was very sad and had half of the hard-core crew crying at the end. I went to bed at 2300.

THURSDAY
7 July 66

- *0700-We were in sight of land when I woke up. Same ole' familiar Subic Bay. The weather was good and the seas calm as we made our entry to the bay. We anchored for a short time about two miles and waited for an oiler to leave the refueling piers where we were heading.
- *1000-We pulled our anchors ~~####~~ and edged into the refueling piers with the aid of two Navy tugs, and commenced taking on 150,000 gallons of diesel fuel. At the same time the deck force was putting the finishing touches to the decks for the change of command ceremonies. Flags were hanging all over the place. They were really putting on the make-up for this old lady to meet her new master. It was to be a very colorful occasion. I was doing my share to clean up my own spaces.
- *1800-The ship secured from taking on fuel and again with the help of tugs we moved back out to our anchorage. Liberty call went down and most everyone that didn't have duty went ashore on liberty. I took the medical duty while the chief went to the club. I wrote some long-due letters the rest of the evening before movie call and finished them up afterwards, going to bed at 2400..

FRIDAY
8 JULY 66

- *0700-Woke up\$ and went to muster and inspection. We were given last minute instructions on the change of command ceremonies today. I made one last cleaning sweep of sick bay before getting into my whites. I have to admit, once dressed I looked pretty sharp-my uniform was completely new, down to ~~###~~ new shoes and socks. I had bought new clothing to serve two purposes; one for the inspection but# the other one was more important to me. I have been in the Navy for two years today and have TWO TO GO. In all reality it isn't until tomorrow since it's only 7 July in the U.S. now but I think it is alright to fudge a few hours.
- *1000-Change of Command ceremonies began. The whole thing was a big farce. We were all lined up in a very neat military "attention" on each side of number three hatch. A couple of VIPs were present and sitting with our own officers in front of the hatch. Our old and new Captain walked out on the hatch, said a few words and then read each of their orders. That was all there was-no personnel or material inspection whatsoever. The whole procedure took no more than fifteen minutes. Liberty went soon thereafter.
- *1030-I caught the first liberty boat to fleet landing. From there a group of us went to the EM Club and had a fine meal with all the trimmings.
- ~~*1100-####~~
- *1300-From here we struck out for the town outside the gate. After a few sud sippings most of us split up to our favorite clubs. I went to the Oro, the club with the good band. I got a good seat at the split level bar that surrounds the bandstand. For five solid hours I just sat there and enjoyed myself with

FRIDAY (cont'd)
8 July 66

under intoxication of popular music and San Miguel. This band fascinated me very much-the closest I could get to an American atmosphere anywhere. Sitting beside me were two Marines off a Marine Transport ship-USS Pickton. I don't know how truthful they were but they said they were professional rock and roll musicians before they joined the service to ~~#####~~ avoid the draft. One stated he played the drums for the "BYRDS" and the other played the organ for the "Animals". It sounded like they knew what they were talking about. At least I believed them. Through correspondence with their respective managers they are trying to get this band to the States. I'm almost positive they will make a big hit with the American teenage set if given the chance.

*2200-I finally decided to end my anniversary party and head back to the ship.

*2300-Caught a MAZAMA boat back to the ship.

*2345-To bed.

SAURDAY
9 July 66

*0800-The chief and I held sick call for the crew. The rest of the morning was uneventful as was the afternoon. Most everyone loafed around or slept. I picked the latter.

*1500-We are still anchored with no plans to move until Monday morning. At that time we go to the Ammunition Depot and load up. Then watch out for the next few weeks.

*2000-Saw "Made in Paris", starring Ann Margaret and Edg Adams. A very good comedy. Movie was shown on #3 Hatch.

*2300-Counted sheep.

SUNDAY
10 July 66

*0900-I woke up a little late this morning. Since today is Sunday it is supposed to be holiday routine. I went to Catholic Church services held on board and then went to brunch for breakfast. There was a change in the ship's plans though and our slack day didn't go as ~~#####~~ planned.

*1000-Sea and anchor detail was set and the ship left for the ammunition piers which was about two miles away from where we were anchored. This ~~####~~ meant most of the crew would be working off-loading materials and loading ~~ammunitions~~.

*1200-Arrived at the piers and we docked. The chief went ashore on liberty and I was left with duty. I went to sleep in the ward with instructions to be ~~awaken~~ awoken if needed. It was the best sleep I have had in a long time, and I felt great when I got up. I wrote Mom and Dad a letter and then went to the mess decks to watch tonight's movie.

*2000-Saw "SANDPIPER" starring Elizabeth Taylor. Great flick.

*2300-Hit the rack.

MONDAY
11 July 66

*0800-The chief and I held sick call. We were swarmed with sicknesses. The weather is very foul with a slight mist. A heavy overcast prevails with thunder and lightning in the mountains.

MONDAY (cont'd)

11 July 66 *1000-I got into my liberty whites and caught a ride to the main part of the base which is about ten miles away. I took care of some medical business for the chief at the dispensary. I then caught a base-shuttle to the carrier piers where the Hancock was docked. I had discovered that a boot-camp buddy of mine was stationed on this ship when I saw his picture in Navy Times. He is also from Texas. For two hours they tried to locate him for me without success. Tomorrow they leave to go back to the States so I guess he was making one last show in Olongapo. Being unable to get a ride I started walking to the hospital-my next destination. An hour and two miles later I was finally picked up by two Navy men going to the same. Here I got my new ID card stamped with the red cross and then went to visit one of my shipmates who was a patient on an orthopedic ward. Walking through the corridors of this one year old hospital brought back many memories of my tour in Pensacola Naval Hospital. The doctors making their ward rounds, NURSES scurrying to and fro in utter "confusion" and the boot HA's and HN's doing their best to make all matters worse. The ward for ortho's was similar to the one in Pncla except much more modern. Beds were lined port and starboard in a long wing. Two Thirds and HN's were doing their standard duties and there were also two very attractive nurses, one a Ltjg and the other a Lt. Wes, many memories returned. My patient had just gotten out of the Operating Room and was still a little bit groggy from his anesthesia. He had a open reduction of his Rt. index finger which was fractured while we were at sea. (B.E.C.-He had a block and a general.) He was receiving I.V. fluids in the left arm which he didn't like one bit. He was pretty sleepy so I only stayed a few minutes and smoked a cigarette with him. There should always be a good corpsman-patient relationship. The front desk seeing that I was stranded Transportation-wise, and that I also belonged to that great Navy fraternity of medics, called a base taxi to take me back to the ship.

*1600-Arrived back at the ship. Spent the rest of the evening cleaning medical spaces and listening to my recorder tapes. No movie tonite so I hit the rack early.

TUESDAY
12 July 66

*1100-The chief and I held sick call as usual. The weather has been nasty out all morning. The rain has cooled the temp down considerably-enough for one Filipino to shudder and say to me "pretty cold, huh?". I was sweating at the time. We are still at the ammunition piers loading bombs. The Filipino "yard-birds" work in any kind of weather around the clock in two shifts.

*1800-The chief left on liberty again and I am stuck with the duty. Don't think I will watch the movie tonite but instead write some letters. Weather is still pretty bad and loading continues.

WEDNESDAY
13 July 66

*0900-Weather is much the same except the rain has stopped early this morning. Loading is going at a quicker pace now it seems. Also noticed that the Repose pulled into the bay and has anchored at the supply depot.

*1600-After spending all afternoon in sick bay treating the sicklings I decide to go on liberty and visit the Repose. I caught a bus on the pier and got off at the supply docks 14 miles away on the main part of the base. Getting on the hospital ship was no problem since I am a corpsman. I found my buddy asleep in the night dorms. It has been over a year since we last saw each other; The re-union was a happy one. He got up and after getting a bite to eat in the snack bar on board, showed me around the ship. It is just like a regular hospital except more modern than most. While touring we met up with one of the old Pnola USNH nurses. For the next two hours all three of us reminisced old times and filled each other in on the latest news in Pnola and of our experiences so far in the West Pacific. They just returned from Yokusaka, Japan where they have been for the last 35 days for repairs. Most of the staff took leave there to tour the country since they only had thirteen patients at that time and could work with a skeleton crew. Finally my buddy had to go on night duty so I ~~again~~ again said a "good-bye and good luck" and left the ship. I caught a taxi to the EM Club and had a good solid meal before returning to the ship.

*2300-Arrived back at the ship after an hour bus ride from the base.

THURSDAY
14 July

*0630-The ship left the ammunition piers and went back to anchorage in the bay. We will be here until we leave Saturday. It was also announced that there will be a Material Inspection by the New Commanding Officer the morning of the 16th. This meant I ~~will~~ would have to scrub down all the medical spaces and prepare them. The chief said he would take all medical tasks for the next three days so I could devote all my time to house cleaning. I donned my oldest dungarees and turned to.

*2100-I secured for the day from my work. I was dead tired, I took a shower and hit the rack.

FRIDAY
15 July 66

*0600-After muster and inspection I started where I had left off yesterday. The chief chipped in surprisingly and shined a little bit of the bright work.

*1700-I finally finished and I was again pooped. I shined my shoes and then went down on the mess decks for movie call.

*2000-Saw "Gunfight at Camanche Creek" starring Audrey Murphy. Afterwards I hit the rack.

SATURDAY
16 July 66

- *0800-I had gotten up early this morning to do some last minute cleaning. The chief and I decided not to hold sick call until after the inspection since the decks were nice and shiney.
- *0930-The Inspection started but the party did not get to my spaces until 1030. Only once in a blue moon do I get to wear my white pressed hospital tech jacket and this was one of those times. I had to do the routine of saluting and rattling name, rate, rank and compartment numbers and then led the officers around. Five minutes later they left leaving my spaces with a Excellent rating, though they didn't dig too deep for dirt and dust which I'm sure there was.
- *1300-The chief and I held sick Call. An hour later the sea and anchor detail was called at which time I went to my station with the Ensign.
- *1530-The ship pulled anchor and we were underway again for another three weeks extended operations in the South China Sea. The day was nice, sun shining, breeze cool and seas fairly calm. We had picked up fifteen sailors for transfer to ships while at sea before we left and they were all fresh from boot camp. Most of them were all excited this being the first time at sea. An hour after we were underway I was treating three of them for sea-sickness.
- *2000-Movie call was held starboard #4 hatch. We saw "BYE, BYE BIRDIE". Afterwards I immediately hit the rack.

SUNDAY
17 July

- *0900-I got up and went to Catholic Lay services held on the mess decks. A Rosary was said. The rest of the ~~morning~~ morning I spent stocking my new After Battle Dressing Station locker which the shipfitters had finished the day before. It is a very unique piece of work. ~~Under regular peace time conditions it will be used as a salad table for the crew. But if an emergency ever occurs it will be used as an operating table with myself the surgeon if necessary. One half the cabinets below the table are stocked with the medical supplies I will need, since this part of the ship will be cut off from the rest for what is called watertight integrity. Commence holiday routine.~~
- *1400-Saw "Curse of the Mummy's Tomb" on the mess decks after which I returned to stocking my ABDS locker. After evening meal I slept for about two hours. We ran into a small storm and it has been raining pretty hard since 1500.
- *2000-Saw "Ride the Wild Surf" on the mess decks which was taken in Hawaii. To many of us it brought back many memories of places we saw when we visited this Paradise Island. What we couldn't figure out was where were all the pretty girls hiding that were in this movie. I messed around in sick bay for an hour or so before I hit my rack.

MONDAY
18 July 66

- *0800-The chief and I held sick call for the crew. There were a couple of colds and ear infections this morning. The weather remains to be nice in all respects with calm seas. The deck force has commenced to break out ammunitions for the carrier Oriskany tomorrow. This will be our first re-arming of this carrier since Korea in the early fifties.
- *1300-Sick call this afternoon was much the same as it was this morning-only minor illnesses. I spent the rest of the afternoon auto-claving medical gear that we have used during the last few weeks while in port. Slept from 1600 to 1900. Entered Hostile Fire Zone.
- *2000-Movie Call on the mess decks. I saw two-thirds of another Audrey Murphy western, "Fastest Gun In The West", before half of those watching were called away for re-arming detail.
- *2130-Rendezvous with the USS KATMAI (AR-16) and commence taking on ammunitions. We received thirty--forty loads of five inch shells used mainly by destroyers. This ship was similar in all aspects to our ship, except she had a helo ramp on her fantail which was probably put in when she was re-commissioned. ~~#####~~ The entire operation went on without incident and injury and was pretty smooth considering the time that has lapsed since our last UNREP at sea.
- *2315-Secure from re-arming the USS Katmai and breakaway. A radio message came over our communications system shortly thereafter that a man from this ship had amputated a leg accidentally ~~####~~ and that they requested a Medical Officer's assistance or evacuation to facilities that had one, such as a carrier. We have been lucky with no such serious accidents so far on this ship. I returned to the mess decks where mid-night re-arming rations were being served. After a big meal of scrambled eggs, fried ham and coffee I had no problem getting to sleep.

TUESDAY
19 July 66

- *0800-When I awoke this morning it was raining cats and dogs. Luckily though the seas weren't rough because I had not secured any of the equipment in the medical spaces. Sick call was slow and afterwards the chief recorded many of my tapes on his new tape-recorder he bought in Subic. Same type as mine but a different model. He is still anxiously awaiting his relief corpsman so he can return to his family and his new duty station in Long Island. Lucky guy gets to go home early. He's the envy of many of us.
- *1200-It has cleared up somewhat now but there is still a slight overcast. The decks are loaded with different types of ammunitions for the Oriskany. We are just awaiting a rendezvous signal.
- *1500-The re-arming detail was called with the carrier a couple of thousand yards on our tail. A helo came and picked up one of the fellows we were transferring to them.
- *1700-The re-arming detail was secured. The Oriskany was reportedly having steering problems and didn't want to chance an accidental collision with us while alongside.
- *1900-It was announced that we would re-arm her at 0515 in the morning so I decided I had better get some sleep. For once I put going to sleep, before seeing a movie. It was worth it.

WEDNESDAY
20 July 66

- *0830-Reveille was held on board and re-arming detail was called. The sun was just coming up over the eastern horizon and the sky was a fiery red.
- *0530-Rendezvous with the USS ORISKANY (CVS-34) and commence UNREP. The procedure was not any different than any of the other carriers we have re-armed except we had our maximum of ~~five~~ stations on the port side sending over ammunitions. We had over two hundred loads to send over before the decks would be cleared. To our disappointment this was going to be the ~~#~~ longest re-arming session we have had so far.
- *0710-Secure from re-arming and breakaway from the USS Oriskany. The carrier had given us a ten minute warning that she was going to launch planes on a scheduled bombing mission and that we had to break away so she could head into the wind. We could hear her prop planes riving their engines and the catapult letting off excess steam as she built up her launching pressure. Five minutes after breakaway the first two planes were airborne, being sent off the flight deck simultaneously. Following the props came a weather plane and then the fighter and bomber jets. All except the weather-radar plane~~s~~ were laden with 250 lbs bombs. Then out of nowhere a squadron of Air Force bombers flew over the carrier at about 10,000 feet. I presume our Navy jet fighters were to be the escorts because they all formed up and flew towards the coast.
- *0825-Rendezvous with the USS Oriskany and ~~#####~~ resume re-arming. It wasn't long before all five stations were sending loads over again. This time we recieved mail andd soon there after had mail call. I recieved three letters, one in particular which brought my good spirits down quite a bit. We had only~~#~~ sent over 25 loads when we recieved another 10 minube break-away notice.
- *0845-Secure from re-arming and breakaway from the USS Oriskany. She again took a separate course and then in from the west came her planes minus their bombs. Mark one more air strike for the U.S.
- *0930-Rendezvous with the USS Oriskany and resume re-arming. At the same time the carrier was refueling and reloading her aircraft for another mission so we knew the Mazama wouldn't be along side for long. The pace of loading seemed to pick up. Sure ~~#~~ enough, at 1000 we got that familiar word, "Prepare to break-away." Her planes were neatly lined up ready for launch as we got the final word.
- *1015-Secure form re-arming and breakaway from the USS Oriskany. This time we pulled away from her ~~###~~ just as the first two palnes took off. Fifteen minutes later they all formed up and headed west. We were told she wouldn't come along side until the afternoon so most of the re-arming crews took a short nooner before chow was called. There's nothing like a big 1000 lb. bomb to cuddle up to and sleep. An hour and a half later the carrier landed her planes.

THIS LOG IS OFF LIMITS TO ALL FLIGHT SURGEONS

WEDNESDAY
20 July 66

*1310-Rendezvous with the USS Oriskany and resume UNREP. The sea was calm and the sun shining brightly. The coast of Vietnam was ~~barely~~ barely visible on our starboard. We were steaming south at 13 knots. No-one anticipated that the carrier would break away again because her planes were not getting much attention on the after flight deck. Re-arming went on at a steady pace with no incidents or injuries. Finally our two stations back aft sent over their last loads and secured. With only three lifts left on each of the forward stations we got another ten minute breakaway notice. Looking over at the planes on the carrier, sure enough they were loaded and ready for takeoff. All but two loads made it over before the deadline so the Oriskany just cancelled these until the next time we pulled alongside.

*1515-Secure from re-arming and breakaway from the USS Oriskany. I went to the mess decks, ate early chow and then hit my rack because I was bushed. I missed the movie for the second night in a row which I regretted. It was "Wake Island", with Will Bendix; An old WW-II movie of the Wake Invasion.

THURSDAY
21 July 66

*0600-I woke up just as the USS Ranger was pulling up on our port side. It was her bugler holding reveille on her PA system that did the trick. ~~#####~~ The medical ward in which I sleep has a porthole open on the port side of the ship for ventilation. I quickly got dressed and reported to my station just in time to see the first line shot over.

*0603-Commence re-arming the USS RANGER (CVA-61). The weather was nice and Unrep went without incident or casualty. All her planes were on the flight deck but no effort was being made to prepare them for a mission.

*0730-Commence high-lining four men to the USS HOLDER (DD819). Except for one more man this was the last transit we have for transfer at sea. This destroyer is one of the Ranger's escorts.

*0800-The USS Helder broke away from the Mazama and took her position zig zagging a couple of thousand yards in front of our operations.

*0930-Secure from re-arming the USS Ranger and breakaway. We were one day behind schedule now because of the Oriskany's delay in re-arming. Today we would have normally re-armed destroyers and cruisers of the Gun Fire Support Group-Seventh Fleet farther south. We steamed south at full power-15 knots to see if we could find any late shoppers. Pay day for the crew--91.00.

*1600-The re-arming detail was called to re-arm the Oklahoma City but instead she sent over her helicopter to pick up the one box we had for her.

*2000-Movie Call on the mess decks. There was a western playing but I was not in the mood for it.

FRIDAY
22 July 66

- *0600-Reveille was held on board. We traveled north all night and are again in the southern Gulf of Tonkin with the carriers. Both are in sight but no attempt is being made to rendezvous with them. The weather remains to be nice and sunny with calm seas. No land is in sight.
- *0800-The chief and I held sick call which kept us going most of the morning. The deck force has been breaking out ammunitions for the carrier Oriskany which we will re-arm this afternoon.
- *1300-Rendezvous with the USS ORISKANY (CVA-34) and commence UNREP. Just like last time we had five stations on the port side sending over loads. Just about the entire crew were either on watch or manning one of the re-arming stations. Not like the last time we re-armed the carrier there was no sign that she was going to break away for plane launchings. There were no incidents or injuries even though we ~~delivered~~ delivered over 160 tons an hour. Only twice since we have been over here have we bettered that.
- *1500-Secure from re-arming and breakaway from the USS ORISKANY. The decks were again clear but not for long. The deck force began breaking out again the minute that we secured. We hit the carrier Ranger again tomorrow. I slept from 1700 to 1900.
- *2000-The movie tonite was another Western, "She Wore a Yellow Ribbon," starring John Wayne. It was a real oldie but a good movie.

SATURDAY
23 July 66

- *0230-Put six sutures in a badly smashed finger caught between two bombs.
- *0600-The chief came in and woke me up just as the Ranger was pulling alongside.
- *0615-Commence UNREP with the USS RANGER (CVA-61). The weather was partly cloudy ~~with rain and lightning off the starboard.~~ with rain and lightning off the starboard. The sea had moderate swells, but not large enough to make either ship roll. We had only four stations re-arming, the maximum the Ranger can take. Throughout the UNREP we were drenched with rain but this slowed the operations down very little. Our motto is the same as a mailman's. This is WAR!!
- *0700-Commence re-arming the USS HOLDER (DD-819) to starboard. She was only alongside for an hour to receive three inch shells for her turrets and new movie reels.
- *0800-Secure from re-arming the USS Holder on the starboard.
- *1000-Secure from re-arming and breakaway from the USS Ranger. The rest of the day was ours. No more ships until the morning. The chief and I spent all afternoon doing paperwork and secured pretty late. Then four other guys and myself locked ourselves in the sick bay office and had our own Mazama Jazz Festival playing the tapes of Joan Baez and Bob Dylan that I have. The Newport Jazz Festival is now in full swing back in the States.
- *2000-The movie tonite was the old version of Cleopatra. It was at least 25 years old, a real antique.

SUNDAY
24 July 66

- *0300-Rendezvous with the USS WHITE RIVER LSMR-536 and commence re-arming. We only had a couple of pallets of shells to give this rocket ship plus their first mail in three weeks. Both the Chief and I accidentally slept through this UNREP but it really didn't matter since there were no incidents or injuries. The sea was a little rough though which accounted for the time factor.
- *0400-Secure from re-arming the USS White River and breakaway.
- *0800-The Chief and I held sick call. It seems that ear infections and colds are back in the swing now. The ship received word that Typhoon Oro is headed our way so I spent the latter part of the morning securing medical spaces for rough weather.
- *1305-Rendezvous with the USS OKLAHOMA CITY (CLG-5) and commence UNREP. This was the first time we had unreped with this Light Guided Missile Cruiser, the new flagship of the Seventh Fleet. Judging from her flags her three star Admiral was not on board at the time though. We only had one station sending over ammunitions and mail. The skies were overcast and the sea a little choppy. The roll of both ships was minimal regardless. Like the other two cruisers we have re-armed since our deployment to the Pacific this cruiser appeared immaculate with her rust-less body and sun-bleached wooden decks. The tips of her five and three inch guns proved that they have not been idle. Black powder burns are hard to remove from the steel, being literally baked in.
 - Their brass band played through the entire Unrep taking a couple of minutes break in between instrumentals. On the signal bridge was a make-shift gym and volley ball net. They had halted a volley ball game the minute our first shot line had gone over, but throughout the Unrep a couple of men were seen exercising. From where I was standing it appeared that our men did a very poor job in sending over the ammunition; the worst display of coordination I have seen in a long time from the deck force.
- *1430-Secure from re-arming the USS Oklahoma City and breakaway. This being Sunday and since there were no more re-armings today a movie was shown on the mess decks, "Joy in The Morning". It was an excellent movie depicting the life of two young newly-weds struggling through college in the 1920's.
- *1700-The weather is now getting very bad with heavy rain and rough seas. The roll of the ship is noticeable.
- *2000-Movie Call on the mess decks. Saw "Father Goose", starring Cary Grant. Another excellent movie.

MONDAY
25 July 66

- *0230-Just like night before last I had to sew up a laceration on the right hand of one of the crew. It didn't bother me getting up this time because I wasn't asleep yet. The foul weather had me tossing and turning in my rack and I just couldn't seem to get comfortable enough to fall asleep. Funny-I had no problem falling asleep the second time around, after the minor operation.

MONDAY
25 July 66

- *0900-The chief and I held sick call as usual. Business was slow I think because the door of Sick Bay is located near the hatch that goes to the weather decks. The hatch was open for passage and it felt like the wind and rain was blowing through at 25 knots. So the Chief and I spent most of the morning marooned in the office. The deck force and break-out crews were not as lucky, for they had to breakout the ammunitions from the holds regardless of weather. The ship has been rolling quite a bit for the last few hours and it is almost impossible to walk a straight line. Also we have a list to port because of the tonnage of bombs building up on that side.
- *1300-The Chief and I held P.M. sick call. The weather seems to be getting worse with waves breaking over the forecandle. The spray is giving the entire ship a shower and hampering the guys working on the weather decks.
- *1600-Rendezvous with the USS ORISKANY (CVA-34) and commence re-arming. Both ships were rolling heavily because of the rough seas but despite this all five of our Rep stations were sending over without difficulty. The most credit goes to the winch operators who have to keep the loads from dipping into the water ~~###~~ and prevent the lines from becoming taut when the ships roll. It is really an art and takes a quick eye and quicker reflexes. The boys did a great job taking into consideration the weather.
- *1630-The USS CHAVALIER (DD803) came up on the starboard and hi-lined a Reserve Captain to us. He is the publisher of one of the large newspapers in San Francisco and is on active duty for two weeks. He's here for a two day visit.
- *1815-Secure from re-arming the USS Oriskany and breakaway. Most of the guys went down to the mess decks and had late dinner, while others took hot showers and immediately hit their racks.
- *2000-Movie Call on the mess decks. We saw "High Winds in Jamaica." Just before the movie started our XO brought the Reserve Captain down to the Enlisted Mess. He decided to stay and watch the flick with us despite protests of our Executive Officer. I think most of the guys respected him more for this because no one displayed animalistic tendencies as they ~~###~~ usually do during movies.

TUESDAY
26 July 66

- *0700-Rendezvous with the USS RANGER CVA-61 and commence Unrep. The sea remained to be rough but the rain had slackened considerably making the re-arming a little smoother than yesterday. The Reserve Captain was hi-lined to the carrier on an After station before any loads were sent over. The Unrep took up the entire morning involving no incidents or injuries. They did break away once briefly to launch two weather planes. I don't believe neither of the carriers have made air strikes on North Vietnam for the last two days because of the foul weather.
- *1130-Breakaway from the USS RANGER and secure. The Lone Ranger theme song was played as she pulled away.

TUESDAY
26 July 66

- *1700-The weather has improved much since last entry. The rain has stopped altogether and the clouds appear to be breaking. The decks are empty as we head South towards the Seventh Fleet Gunfire Support Group. The re-armings of ships are to be announced tomorrow.
- *2000-Watched "Gunpoint", starring Audrey Murphy on the mess decks. I went out on the weather decks afterwards for some fresh air. The sea was calm and the moon full. Things weren't so quiet though in the highlands of Vietnam to our starboard. ~~Flares and~~ Flares and gunplay lit up the sky. I hit my rack.

WEDNESDAY
27 July 66

- *0900-The Chief and I held our usual sick call. The weather was perfect; The sea was calm and even though the sun~~s~~ was beating down on the ship the air was still cool from the wet weather we have been having. To this hour no ships have sent their order for ammunition so most of the deck force has been put to work chipping and painting. We are heading south as yesterday about seven miles off the coast. Unlike the coastline of the northern part of South Vietnam, this stretch has hills instead of mountains. ~~It~~ It also has the only white sandy beaches we have seen.
- Finally the ship received an order from a destroyer.
- *1130-Rendezvous with the USS O'HARA (DD-889) And commence UNREP. This was first-timer for us. The destroyer had only been on Vietnam duty for one week and we could tell the crew was a little green. They handled the ammunition clumsily and slowly. Only ten loads were sent over.
- *1230-Secure from Re-arming the USS O'Hara and breakaway. The Chief and I then held P.M. Sick Call. The word was put out that no more ships were to be re-armed today. The Oriskany is scheduled again tomorrow so the breakout watch was set.
- *2000-Watched "That Darn Cat", on the mess decks starring Haley Mills. Great flick!!!

THURSDAY
28 July 66

- *0900-Again the ship had a port list because of all the bombs on deck. The weather again was clear and sea calm. Although our radar had the Oriskany on track we knew the re-arming would not take place ~~\$\$\$~~ at the scheduled 1000. The carrier was launching and landing aircraft about ten miles away. The pilots of the jets get a kick at buzzing us at a distance of 1000 yards sometimes. Today one in particular played the game. He's going to be surprised one of these days when his jet blast vibrations set off just one of our bombs and VA BOOM, we'll all end up in the "happy hunting grounds".
- *1500--Rendezvous with the USS ORISKANY (CVA-34) and commence re-arming. Today they rigged a station I didn't even know we had. By the time we finished the Mazama had sent over a total of 380 tons, 190 per hour and a new record for us. I think it was the smoothest Unrep we have had here in WestPac.
- *1700-Secure from re-arming the USS Oriskany and breakaway.

THURSDAY *2000-Saw "Secret Agent Fireball", on the mess decks.
28 July 66

FRIDAY *0800-We are up in the Gulf of Tonkin again. The sea is
29 July 66 calm and the weather nice. The decks are completely
 covered with ammunitions, which the breakout crews spent
 all night hoisting out of the holds.
 *0815-Rendezvous with the USS RANGER (CVA-61) and commence Unrep.
 The routine was just the same as always. The boys were
 sending loads over fast enough to keep the carrier's
 admiral staff satisfied and our Captain out of their hair.
 No injuries or incidents were reported.
 *0930-Commence sending over ammunitions to the USS HAMNER (DD-713)
 on the starboard. She recieved only ten loads whereas the
 Ranger took on 180 loads to the port at the same time.
 *1000-Secure from re-arming the USS Hamner.
 *1130-Secure from re-arming the USS Ranger and breakaway. This
 was the last carrier we are to Unrep this time on station#
 and I could tell most of the guys were relieved to see her
 steam off. We have passed more tonnage this time out than
 the first two trips. Tomorrow we will be down south again
 to re-arm the Gunfire Support Ships and then head for Subic
 Bay.
 *1300-The Chief and I held P.M. sick call and then called it
 quits for the day. We both hit the rack early because we
 re-arm a destroyer late tonite and one early tomorrow morning.
 *2345-Rendezvous with the USS BEALE (DDG-71) and commence Unrep.
 As all destroyers she came up on the starboard side. The moon
 was three-quarters in the clear night and the reflection in
 the water just about cut the destroyer in half. The water
 was calm and wind slight. We were about eight miles off the
 coast and every once and awhile we could see flares and
 gun-play in the mountains. From what I heard from one
 of the ship to ship phone talkers this destroyer has been
 on a busy schedule lately. We did give her an unusually
 large amount of shells.

SATURDAY *0130-Secure from re-arming the USS Beale and breakaway. The other
30 July 66 ship we were supposed to have this morning cancelled so the
 rest of the night is mine.
 *0630-The Chief came in and wake me up. The Pyro was coming alongside.
 *0645-Rendezvous with the USS PYRO (AE-24) and commence Unrep. Just
 as we had taken ammunitions off the Katmai 12 days ago, this
 AE was taking off our excess ammunition. She had left Subic
 two days ago. This AE is one of the more modern ammunition
 ships in the Navy with the automatic elevators, but us old
 timers take more pride in our work when we see where our
 muscle goes. The Mazama sent over about eighty loads of
 rocket motors and projectiles. No injuries or incidents.
 *0930-Secure from re-arming and breakaway from the USS Pyro.

SATURDAY
30 July 66

- *1230-Rendezvous with the USS ~~NEWELL~~ O'HARE (DD-889) and commence re-arming. Mazama sent over ten loads of pallets to this destroyer. We then hi-lined an officer from them for transfer to Subic. He's getting out of the Navy in three days. Lucky Guy!!! No incidents or injuries.
- *1330-Secure from re-arming and breakaway from the USS O'HARE.
- *1400-Rendezvous with the USS NEWELL (DD-322) and commence Unrep. We sent over a light-line and delivered some mail.
- *1430-Breakaway from the USS Newell.
- *2000-Rendezvous with the USS CLARION RIVER (LSMR-) and commence re-arming. The swells had built up during the afternoon and this little rocket ship was thrown about quite a bit while alongside. She recieved thirty loads of projectiles.
- *2200-Secure from Unrep and breakaway from the USS Clarion River.
- *2230-Rendezvous with the USS SAINT PAUL (CA-73) and commence Unrep. The station up forward sent her shells for her three and five inch guns while the station back aft took on her empty cartridges. Amidship there was a rock and roll band that played for us during the entire operations. It consisted of five enlisted and one officer who ~~was~~ played the trombone. Every song there was a different singer which kept everyone on both ships laughing. It started raining halfway through the Unrep but they just put on weatherr gear and kept playing. There were no injuries or incidents.

SUNDAY
31 July 66

- *0200-Secure from re-arming and breakaway from the USS St Paul. I had no trouble falling asleep tonite.
- *1030-Today is holiday routine so many of the guys slept in including myself. I did miss laymen church services though. The weather is still a little wet and the seas fairly rough. We are now heading forr Subic Bay where we will spend the next 20 days re-loading. Our decks are clear save five jet engines that we picked up from the Ranger to transfer to Subic for repairs. The Chief recieved word that his plane will leave ~~for~~ for the States on the 3rd of August, so he has to be in Manila Tuesday afternoon the day we pull in. Although his relief has not arrived this command is going to let him go. He is the happiest man on board and he makes no effort in trying to hide it.
- *1400-Movie on the mess decks. Saw "The Birds", an Alfred Hitchcock thriller that kept the guys who have not already seen it in deep suspense. Next we saw "Goliath, And the Sins of Babylon", one of those muscle, blood and gut movies. Fair!
- *2000-The weather is still a little rough with a constant drizzle of rain. Saw a western on the mess decks, "Town Tamer".

MONDAY
1 August 66

- *0800-The Chief and I hel sick call and then I turned to cleaning up the medical spaces. Nothing like making a good impression on the Chief's Relief. The weather has calmed down considerably and the sea is back to normal.
- *1300-The Chief held his last sick call on Board the Mazama.

TUESDAY
01 August 66

- *0800-Anchored in Subic Bay, P.I. Chief caught the first boat over.
- *1100-Ship pulled anchor and proceeded to the refueling piers.
- *1200-Anchored at the refueling piers. Word was passed that we would be here all night so I hopped into my liberty whites and got ready to leave the ship. On the quarter deck I met the Chief's relief as he was checking in. I gave him a quick rundown of the medical spaces and then left for the base. He was going off on liberty himself and Mike was going to stand the medical watch on board. I made the rounds at the Exchanges to see what new merchandise they had and then went into town for a couple of hours to sip a few and listen to some live music. The town hadn't changed any since I last saw it and the stench was as bad as ever.
- *2200-Caught a taxi back to the refueling piers where Mazama was docked.

WEDNESDAY
02 August 66

- *0600-Ship left the refueling piers and went into anchorage in the bay.
- *0830-The new first class Corpsman and I held sick call after muster and inspection. At the same time I showed him the Where's, What's and Why's of Mazama's medical department. It will be a while before he catches on to the routine since he came from a dispensary-like medical dept. on the Shang. Sometimes it seems like everything is done opposite to what it should be done like on this ship and this is where he will have the greatest difficulty.
- *1200-I had signed ~~up~~ up for the Mazama's Softball team while at at sea and today was to be the first practice. We left the ship and proceeded to the Special Service baseball diamond one of fifteen on the base. Our coach, a Chief Storekeeper, played each man at different positions for the next two hours. I found I played best at short stop. At 1500 as we were leaving another team from a destroyer challenged us to a game. We accepted the challenge and lost the game seven innings later 19 to 18. It was the most fun I have had in a hell of a long time. Even took my first steam bath at the gym.
- *1800-Caught a launch back to the Mazama and met the First ~~Class~~ Class on the quarterdeck as he was going on Liberty. All was quiet was the word so I hopped into my rack and counted sheep.

THURSDAY
03 August 66

- *0830-Held sick call and then got into the payline to receive my hardearned money, \$180.00. I had left some on the books the last two paydays to build up to this amount. We received our new pressure sterilizer about 1000 and the ship fitters went to work tearing out the old one and installing the new.
- *1200-Softball team left the ship on liberty launch for practice on the base. Originally it was a scheduled game but no-one showed up. At one time during practice it started pouring but that just cooled the field down where we liked it that much more. We played a game among ourselves then secured. I took another steam bath at the gym afterwards and also a body massage and rub down. That sure did relieve my sore and

aching muscles from the day before.

03 August 66 *1745-Caught a launch from fleet landing back to the ship. Again I was pretty tired so I hit the rack early.

#0830-Held sick call on board.

04 August 66 *0930-Caught a launch to the base to pick up medical supplies at the ~~####~~ hospital. I had the use of a truck with another buddy who was also picking up supplies. While his chits were being processed for issue we made a quick visit to the annex exchange. Next I went to the hobby shop to see if my amplifier had come in. To my surprise it had, so I bought it. This made my stereo complete. We then drove the sixteen miles to the hospital and picked up my supplies.

*1500-Caught the launch back to the ship during a torrential downpour and by the time I got back I was soaked. The 1st Class and I logged in the medical supplies and put them away in the storeroom. Even though #### it had been raining all ##### afternoon our softball game for ### tonite had not been walled off.

*1800-Caught a launch to float landing along with the rest of the team. When we arrived at the field the water was an inch deep and still rising. Neither us nor the other team would forfeit because of these conditions so we played in the mud. Special Services refused to issue us gear so we played with what we had. The game was a riot and we lost by five muddy points. No one had a stitch of dry clothing by the 3rd inning.

*2000-Caught a boat back to the ship, showered and hit the rack.

#0900-The ship pulled anchor and then anchored again about two

the ship pulled anchor and then anchored again about two hundred yards off the ammunition piers where the USS Vesuvius was being loaded. We are to load from barges. I spent all morning fooling around with my stereo components, and experimenting with the sound it produced. My total investment is 540.00. It will be ~~not~~ worth close to \$1,000. in the States if I ever HAVE to sell it.

*1800-The 1st Class was already on liberty but since Mike was going to stay on board I was definitely going to stay on board. I dug out my civilian clothes and left the ship in dungarees saying I was going to the gym to work out. I caught a bus to the base from the ammo piers and got into my civvies at the gym. It felt great to be dressed like a human being again. The last time was Hawaii. I spent all evening in the Oro Club.

#2330-Caught a bus back to the ammo piers. I changed back into my dung's on the way.

*2400-Caught a Mazama launch back to the ship.

*0900-Today we observe holiday routine which means no work. Ha\$

I attended laymen Catholic Services on board and then went and ate breakfast brunch.

#1100-I was called to #3 hold immediately for an accident. On examining the subject he appeared to have a fractured ankle and femur, Lt. I splinted the leg with traction and had him

SUNDAY (cont'd) put into a wire stretcher to be hauled up out of the
06 Aug 66 hold. After this was done the Captain's Gig was brought
alongside the starboard and the subject was lowered onto
it. The First Class gave him a shot of 50mg Demoral to
ease the pain. I rode the boat over to the Naval Magazine
Piers where an ambulance had been dispatched and was waiting.
I made the ride to the hospital although there were already
two corpsmen in the ambulance. On arrival at the emergency
receiving ward the subject was examined by a Filipino Intern
and a Navy doctor, and then he was sent for x-rays. They showed
the only had a fracture of the lower tibia, simple, but decided
to keep him for awhile. I caught a ride back to the piers in
a public works taxi with the stretchers in the trunk. I finally
made it back on the ship about ~~1700~~ 1900. My nice Sunday had
been ruined by this accident. After explaining to the
Executive Officer all that had gone on since I left the ship
I hit the rack for a nice peaceful nights sleep.

MONDAY *0830-After quarters the First Class and I held the usual sick
07 August 66 call. We were still anchored about 1000 yards out from the
ammunition piers and were taking on ammunition from the
barges. The weather has been foul all morning with no sign
of the sun. It rains about every thirty minutes. This doesn't
seem to interfere with the work of the Flips (Filipino/s)
because they are used to it. It is monsoon season when no day
goes by without rain. While in port these workers do most
of the loading and unloading so our guys can go on liberty.
The ship received it's new orders for the second half of the
cruise and our schedule looks pretty rough. We will only be in
port for five days during the month of September. Because of
this the Captain has granted the crew early liberty for the
remainder of the week starting at 1200 daily, so they can
get in as much relaxation as possible. Nice Guy!!
*1200-Liberty call went and the First Class took the first boat.
*1300-I held sick call and then spent the rest of the afternoon
cleaning up spaces and messing around. Nothing interesting
happened, except for the heavy rain.
*2000-Saw a Western on the mess decks before I retired for the night.

TUESDAY *0830-The First Class and I held sick call after muster and inspection.
08 August 66 We diagnosed three VD cases and started the routine treatment.
The total number for the cruise is 46 out a crew of 236. I
don't think we will get too many more because of the minimal
liberty time in the future. Outside, of course it rained and
showed no signs of ceasing.
*1200-Despite the rain many men still went on liberty.
*1300-With the First Class ashore I held sick call and then hit the
rack.
*2000-Watched the "String'in Maiden" on the mess decks. It was an
English comedy and very good.

WEDNESDAY *0800-Held sick call. The rain was still coming down strong.

10 August 66 The ship was taking on ammunition from three barges, two on the port side and one on the starboard.

*1300-The First Class went on liberty. I held PM sick call.

*1700-I waught the boat to Grande Island with ~~the~~ a couple of other fellows. This island is located right in the middle of the entrance to the bay and is strictly a rest and relaxation resort for servicemen only. It includes a golf course, swimming pool, night club, hotel, cottages, beaches, skin diving areas, baseball diamonds and a special services hut where equipment for just about any sport can be checked out. During WW-II this island was used as a fortress to protect the bay and the cement bunkers with guns are still in place. The guns will soon be moved to the Smithsonian Institute though. The dress is casual or just about anything you want to wear since no women are around. This is the place where men go to let off excess steam and still stay out of trouble. At night the club offers twenty-thirty very nice hostesses for dancing only and a band that plays fairly good music. Fightss are not uncommon here. The minor ones are usually just laughed off as good fun while the more serious offenders end up being thrown into the water by their buddies. No one ever gets into serious trouble. We all had a grand time that night dancing, drinking and playing the slot machines. The six of us had two Filipino hostesses which we shared between us for dancing the Frug, Jerk, Watusi, Fish, Fly (and toward the latter part of the evening, the Charleston). Our boat came to pick us up at 2300. One of the fellows wanted to swim the mile back to the ship and jumped in. We all jumped in after him and had one hell of a good time getting him back into the boat. We fimally made it back to the ship around midnight. Three of us had to carry the other three up the brow which wasn't easy at all. I had no trouble getting to sleep.

THURSDAY *0830-Didn't feel too good this morning. We held sick call as usual

11 August 66 and then I commenced to clean up the ~~operating room~~ ~~the shipfitters~~ finished installing our new 1000.000 autoclave yesterday and the place was a mess. The rain was sporadic all morning sometimes coming down in torrents and other times just a sprinkle. The men working on the weather decks are having a hard time keeping their uniforms dry and for this reason the colds are on the rise. Liberty call went at 1200 but the waves were too high and prevented launches from coming alongside. The first boat left around 1430 with a full load capacity of 60 men. As it was pulling away the rain came down in buckets. I know they enjoyed the twenty minute ride to the boat landing. It rained the rest of the afternoon and evening so I just read some magazines and wrote letters. The movie was a twenty year old Western about Jesse James. The only good part about it was what the audio was shot and we stuck two of the men up front to panomine the talking. Hilarious.

FRIDAY This morning was like the last ten including weather. I started
12 August 66 to go to the exchange around 1100 but discovered I had no
clean whites. The engineering officer dropped by and said they
would need a corpsman to go to their divisional party this
afternoon. I obliged and said I would.

*1230-About thirty of the men from engineering, two officers, a cook
and myself left for Grande Island where the party was to be
held. We were lucky because it was only sprinkling. Since
these parties are in short one big stag party and since they
come only twice a year for each division, ~~special services~~
special services tries to cater to the wants of the men and
not necessarily by Navy regulations. On arrival at Grande 14
cases of good American beer were bought along with one case of
~~Pepsi's~~ Pepsi's, and ~~it~~ it was not long before the party was
in full swing. Salty sea/sagas were being told by the old timers
and the short timers were bragging about the short number of
days they had left. The cook, Mike Crawford, and I took full
payment for the services we rendered-and it wasn't paid with
Pepsi's; By the time the hamburgers and hotdogs were ready the
men were pretty hungry, and they made no exceptions in letting
the cook know it in their own boisterous way. And then the rain
and winds came. The party was being held in carport-like building
that had no sides for protection against the elements in this
case. Thanks to the quick thinking of a couple of guys the food
was saved even though everything else was drenched, including
ourselves. An hour later everyone dug into the food like animals
their appetites having been increased even more by the rain. All
and all I only had to first aid once, put methiolate on a small
cut. Unlike the Operation Division party I went to last month
no sports were played-save swimming and horseshoes. Most of the
five hours were spent drinking and "shooting the bull." Finally at
1800 one of our launches came over to pick us up. It starting raining
the trip back but no one gave a hoot. I relieved the First Class
so he could go on liberty and then hit the rack for a good nights
sleep.

SATURDAY *0900-I took a boat to the Magazine Piers and then caught a ride to
13 August 66 the base. I spent all day making the rounds at the various exchanges
even though I had only \$5.00 to my name. Tomorrow we leave for four
weeks on station and I couldn't see spending this last day on the
ship. I had a big dinner at the EM Club before catching a ride in
~~one of our trucks~~ one of our trucks going back to the ship.

*2000-Saw "The Glory Guys" on the messdecks, another Western depicting
the life of the U.S. Cavalry fighting the Sioux Indians. Fair.

SUNDAY *0830-We held sick call. Yesterday we picked up a transit corpsman
14 August 66 who is going to the USS Constellation for duty. He will be
working in sick bay for five or six days. He is also a third class.
By 1000 we were still loading from barges on the port and still
had one yet to come from the Magazine piers. It rained all night
and is still raining now. I was told we probably would not
leave as scheduled because of the difficulty getting that last
barge to the ship in this foul weather. The swells were at least 5

SUNDAY (Cont'd) feet. At 1300 the ship pulled anchor and went to the
14 August 66 carrier piers about four miles away. Here the ammunition
was loaded on from trucks. Finally the ship made preparations
for getting underway at sea. All the Filipino workers were
hoarded off ~~the~~ the ship and all unsecured gear was tied down,
*2000-A Navy tug came alongside, ~~the~~ pulled us away from the pier and
turned us around. It then lead us through the channel using
its beacon lights as a guide. Once we passed the breakwaters
and ~~the~~ Grande Island the ship began to roll violently.
Itt was still raining and the swells were at least ten feet.
One month will pass before we see this bay again. I made rounds
of the medical spaces to make sure everything was tied down and
secured, before finally hitting my rack.

MONDAY
15 August *0830-After 12 solid days of rain you wouldn't believe what I saw
shining through my porthole this morning-right, sunshine.
After muster and inspection we had a General Quarters drill.
At my dressing station on the mess decks I had two mock casualties
to bandage up. The rest of the time I just sat and watched the
men fight make-believe fires and plug up non-existant holes
in waterlines and bulkheads. The whole drill ran about two hours
and secured just in time for us to hold sick call before noon meal.
The number of GC cases we picked up in port this time has risen to
13. Two more are to come in tomorrow morning for smears.
At 1200 it started raining again but the sea stayed fairly calm.
*1300-Held Nuclear Weapons attack drill. My station for this drill is
in the crews head supervising the decontamination of personnel
who have been exposed to the deadly radiation, and the first aid
and treatment of the injured. This is the first time the drill
has been held since we left the States, so everyone was a little
rusty on what ~~the~~ to do.
*1430-Held sick call and then commenced cleaning up one of our store-
rooms that I have been putting off for a few days. I think I removed
at least ten pounds of dust and dirt from bottles, shelves and the
deck.
*2000-Saw "Roustabout" starring Elvis Presley, on the mess decks. I have
never seen one of his movies yet that is worth the time I spend
watching it.

TUESDAY
16 August 66 *0830-Held another GQ drill as we did yesterday morning. At the
present the sun is shineing brightly but for how long I don't
know. The sea is fairly calm and the water a pretty blue. The
ship is heading on a more southerly course than we usually do when
first going on station. Because of ~~the~~ the recent increase of
bombings of the North there is no more Dixie and Yankee stations.
The entire coastline is now known as just Yankee Zone. For the
first time since we arrived in the South China Sea we will start
at the extreme southern tip of Viet Nam and make our sweep up
into the Gulf of Tonkin. Both the carriers of Dixie have been
moved North in the Tonkin with the two Yankee carriers. The only
ships we will have until we reach this area are the gunfire support

TUESDAY (Cont'd) groups ##### distributed along the entire coastline
16 August 66 of Viet Nam. Mazama should Unrep with the first carrier on Saturday. Our decks are now full as are our holds. We expect to pass more tonnage this time out than ever before. The three of us held sick call. Attendance was light.
*1300-We had another Nuclear Weapons Accident Drill which ran much smoother than the one we held yesterday. After we secured I spent the rest of the afternoon autoclaving syringes and surgical instruments we had used while in port.
*1600-I felt tired for some reason so I decided to take a short snoozer. I never woke up.

WEDNESDAY *0830-We held the usual sick call. The skies were clear and the air
17 August 66 had already started to warm up. The sea was fairly calm. On the port the coastline of South Viet Nam was barely visible, the mountainous wall running across the entire Western horizon. Now and then we received signal messages from the ships along coast as challenges. Each day there is a different challenge and reply code for all ships operating off this coast and if they don't coincide someone better watch out, for shells will come flying from everywhere. Ship after ship we gave the pass word as we steamed North and to the surprise of many of us none of them needed replenishing. I think things are pretty quiet down South nowadays with all the action in the Central and Northern areas.
*1300-We held PM sick call and then secured sick bay except for emergencies. The heat was unbearable even with our one fan going full and the portholes open. The breeze coming in must have been around 90°. At fourteen hundred the temperature was a sizzling 104° in the shade on the decks. I'm sure it was much warmer down in the engine rooms and laundry. Lucky we have a large supply of salt tablets to replace what our bodies lose from the excess sweating.
*2000-Movie was a modern Western but the mess decks were so hot, stuffy and sticky that I decided to read in the Ward instead. Went to sleep at taps.

THURSDAY *0830-Payday for the crew was held. I received a 3% pay increase
18 August 66 plus no taxes were taken out. The total came to 116.00, most of which I sent home. The day was again clear and the seas calm. The deck force commenced breaking out the ammunition that will be sent over to the Cruiser-St Paul. Towards noon the temp was steadily rising so we decided on another early secure of sick bay after sick call this afternoon.
*1500-The USCG POINT CYPRUS (CG-82326) came alongside and asked us for fresh vegetables and some frozen foods. This 100 ft craft is one of the twenty that patrol the coast of Viet Nam and the rivers that run inland. It had no heavy armor, only three 40 mm rapid fire machine guns, and I think, two torpedo launchers. We assumed from the pictures painted on the superstructure of this craft that it had sunk two junks and either wounded or captured 15-16 Viet Cong.

THURSDAY 18 August 66 *1530-Secure hiline to USCG Point Cyprus. We then picked up speed to meet the destroyer Pritchart.
*1630-Rendevouz with the WSS PRITCHART (DD-561) and commence Unrep. We sent over a dozen pallets of projectiles, plus a few boxes of flâet freight and a mail bag. The whole operation went over fairly smooth.

*1730-Secure from re-arming the USS Pritchart and ##### breakaway.

*2230-Rendevouz with the USS ST PAUL (CA-73) and commence UNREP. We had about sixty loads to send over plus mail and freight. Halfway through the Unrep their rock and roll band began playing popular music from the bridge. The singer who incidently is a second class Hospital Corpsman was something else and sounded much like Ray Charles . Close to mid night just as the last loads were being sent over both the St Paul and the Mazama had a close call. We both were steaming at around 12 knots when a Japanese cargo ship appeared from our starboard and started to cut into our path. It was impossible to change course as it would have endangered the lives of men on both ships when the wire lines ran out and snapped. So both ships cut engines to full reverse until we stood idle in the water. After the St Paul blew her fog horns eight or nine times the cargo ship must have realized what she was doing and steamed off from where she had come from. In the meantime all lines were secured and sent back to us. Many of the guys on the Mazama who had been sleeping when the horns started blowing thought we were being attacked and came running up the ladders in battle dress. Everyone was in a confused state for around five minutes until the word got around what had actually happened. It was a great show and had a front row seat.

FRIDAY 19 August 66 *0100-Breakaway from the USS Saint Paul. Hit the rack, after a hearty meal of ham and eggs.

*1000-I woke up when the heat started to get to me. I was perspiring like a water faucet. Because of the late Unrep last night I was allowed to sleep in.

*1030-A U-Boat came alongside from the USS ANAPOLIS (CR-), the only communication relay ship the Navy has, and picked up mail and two men who were to be transferred to destroyers located in the area. She left us a large stack of mimeographed news releases on the current happenings of the world during the last week since we have been at sea. No ships were scheduled for this afternoon so many guys got to catch up on the news including me.

*2000-The mess decks again were too hot for watching a movie so I broke out my radio and listened to the only station in English I could pick up-the communist Radio Peking in China. The propaganda they were broadcasting about the U.S. in VietNam was unbelievable. They also described ### all about the racial riots in the States and how the whites were killing hundreds of

FRIDAY (cont'd) Negro protesters. They did play one American rock and roll
20 August 66 song, now popular in the States, "The House of the Rising Sun". Some of the accusations were so proposterous that I'm going to tape a broadcast one night just for keep-sake. Went to sleep around 2300.

SATURDAY *0830-Held AM sick call. The deck force has begun to break out
20 August 66 the bombs for the Constellation tomorrow. Many of the transits will be hilled to this carrier also including the Third Class Corpsman who has been assisting Joe and I in sick call and house cleaning. The weather is much cooler today than it has been for the last few days, mainly because of the partly cloudy overcast. We are a little closer into land than before, about 12 miles. The mountains are clear. Sea is a little rough with 3-5 foot swells.

*1500-Rendevouz with the USS GREENE (DD-711) and commence Unrep. We sent over one pallet and their mail. Went smoothly without injury or incident.

*2000-Was a little cooler on the mess decks tonite so I sat down to watch Rick and Christine Nelson star in "Love and Kisses". I was called to sick bay right before the climax of the movie to sew up a lacerated hand. Put in 13 sutures.

*2200-Hit the rack. It was raining outside.

SUNDAY *0645-Woke up just as the USS CONSTELLATION (CVA-64) was coming
21 August 66 alongside, and got to my station just as the first loads were going over on the forward port side. There was a total of about fifteen loads per station to be sent over, mostly bombs and missile rockets with little freight. Four stations forward and two back aft were going. A helicopter from the Conny flew over to pick up around ten of the transits we had. It appeared that the carrier was preparing to launch a few planes after breakaway because they were being brought forward on the flight deck fully loaded with two in the launch ejector. All and all, the stations sent over everything very smoothly without injury or incident.

*0715-The USS AGERHOLM (DD-862) came alongside the starboard and recieved several loads of projectiles.

*0830-The Agerholm secured and broke away as another Destroyer was making it's approach to come alongside.

*0845-The USS SOUTHERLAND (DD-743) came alongside for Unrep. This ship recieved fewer projectiles for her guns but we had a great many boxes of fleet freight to give her. During the last couple of hours the swells had built up and on occasions they would bound over the side of the destroyer and soak the deck forces. We thought it was pretty funny and didn't the least bit try to conceal our feelings. They could hear our laughs even over the gears and motors of the winches. But whether they knew it or not we,

SUNDAY
21 August 66

men of the Mazama respect the crews of a destroyer and cruiser, far more than carrier or, even ourselves, because they are the Real Navy, true salts, fighting Men of War.

- *1000-Secure from re-arming the USS Constellation. She was making the final preparations for ~~launching~~ launching her planes as she broke away. Note: Recieved box of toys and letter from Barb.
- *1030-Secure from re-arming the USS SOUTHERLAND (DD-743) and break-away. The morning had been good to us with only a few cuts and scratches. The sun had been shineing all morning and a nice cool breeze was blowing in from the West. As soon as the decks had been swept and returned projectile pallets put into the holds, the deck force began to break out what the carrier Oriskany had ordered for tommorrow. It seems they always have a list a mile long for us to fill.
- *1300-Joe and I held sick call then started to catch up on some of the paperwork we have lettslip by us. We have many supplies that have to be ordered now because we will be in port only for five days next time in. It seems that we both suddenly realized at the same time that today was sunday and that holiday routine was being observed by those not on watch or breaking out ammo. We secured Sick Bay Office, putting off the paperwork until another day. Joe hit the rack and I went to the mess decks to watch a movie. It was a muscle flick starring Steve Reeves; And I would compare it's quality to that of one of Elvis Presley's. After the movie ended I too decided to get a little shut eye. It had begun to rain again and a nice cool humid breeze was blowing in the port of the Ward. Breaking out was still went at a steady pace.
- *2000-I woke for the second movie which was a Western. Typed a letter afterwards and hit the rack again.

MONDAY
22 August 66

- *0800-Rendevouz with the USS ORISKANY (CVA-34) and commence Unrep. This is the carrier we hate most to re-arm because they never seemed satisfied. One time our winches will be too slow for theirs to keep up with and another time we will send them over at a pace that their own crews cannot keep up with. Today though everyone seemed happy with the pace and the unrep went off fairly smooth. We sent over 240 tons of ammo and hi-lined one man to them.
- *0830-Rendevouz with the USS CHAVALIER (DD-803) and commence Unrep to the starboard. Mazama hi-lined the remainder of the transits save one man. Also transferred some fleet freight the Oriskany passed to us on the port.
- *1000-Secure from re-arming the USS CHAVALIER (DD-803).
- *1005-Secure from re-arming the USS Oriskany and breakaway. Joe and I held late sick call and then secured for lunch.
- *1300-We hald P.M. sick call and then started again on the work we had put off yesterday. I spent the afternoon in the Supply office just looking up stock numbers for the chits.
- *1900-Many of us were on the mess decks when the re-arming detail was called. It was an unscheduled Consolidation with another ammunition

MONDAY

22 August 66

ship, the Vesuvius (AE-15). It didn't take long for the Boatswain#s to set up the rigs.

*1930-Rendevouz with the USS VESUVIUS (AE-15) and commence Unrep. We sent her rocket motors to give to the carrier Roosevelt during an Unrep tomorrow. After that we were going to hi-line our last passenger, a Yeoman who was UA and missed the movement of the Vesuvius when it left Subic the day before us. But it was decided that conditions were not ideal for a night time transfer of personnel so it was put off until tomorrow.

*2000-Secure from re-arming and breakaway from the Vesuvius.

*2005-Movie was an Audrey Murphy Western, "Ride Clear of Pueblo". Audrey is ~~###~~ our hero and hardly anyone misses one of his movies. The mess decks were packed. ~~#####~~ I tried to get a station on the radio afterwards but the static was too bad. Hit the rack.

TUESDAY

23 August 66

*0830-After muster and inspection Joe and I held sick call as usual. The sicknesses were not out of the ordinary. This morning we had one athlete's foot, couple of ear infections, couple of heat rashes and one cut finger which required only a bandaid. After ~~#####~~ sick call we held a clinic at which time certain men came in for specific treatment. I removed one wart with a cauterizer, one ingrown fingernail and lanced a series of carbuncles during this period. It was close to noon before I finally secured sick bay for lunch.

*1300-Rendevouz with the USS VESUVIUS (AE-15) and commence Unrep. After all ammunition was sent over back aft, the Yeoman was lined to the Vesuvius. At the same time one of the Destroyer escorts to the carrier Roosevelt came alongside the star-board of the other AE to take on water.

*1415-Secure from ~~#####~~ consolidation with the Vesuvius and breakaway. The rest of the day was more or less free for the crew since we had no more ships today or tomorrow. The Captain took advantage of this and gave the junior officers a chance to command the ship. One by one they would try to bring the Mazama alongside Vesuvius who was still giving water to the "tin can". At times it was hilarious and other times frightening to see them make their mistakes. By late afternoon they all had the art of maneuvering Mazama down parr. We must have followed the Vesuvius for at least 70 or eighty miles. The sun set was very pretty tonight with clouds only at the spot where the fireball made its final decent on the horizon. The water was extremely calm and added to the show with its fiery red reflections. The air was cooler than usual. This is the time of day everyone enjoys the most when work is at a standstill and the peace and quiet prevails ~~#####~~, save the steady, vibrating beat of ~~###~~ Mazama's heart in the engine rooms.

TUESDAY *2000-Went to the mess decks for tonites movie, to find the place
23 August 66 packed. I could understand why because the flick was the new popular Western, "The Sons of Katie Elder", starring big John Wayne.

*2400-Finally hit the rack after losing two out of three games of chess to HM striker, Halverson.

WEDNESDAY *0800-It was announced at Quarters that field day would be held
24 August 66 in all spaces. So after sick call Joe and I set to work, he taking the Ward and myself cleaning the Operating Room and Sick Bay office. I got the rotten core of the apple because along with the cleaning I had to care for the sick call stragglers and the minor cuts and scratches. I finally finished around 1130 and secured for lunch.

*1300-While the deck forces began breaking out ammunitions for the Oriskany tomorrow the rest of the crew observed what is called Rope Yarn Sunday. Usually held on Wednesdays it is a day which a crew spends "repairs clothing and other personal gear," and dates back to the birth of the Navy. I stuck to the tradition by shining my shoes before jumping in my rack to read a Life magazine for the rest of the afternoon.

*2000-Movie tonite was a British comedy-spy story, "Masquerade". After the movie I read a little before going to sleep.

THURSDAY *0830-Joe and I held the routine sick call for the crew, treating
25 August 66 nothing more than an infected ear. The rest of the morning was wasted doing odds and ins that amounted to nothing.

*1330-Rendezvous with the USS ORISKANY (CVA-34) and commence UNREP. The men just didn't appear to be working as hard as they could have when the word got around the Oriskany had no mail for us. Mail is a big morale factor on board Mazama and always gives the men a boost of self determination and as a result-energy. It is not hard to see the difference. Loads were going over smoothly but slowly. I had two casualties, both smashed hands because of pure carelessness. About 1400 a helicopter came over from the USS Constellation and brought us two bags of mail. It wasn't long before loads were going over at a steady pace, the sooner they finished the sooner mail would be passed out.

*1415-Commence re-arming the USS BUCK (DD-) to the starboard. It only took seven pallets of shells to satisfy her appetite.

*1445-Secure from re-arming the USS Busk. These destroyers really impress me when they pull away from the ship. First the dark black smoke billows from the two stacks and as her screw picks up revolutions she just edges off at 25-30 knots leaving a green foamy trail in her wake.

Back on the port side five stations were still re-arming the carrier. A few of her planes were being brought forward on

THURSDAY
25 August 66

the flight deck, I guess to prepare for launchings. The two other carriers could be seen in the distant launching and landing their aircraft.

- *1500-Secure from re-arming the USS Oriskany and breakaway. It was later announced that figures showed we had sent 230 short tons of ammunition an hour, the best we have ever done. The crews recieved a well done from the Captain. After evening meal I slipped into my rack to shoot some Z's for a couple of hours.
- *2000-The movie tonight was not one for the weak hearted. It was Edgar Allen Poe's "The Haunted Palace", and was the cause for many finger nails being bit off. I stayed on the mess decks after the movie drinking coffee, eating crackers and listening to the old timers tell sea sagas.

FRIDAY
26 August 66

- *0800-I woke up just as the Roosevelt was coming alongside the port. For a minute I thought she was going to pass us up but she finally slowed down and kept our speed. Unlike all the other carriers we have re-armed since our arrival here in WestPac, the ~~USS ROOSEVELT~~ Roosevelt has all of her UNREP stations on the after part of her ~~starboard~~ starboard side.
- *0810-Commence UNREP with the USS ROOSEVELT (CVA-) to the port, The last time Mazama re-armed this carrier we were hit by her just forward of the superstructure. This happened during the summer of 1964 and resulted in the Mazama going to the repair yards for one month. Our crew held its breath this time. After two or three loads had been sent over the rain started coming down in buckets, but only slowed down the pperation slightly. We didn't have much in the first palce to send her and by the time the last load went over the rain had stopped and the sun had come out,
- *0930-Securee from re-arming the USS ROOSEVELT and breakaway. The deck force did a quick job of cleaning the weather decks up of shoreing boards and returnable pallets before securing for noon meal. No more ships were scheduled for the afternoon or tommorrow so work on board would probably consist of routine maintenance and upkeep.
- *1300-Held routine sick call. Nothing of importance happended during the afternoon. After chow I climbed in my rack and started reading and didn't quit until movie call.
- *2000-Movie tonite was one I had already seen but was just as funny. It was the multi-starred "Mad, Mad, Mad, Mad, World". It was close to midnight before the climax came and the movie ended. I also ended my day.

SATURDAY
27 August 66

SATURDAY *0800-Joe and I held the routine sick call. After that we just sat and read magazines waiting for something to happen. There were many things we could have done-miscellaneous paper work or stock inventory, but we just didn't feel up to it. To put it bluntly we were going to take the weekend off more or less. Of course there were no accidents during the morning and afternoon for they hardly ever happen when no one is working. Mazama was now heading South again along the coast about fifteen miles out. The sea was fairly calm, the sky clear and the air hot. The fan in the ward ~~####~~ went on the blink and it gets as hot as the devil in there during the day. The heat is almost unbearable at night, mainly for me because I sleep on a top rack. Although today was reserved strictly for ~~#####~~ gunfire support ships, none contacted us and as a result the day was "slack" for everyone. At 1700 I tried to sleep but it was too hot, so I went onto the office and wrote a couple of letters to relatives.

*2000-Movie tonight was "Circus World", starring John Wayne and Claudia Cardinale, and lasted a good four hours. Mazama will observe holiday routine tomorrow.

SUNDAY *0730-Well today began just like any other day, and I knew I would be in the rack again within two or three hours. Joe and Mike had already left ~~the~~ ward and I was in the shower. Since the ship is on water hours for conservation purposes personnel are only allowed twenty-five seconds water. I was all soaped down when Mike ran into the Ward and yelled "GQ" (general quarters), followed by Joe who just repeated. These two words mean trouble, either fire or attack, and I wasn't taking any chances of it being a drill (not on Sunday morning). Without drying I jumped into my dungarees and ran to my battle dressing station on the mess decks. I was met by serious faces and knew immediately that this was not a drill. Normally the men would have laughed at me because of my damp condition. It was not long before I found out what was happening. Mazama had been steaming north 12 miles off the coast of South VietNam when suddenly there were two explosions one ~~#####~~ hundred yards off ~~the~~ port fantail. No-one knows for sure ~~#####~~ whether they were caused by bombs, or projectiles fired from the shore, but a low flying aircraft was in the vicinity when the incident happened. Water had cascaded over 100 feet in the air and a slight concussion had hit the ship. I recall hearing a big thud just before the alarm was given but thought nothing of it; It was the familiar sound of a load of bombs being accidentally slammed on the deck by a careless winch operator. We held our battle stations until the ship was four more miles out from shore and began a parallel course again. It was finally decided and announced that the shells were eight inch howitzers and had come from shore.

SUNDAY
28 August 66

- one
Some, was a very good shot to come that close to the ship 12 miles out. This is the second such occurrence and hope the saying "Three strikes, your out" does not stand true. An hour later Joe and I were holding sick call, during which we heard at least two dozen different stories about the explosions. Seems like everyone saw it happen, even though half the ship was still asleep. By noon there were a couple of destroyers in the area to investigate but I don't believe they came up with anything.
- *1300-Holiday routine began and found most of the crew back in their racks, save the breakout crews who were taking ammunition from the holds for tomorrow's UNREP.
 - *1900-I was on the mess decks waiting for the movie to start when the word was passed over the PA system that we had turned around and would rendezvous with a destroyer who needed shells and powder badly. Soon thereafter the movie was started so it could be seen before the re-arming detail was set.
 - *2000-The re-arming detail was set and the movie was secured before even the first reel of "Sex and a Single Girl" was shown.
 - *2100-Rendezvous with the USS BEALLE (DD-471) and commence UNREP. A total of sixteen loads were sent over without injury or incident.
 - *2300-Secure from re-arming the USS Bealle and breakaway. It was too late to finish the movie so it was rescheduled to be seen Monday night. Hit the rack.

- MONDAY
29 August 66
- *0800-Rendezvous with the USS F.D. ROOSEVELT (CVA-42) and commence UNREP. All went slow because her winches could not keep the pace of ours. Mazama received eight bags of mail, I-two letters. As the last loads were going over to the carrier it began to rain and did not cease until we had broken away.
 - *1000-Secure from re-arming the USS Roosevelt and breakaway.
 - *1300-Joe and I held afternoon sick call and then "turned to" in cleaning up our spaces. The weather had cleared and the sea calmed down. No land was in sight, only carriers and destroyers.
 - *2000-Movie call on the mess decks. We saw "Sex and a Single Girl". It is by far one of the best shows we have seen since we left the States.

- TUESDAY
30 August 66
- *0830-Joe and I held routine sick call. Ear infections seem to be on the flare again with seven this morning.
 - *0900-Rendezvous with the USS PYRO (AE-24) and commence consolidations. Since we already had the ammunition we were going to send the Constellation this afternoon on port deck, and since she was to be the last carrier to UNREP this time out on station, we gave the Pyro many of the missiles and bombs we had left in our holds. Tomorrow we start our trek down to the southern tip of Vietnam re-arming gunfire support ships along the way. The Pyro, in return gave us a few pallets of projectiles and powder. Although her winches are hydraulic

TUESDAY
30 August 66

- and ours the old fashioned electric gear driven, we kept up to the pace with no trouble. She is one of the Navy's newer ammunition ships and has many conveniences we do not.
- *1000-Secure from consolidation with the USS Pyro and breakaway.
 - *1300-Rendezvous with the USS CONSTELLATION (CVA-64) and commence UNREP. The operation went smoothly with problems. We recieved only one bag of mail in which I again had two letters!!!!!! Joe and I sent two urine samples to the laboratory on this carrier for readings and advice on treatment of results. Two of our men had been having sharp low back pains at position of kidneys.
 - *1600-Secure from re-arming and breakaway from the USS Constellation. Mazama recieved a light message shortly thereafter concerning results of tests. These were two more men we could add to the list of those having VD.
 - *1700-Rendezvous with the USS POLLAX (AKS-4). We recieved three loads of supplies that had been ordered from this supply store ship.
 - *1720-Secure and breakaway from the USS POLLAX.
 - *1745-Rendezvous with the USS LUGRA (AF-55) and commence taking on stores. This ship is what is called a "reefer", and supplies other ships at sea with frozen foods and fresh vegetables. She is built similar to an AE but instead of standard holds, there are great ice boxes and freezers.
 - *1830-Secure and breakaway from the USS Lugra .
 - *2000-Movie on the mess decks was "Blood on the Arrow", another Western. Hit the rack.

WEDNESDAY *0830-Joe and I held routine sick call, and then he set out on his
31 August 66 weekly sanitation inspection leaving me to the paperwork.

- We were heading south about 15 miles off the coast, the sky was clear and the sea calm. Every so often we would have contact with patrol destroyers close into the coast but none needed ammunition enough to call an Unrep. Towards noon we recieved three radio messages from ships that required our services and re-armings were scheduled for this afternoon. The breakout crews began hauling the projectiles and powder out of the holds. Activity altogether on the ship picked up.
- *1610-Rendezvous with the USS HOLLISTER (DD-788) and commence Unrep. We sent this destroyer approximately 13 loads forward and aft.
 - *1700-Secure from re-arming and breakaway from USS Hollister.
 - *1830-It was just becoming dark when the second destroyer came alongside. Rendezvous with the USS BEALLE (DD-471) and commence Unrep. A total of ten loads were sent.
 - *1900-Secure from re-arming and breakaway.
 - *1910-Rendezvous with the USS KEYS (DD-787) and commence Unrep. There was a little trouble setting up the hook line on the destroyer, but otherwise the re-arming went without ~~any~~ difficulty. Ten loads were lifted and sent.
 - *2000-Secure from re-arming and breakaway from the USS KEYS.

WEDNESDAY
31 Aug 66

*2010-The projector was set up on the mess decks and we watched the movie "He Was called a Grizzly", starring Clint Walker. Afterwards I read a paperback until midnite at which time I had no problem falling asleep.

THURSDAY
1 September 66

*0800-The day started just a usual. I woke up too late for breakfast but in time to make muster and inspection. I haven't eaten breakfast in over two months. The day went by fairly slow withn nothing happening out of the routine. The number at sick call was minimal, and complaints minor. The weather remains to be surprisingly cool, I think because we are sailing against the coastal breezes, At this point two weeks ago the heat was almost unbearable, day and night.

*1700-Mazama recieved two more re-arming orders to take place later this evening. One was for a destroyer who had had to cancel a scheduled re-arming the last time we were down here.

*1900-Rendevouz with the USS OSBORNE (DD-846) and commence Unrep. The sea was becoming a bit more rough than earlier and caused the two ship to roll alightly. This was the first re-arming for this destroyer since it arrived in these waters and their crew was a little green. Twenty one loads were sent over fore and aft taking close to two full hours.

*2015-Secure from re-arming and breakaway from USS Osborne.

*2020-The projector was set up and we began to watch a movie on the mess decks when the re-arming detail was called again. The second ship was about to come alongside.

*2045-Rendevouz with the USS MULLINNIX (DL-944) and commence Unrep. This ship, a Destroyer Leader was much larger than the standard DD. She was built on the hull of a light cruiser and had the armament of a ship between the two classes. Her decks were loaded with spent projectile casings and it was said she had been firing on Viet Cong positions for four straight days and nights. One thing I can say for their crew, they knew how to handle the ammunition coming from us and got it off station faster then we could send it over. We sent over 1300 rounds of 3" and 5" projectiles and powder, and in return we recieved all of the empty brass. It was close to midnight before the the last loads were delivered.

*2345-Secure from re-arming and breakaway from the USS Mullinnix.

*2355-Ate a hearty meal of spam and eggs before retiring for the night.

FRIDAY
2 Sept 66

- *0800-Mazama reached the southern tip of VietNam early this morning and is now heading north again along the coast. As far as I know we have recieved no Unrep orders for today, the decks remaining clear and the deck force doing misc. maintenance. The temperature still remains to be surprisingly low, high 80's, compared to the heat wave we ran into last time in this area. I can easily understand why most of the fighting in VietNam goes on after sunset. We have not had foul weather for quite a while now ~~but we don't~~ mind as long as the temp is down. Today the sky is cloudless and the water is fairly calm. ~~While the water up along the northern coast and in the Gulf of Tonkin is a deep blue on clear sunny days, the sea down here is a light green under the same conditions. This is probably caused by the depth and difference in climate. Its good to have a change in colors once in a while even if it is just the water. I recall the water being the same color when we passed through the Carribean last February. I followed the same monotonous routine of holding sick call after noon meal and then set my mind to starting my HM2 courses. I'll go up for second class in February.~~
- *2000-Movie on the mess decks was "Give Me Sweden", starring Bob Hope, Tuesday Weld and Frankie Avolon. Bluntly-it stunk, but I sat through it for sanity sake, having nothing much better to do.

SATURDAY
3 September 66

- *0800-Beginning of another routine morning. The weather is much the same as yesterday except for being a little warmer now that we are traveling with the wind.
- *1300-Recieved radio message and Unrep scheduled for this afternoon. The Gunner's mates and the deck forces began breaking out the ammunition and setting them up on the starboard side.
- *1600-Rendezvous with the USS SAVAGE (DER-386) and commence Unrep. We sent this Destroyer Escortship around seven loads plus a few pallets of frozen food and gee-dunk.
- *1730-Secure from re-arming and breakaway from the USS Savage.
- *2000-Movie on the mess decks was "A House is Not a Home", starring Joan Blondell. I got so interested in the climax of a paper back that I did not go to sleep until 2:00/.

SUNDAY
4 September 66

- *0900-Mazama is observing holiday routine today being Sunday. I went to Catholic Lay Services and then crawled back into my rack to catch up on sleep.
- *1400-Saw the movie "Johnny Darke" starring TonyCurtis on the mess decks.

SUNDAY
4 Sept 66

- *1700-We are now going south again about twelve miles off the coast. The day has been very clear and warm. Six of the men set up their band instruments, drums and guitars with amplifiers, and had a jam session. The funniest part was where individuals got up to try their luck singing. All we would have needed to complete the humor were rotten eggs and tomatoes. Alas, there were none to be had.
- *1800-Another UNREP had been scheduled for tonight so the deck force began breaking out the pallets of projectiles and powder.
- *1900-Rendezvous with the USS HOLLISTER (DD-738) and commence re-arming. Ten loads were sent over in total.
- 2000- Secure from re-arming and breakaway from the USS Hollister.
- *2100-Rendezvous with the USS OZBOURNE (DD-846) and commence UNREP. From out of nowhere the clouds came and with them a slight sprinkle through the entire re-arming. The wind was blowing very hard making it hard to keep the hard hats on our heads. The swells grew to about six or seven feet and sent water over the fantail of the destroyer quite often.
- *2230-Secure from re-arming and breakaway from the USS Ozbourne. It was too late to start up the night movie since it would end close to midnight. Tomorrow is a regular workday.

MONDAY
5 September 66

- *0800-Happy Labor Day to everyone but men of the Mazama. Our Executive Officer decided to give us no slack because of this holiday. This brought about many grumps and grouches from the crew and also the memory of the biggest boner he pulled concerning holidays-he had the deck crews chipping and scraping paint on Easter Sunday on the way to P.I. Joe and I did little all morning and less in the afternoon.
- *1700-We got message for an UNREP with a destroyer soon and the breakout watch began lifting up the ammunition.
- *1900-Rendezvous with the USS PRITCHETT (DD651) and commence Unrep. We sent over about fourteen loads fore and aft and then took 500 rounds of empty brass to return to Subic. This was our last ship this time on station and we were happy to say the least. To our luck this DD had just come from Formosa, our next liberty port, and she gave us much to look forward to.
- *2000-Secure from re-arming the USS Pritchett and breakaway. Went down on the mess decks and watched an old time great, "To Hell and Back", starring Audley Murphy.

TUESDAY
6 September 66

- *0615-The Commanding Officer kept us in the combat zone (Hostile fire zone) for about five or six hours today to give us the six consecutive days in H.F.Z. making us eligible for the \$65.00 extra this month. We came out of the zone about six o'clock and I awoke to find we were well off the coast steaming north-destination Keelung, Taiwan.

TUESDAY *0800-I figured today was going to be a total loss as far as
6 September 66 working in sick bay office was concerned. The ship fitters
moved in to put new linoleum desk tops on our two desks.
Either Joe or I stuck around just in case someone got hurt
and needed out services, and we ended up holding sick call
in the Operating Room. Towards noon the heat was starting to
make work an uncomfortable procedure, ~~####~~ causing many men to
sneak to the cooler spaces and compartments of the ship. I
spent the afternoon sitting on the mess decks drinking coffee
and reading about a Port Arthur marine who wrote a diary
similar to mine and sent it home, only to get it published in
~~####~~ Argosy magazine after he was killed in combat.
On the weather decks all the booms were lowered for painting
preparations, the first time they've been down for five
months. It reminded me of our trip over. ~~####~~ No land in sight.
*2000-Movie tonite was held out on the after weather deck, port side.
It was "~~####~~ From Russia With Love", starring spy king-
James Bond (Sean Connery).

WEDNESDAY *0800-Day started out with a General Quarters Drill which lasted
7 September 66 until 0930. The rest of the morning I cleaned up the mess
the ship fitters had left yesterday and then held Field Day
on the S.B. Office space. The sea today was quite rough with
swells up to about ten to fifteen feet. The roll of the ship
was bad enough to tie all loose equipment down in the medical
spaces. The deck force spent the day chipping and painting
the booms and wire lines.
*1530-Mazama held a nuclear accident drill on board. Although we
have no nuclear war heads on board at the present we are
required, being an ammunition ship, to hold a simulated
drill annually. A dummy atomic bomb is dropped ~~####~~ on deck
and all men man pre-assigned stations, mine being at the de-
contamination showers. Four teams are sent to the site of
the accident to decontaminate the area and remove all danger
from the rest of the crew. They are then decontaminated at
my station. We secured from the drill at 1630 just as evening
meal was called down.
*2000-Saw "Harlow" on the weather deck, Port, starring Carroll
Baker. Hit the rack.

THURSDAY
8 September 66

*0730-I recall having a restless night caused mainly by the rough seas we were encountering, that I didn't get to sleep until very early this morning. At 0710 a Second Class Damage Control~~man~~ came into the Ward to wake us up and said one of us would be needed as ^{PART OF THE} rescue boat crew. It seems that during the night Mazama recieved an SOS distress call from the Lebanese freighter Universal Pride stating that she was on fire and in danger of sinking.

*0800-Just about all of our crew was out on the weather decks as the freighter came into view on the port side. There were also six or seven other ships, all merchants, standing by just in case. ^{THEY SAID} Military ships are the only vessels that carry power~~d~~ driven small craft for such rescue operations and since we were the only one in the immediate area we were the one who was going to take action. Joe and I opened up the Office and filled the first aid packs with all the equipment that would be needed to treat burns and fractures. These, along with a resuscitator and blankets were brought up to the Port cat-walk where preparations were being made to lower~~d~~ the motor whale boat, a small 26' craft. Our Captain then brought Mazama within five hundred yards of the Pride and had one of our officers ask in French if they were going to abandon. It appeared the fire had been brought under control but the damage was immense. The entire super structure had been razed along with the 3th and 4th holds, and was still smouldering. The swells were at least fifteen feet and every time one hit the ship, ~~it~~ it would roll tremendously, the water breaking over the decks. All holds forward seemed undamaged as did the last hold back aft. The crew ~~were~~ all standing near the semi-superstructure on the fantail. Whether they heard or understand our questions in French, we surely didn't understand or make out their answers. It would have been too dangerous to have gone any closer so our Captain decided to send the whale boat over to see of what help we could be. Mazama turned into the wind and the boat was dropped, and then we kept a distance of about 2000 yards and watched. After an hour we steamed out to rescue our whale boat. It's crew consisted of our Executive Officer, one 3rd Class Boatswain's mate~~s~~ who was Coxswain, and one Engineman~~s~~ and deck hand. They didn't want a corpsman this trip. We finally caught up with them about a mile up-wind of the Pride. The waves were so big that they had been able to move ^{only} in the direction against the wind for steering purposes. It was two hours of pure hell and confusion getting the whale boat back on board because of wind and swells. One of ~~the~~ crew dislocated a knuckle while another man on board Mazama slipped on the wet deck, ^{and} possibly fractured his pelvis. Later it appeared to be only a bad bruise ~~and~~ we put him in a rack regardless with ice packs. Meanwhile the whale boat was being thrown against the side of the ship, and began to take on a little water. Several times ^{the crew} ~~the crew~~ were hit by the hooks and knocked around in the boat. Finally the hooks were snapped in place

THURSDAY
8 September 66

and the boat hauled aboard by the winch. Miraculously the dislocated knuckle was the only serious injury save a couple of headaches and exposure to the elements. Every thirty minutes it seemed we would be caught in a downpour. The knuckle was reduced and his laceration sewed up. The Captain decided to try and get a life raft to them next. We came within 500 yards of their port side and lowered a raft along with our three EOD (Explosive Ordnance Demolition) frogmen. A line snapped though, and the raft was set adrift. The deck force broke out another raft, this time with reinforced lines, and it was thrown in the water, only to land upside down. The three divers finally set it upright ~~###~~, got in and let the wind carry them to the Universal Pride. Mazama slowly picked up speed and went after the drifting raft. ~~About~~ a mile from where the line had first parted we finally caught up, and after three unsuccessful tries finally got the raft aboard. This all took about an hour and by this time the raft with the divers was again in site about 150 yards off the bow of the Pride. We came alongside the raft and found they had only one of the seaman. The wind had carried them just short of the ship and this seaman seeing they were not going to make it jumped in and swam to the raft. He was completely exhausted by the time we got him on board. I lead him to sick bay where he was dried off and given some dry clothes. Joe gave him some whisky from the safe which the XO authorized and I got him some coffee and soup. He related that the Pride had caught on fire Tuesday night and got out of control on Wednesday when the SOS was sent out. It finally burned itself out last night. He ^{further} stated there were twenty three men left on the ship and that none were injured. He had not slept in five days so we put him in one of the Ward racks where he fell sound asleep in five minutes.

The Captain was going to try a new approach on getting a boat to the stranded ship. When Mazama failed to get close enough for a line to be shot over the three divers got into the water again and were going to swim a line over. Two swam and one followed in the raft. The wind and swells were too much to overcome and they made no headway. Both the Mazama and the Pride were drifting away pushed by the wind, faster than they could swim back. While they were swimming the Captain made another attempt to bring Mazama within shot-line distance of the Pride which is 250 feet. Finally a line reached the seaman on the Pride, who had left their shelter on the fantail and were now on the bow. A 1" Nylon line was passed to them and then another raft was thrown in, again landing wrong side up. The seaman pulled the raft over regardless and tried to no avail to right it themselves. Despite the yelling that was done from our fantail only two seaman got into the raft (which could have easily held ten), and were pulled back to the Mazama. They refused to go to Sick Bay before seeing the Captain. I later found out one was the Master (Captain) and the other a part owner in the shipping company. Meanwhile back on the fantail the line had snapped when the two ships drifted apart, but luckily the

THURSDAY
8 Sept 66

raft was at the Pride when this happened, giving them ~~#####~~ a means of abandoning if ~~#####~~ necessary. The Master of the Pride finally talked our Captain into taking the ship to tow to the nearest major port, convincing him at the same time that it would not sink just yet.

*1400-We made our first attempt at sending the towing cable over but failed. The whole procedure consisted of first getting a line over by shot gun, then work the size up to a $\frac{1}{2}$ " Nylon line, to a 2" Nylon line, to a five inch manila hawser line, which connected to the five inch wire towing cable, which weighed close to a couple of tons. Since the Pride had no electricity, her winches would not operate; so the twenty one seaman had to pull the small lines over by hand. By the time they got to the cable the two ships would have drifted too far apart and we would have to break.. The sea was not going to give us a ^{CHANGE} to succeed. The swells were getting larger and the rain was continuous. A couple of times it was hard to see a hundred yards distance. ~~#####~~ Attempts at taking the Universal Pride ^{in tow} failed all afternoon (three in total I believe), and it was not until the USS Neches (AO-55) came into sight that we made our last attemptt just before dark. Everything went over smoothly. The Captain kept Mazama about 100 yards off the bow of the Pride ~~###~~ although the sea was rougher than ever. When the seamen had finally gotten the hawser over, it was run back and connected to one of our winch drums to pull the towing cable over. The towing cable had already been sent over ~~###~~ turned around the bitts on the bow of the Pride and was starting back when Mazama recieved a message ~~#####~~ ~~#####~~ in Radio Central. In short it stated we were not authorized to tow foreign merchant ships except in dire emergency and if no other merchant ships are around to tow. I was standing one level below the Captain when he read the message and gave the word to break the tow. He was "Mad as the Devil". Since it was now dark and nothing else could be done until tomorrow, the three seamen were given berthing spaces in the Sick Bay ^{Ward} which meant I had to move out. I took a rack in Third division berthing compartment and after a shower, found myself sound asleep at 1930. Today had been just about the most exciting day since our arrival in the Pacific. No telling what to mmorrow has in store for us.

FRIDAY

9 September 66

- *0530-I woke up at reveille with the rest of third division and went up the the Ward to clean up and get dressed. The Seaman had already left and the compartment was empty except for the man who had injured his back yesterday. I decided to eat breakfast, afterwhich I went up on the forward weatherdeck to get a look at the Universal Pride still drifting hopelessly in the rough sea. The deck force had set up the two liferafts on the starboard side and filled one with emergency supplies-blankets, water, food, signal lights and one bottle of Aspirin (1000), etc. I saw the Executive Officer trying to convince the first Seaman we had recued to go back to the ship with the Master and First Mate, but he down right refused.
- *0900-The raft with the supplies ###, Master and First Mate was put into the water and pulled to the Pride by a line we had sent the stranded seaman twenty minutes earlier. The other raft was then put in the water with the lone seaman and set adrift for the freighter St Matthew to pick up. Our whole crew watched as the first two reached their ship ~~#####~~ and immediately have the supplies hauled aboard, and then the lone seaman drift for thirty minutes before the Mathew made her approach to pick him up. An hour later we picked up the two rafts (leaving one behind at the Pride), and started steaming West at 14 knots. Most of us thought we were still going to Taiwan but then it was announced that we had recieved a message this morning ordering Mazama to report back to the coast of VietNam for extended re-arming operations. Four or five Destroyers were said to be in desperate need of ammunition.
- *1300-I cleaned up the mess left from the excitement during the last two days and then Joe and I held sick call.
- *1400-The word was passed the rest of the day would be spent as holiday routine. The deck force began to put the booms back up and break out all the nets and wires as I made for my rack to sleep off the afternoon. The sea remained rough throughout the rest of the day and part of the night. The sky was overcast with a rain squall every now and then.
- *2000-The movie was a Westerner which I did not even bother to watch; Just wasn't in the mood.

SATURDAY

10 September 66

- *0800-Everything was back to normal this morning. Moral was low and moods bad because of ~~the~~ cancellation of Taiwan liberty, but most of the men took it in stride. We're used to getting "the shaft". We've only been at sea for 28 straight days. Joe and I held sick call and treated the usual complaints. The weather had cleared considerably and the water was now the familiar deep blue. The swells were down to one or two feet and the ships roll was barely noticeable.
- *1030-Land was sighted on the port bow and also a ship, the first destroyer we were to re-arm today.

SATURDAY
10 September 66

- *1100-Rendezvous with the USS BRADLY (DE-1041) and commence Unrep. This Destroyer ~~DE~~ Escort was real "doozy". She had only been put into commission a year ago and had all the latest modern features of a man'o war. Her paint job was immaculately ~~#####~~ clean and rustless. Her men handled the ammunition fairly swift also, something we ~~rarely~~ see even in the older destroyers. We sent over around fifteen loads and then recieved all the empty brass powder casings she had.
- *1230-Secure from re-arming and breakaway from the USS BRADLY.
- *1300-Joe and I held sick call immediately after evening meal.
- *1615-Rendezvous with the USS HOLLISTER (DD-788) and commence Unrep. We sent the destroyer twenty loads and then recieved all the empty brass. This destroyer must have been pretty busy during the last few days because we re-armed her only seven days ago.
- *1730-We were supposed to have another destroyer this evening so after the meal I ~~#####~~ hit my rack. Joe was going to wake me when the ship came. It never did.
- *2000-The movie tonite was "Marilyn". A memoir on the life of Marilyn Monroe. I was asleep dreaming of more pleasant things though.

SUNDAY
11 September 66

- *0800-Today is Sunday and holiday routine although we do have a couple of ships. Joe slept in, while I held sick call. It wasn't long before the re-arming detail went.
- *0900-Rendezvous with the USS OZBOURN (DD-846) and commence Unrep. It was a typical Sunday, clear sunny sky with a cool fresh breeze. A small brass band on the Ozzie played "Ole Susanna", "Bycicle Built For Two", and many other oldies. We sent over twenty loads and in return they gave us their ~~#####~~ empty brass.
- *1000-Secure from re-arming and breakaway from the USS Ozbourm. Afterwards I was in the office when Guy Crosby, a third class storekeeper from New Orleans came in and told me Mazama had just recieved a massage stating we were going to be back in the States by Christmas, and not early January. It wasn't long before the word got around, the smiles were everywhere.
- *1030-Went to Catholic ~~Day~~ Services in the crew's lounge.
- *1140-Rendezvous with the USS PRITCHETT (DD-651) and commence Unrep. We gave this destroyer all the 3" inch shells we had left in the holds, and some powder casings. She sent us her empty brass.
- *1145-Secure from re-arming and breakaway from the USS Pritchett.
- *1150-Saw the movie "Move Over Darling" starring ~~#####~~ James Garner, Doris Day and Polly Bergen. It was a riot. After evening meal I continued working on my 2nd class advancement course.
- *2000-The movie "What Happened to Baby Jane" was shown on the mess decks but I was not in the mood for it. Wrote a letter and hit the rack.

MONDAY

12 September 1966

*0800--Joe and I held the routine sick call. The decks are now all clear as we are enroute to Subic Bay. The weather has been partly cloudy with scattered brief rain squalls. Swells have been moderate. The deck force began chipping and scraping paint to prepare for our port visit. The day in short was slow and uneventful.

*2000--The movie held on the mess decks was "Diamond Head", filmed in Hawaii starring Charlilton Heston and Carol Baker.

TUESDAY

13 September 66

*0830--After sick call Joe and I spent most of the morning typing up consultations for men to be sent to the dispensary when we pull in port, and order chits for supplies to be picked up. The heat got pretty balmy towards noon and kept us out of the office the rest of the afternoon. I found a nice kool, out of the way spot on the fantail and read a few chapters of a paperback.

*2000--To the protest of many of the men, the movie held on the mess deck tonite was "Mediterranean Holiday", a travelogue narrated by Burl Ives. It was about 300 Swedish ^{Sailors} who sailed around the Med. on a three masted clipper, and the ports they visited. I enjoyed every minute of it.

WEDNESDAY

14 September

*0800--The sick call Joe and I held this morning was cut short by an all hands talk the Captain gave us on # 3 hatch. It concerned our past and present operations and accomplishments, and clarified our future schedule, and ports we would visit on our return trip to the States. He hopes to get Mazama and her men home by the 22nd of December which is fine and dandy with me. He also awarded commendations to the boat crew and divers for their dexterity in the recent Rescue and Salvage operations of the SS Universal Pride, and proposed similar commendations to be put in the Service Records of the entire crew.

*1300--Pay day was held for the crew on the mess decks, and as each man recieved his pay, I "zapped" him with an Influenza virus immunization. Joe did all the paper work. I ran out out of the vaccine with only thirty men to go including Joe and myself. Its funny how the men will go out of their way to be extra nice to you on the day shots are given.

*2000--The movie was "Move Over Darling", again so I went to the Sick Bay office and rigged up my FM-AM tuner for reception. The English spoken stations were very weak with much static but was finally satisfied to get Radio Peking in English, propaganda and all. Went to bed late. Many of the crew has channel fever.

THURSDAY

15 September 66

0800--The skies were clear and the sea calm as we edged into Subic Bay. The mountains as usual were capped with great grayish clouds. We stood idle for about thirty minutes before we finally made our way to the refueling piers. We moored at 0930, after 32 days at sea, consecutive. I went to the

THURSDAY
15 Sep 66

Foreign Exchange, the Dispensary and finally to ServMart. I got back to the ship in a taxi loaded with supplies for Sick Bay. Mazama was supposed to go out to anchorage later in the afternoon but our "Old Mar" must have went to the Administration building and put in a grip, for we had been at sea a long time, and taking boats to go on liberty is bad for the moral. We never got our Formosa liberty either. When I returned Joe immediately went on liberty. The word was passed we would stay moored overnight. One of my friends had bought a tape recorder similar to mine this morning so we began taping music from records played on my turntable and amplifier. We were so involved in recording we missed evening meal. Mail was passed out and I got four letters. Ally was well until.....

*1945-I had left sick bay to go down to the mess decks to get a coke when all of a sudden the whole ship shook. A few seconds later the word was passed for the Search & Rescue duty section to muster on the quarterdeck immediately. I ran to the Ward, got into my shoes, to sick bay to get my first aid bag, and then to the quarterdeck. The sky was lit up towards the bow of the ship. I was told a plane had crashed. The Officer of the Deck and myself made our way down the pier, out the gate and onto the highway. 300 yards down the road I met my first casualty-a bus driver. He had first degree burns over all his extremities, singed hair and a laceration over his right eye. I will never forget the way he looked at me as I put a pressure bandage over his eye. That was the limit to what I did. An ambulance arrived five minutes later and took him to the hospital. I made him comfortable until that time. I stuck around after that just to see what had happened, and pieced this story together. A British jet, part of a "good will" squadron also including three ships in the harbor, was attempting to make a landing at the Naval Air Station. On his first attempt the runway lights mysteriously lost power, and he had to make another pass. Just as he was passing over the base to make his approach, he switched fuel tanks, but lost power. Unable to get fuel to his jet engines and losing altitude fast he bailed out and landed on the base golf course. The jet at the same time crashed 300 yards from the Bay water line and skidded (parts of it) across the highway. One of the jet engines hit, and split in half a bus traveling along the road. The bus exploded when it went into the water, but the driver (only occupant) miraculously escaped with only the injuries I described. The pilot escaped injury also. Four fuel tanks were only five hundred yards away from the impact site, and Mazama was moored only 1000 yards in the path of the flight approach. Had the jet stayed in the air two seconds longer-BOOM! Mazama would have gone up in smoke and so would most of this base. That is our third close call since we arrived in May. When all had quieted down I went back to the ship and made a report to the OOD, and the Duty Watch Officer, then continued taping until late in the morning.

FRIDAY
16 Sept 66

*0700-Mazama got underway from the fuel piers and went into anchorage in the Bay with two other AE's, and the British ships. I caught the first boat over after sick call was held, and went to the exchange and bought another tape recorder. That makes \$400.00 I have invested in these machines now. I got back to the ship at 1500 after waiting two hours for boat transportation. Joe went on liberty, and BM3 Laing and myself spent the rest of the day and most of the night recording records. It rained all evening in cloudbursts. The first barge loaded with ammunition was brought alongside for the deck force and Filipino workers to unload. I went to sleep around 0200.

SATURDAY
17 Sept 66

*0800-I got up at 0630 and was able to get some breakfast before the ship pulled anchor and got underway for the carrier piers, where we are supposed to remain until we leave Subic to go back on station Friday-week. After we moored Joe and I held sick call and then he struck out on a 48 hour liberty pass. I agreed to stand by for him 'cause I had no plans of leaving the ship, just taping. I want to make sure I have an ample supply of good music next time we go on station. Laing and I took a break only for chow. The barge was brought alongside again and the deck force and Filipinos continued where they had left off. Loading is a around the clock procedure. Don went on Duty at 1930; I stayed up taping until 0300 in the morning. For some funny reason I have not felt tired.

SUNDAY
18 Sept 66

*0900-I got up and went to Catholic Church services held on board. At 1000 holiday routine went down and I resumed recording. Most of the day was spent doing the same, while outside the weather was much the same as yesterday-wind and rain. The deck force finished the first barge in the afternoon and began on the second one which a tug towed over from the ammunition piers. Joe returned from his 48 at 2400 in a more or less inebriated state. I hit the rack at 0100.

MONDAY
19 Sep 66

*0800-Joe and I held sick call. Liberty call went down at ten o'clock at which time Joe left and left me with the "con". Many of the guys spent their liberty hours on Grande Island today, taking advantage of good weather. I'm sure we will have quite a few 2nd degree sunburns to treat tomorrow. I spent most of the day as I have spent the last four, taping on my recorder from other tapes and records. I also have my ~~turntable~~ turntable set up, and will let anyone tape a record off it---if I like and want to tape it myself. No-one touches my equipment but myself though.. We had two of our men admitted to the hospital today, one with a broken left mandible and the other with a cerebral concussion. All were sustained in altercations while on liberty. At the present we also have four broken noses and six black eyes. The men really let loose this time in port. The Filipino "yard birds" are still off loading the second ammunition barge alongside the port. They work twenty four hours around the clock in shifts. There are about forty at a time on board, and I try to keep my distance from all of them. Their personal hygiene is almost nihil, and no telling what diseases many carry. Many work in their bare underwear, especially during the day when it gets hot and when it rains. They eat two meals a day which they bring themselves wrapped in newspaper, and it usually consists of cooked rice and raw fish. By the time we leave port the decks smell like a fertilizer factory. Sometimes when we have some food left over after meals that cannot be saved for future use the cooks will pass it out among the workers. They actually fight each other to get their share. Of the total number aboard at one time I can usually find at least twenty sleeping, in some of the most precarious places. They seem to be comfortable and contented in some of the most awkward positions. The Navy does not hire them directly but contracts a company which more or less leases their limited services in gross. The contractor pays their wages which I do not think are more than one or two dollars apiece, a day. They receive no benefits from the U.S. Government whatsoever. For our protection we have certain toilet areas roped off for their use only, which is guarded by a Watch to see that this is enforced. They are not allowed anywhere below decks save the latter.

I stayed up until 0100 taping and then hit my rack.

TUESDAY
20 Sep 66

*0900-After sick call I caught a taxi to the USS Castor, a supply ship, to pick up supplies. I got a ride back to the ship in one of our trucks already there. Twenty minutes later I made another ship to the same ship, and then went and had dinner in the base. I went to the hospital to check on our men, and find out about another one who they are admitting this afternoon. He has psychiatric problems. I came back to the ship and tapes the rest of the day. The latest word is that we might leave tomorrow night because there is a carrier on the line that needs some rocket motors we carry.. We originally were not scheduled to leave until Friday morning. I decided to stay up tonight and tape some radio broadcasts from the Armed Forces station here in Subic.

WEDNESDAY
21 Sep 66

- *0600-I put the mattress from the Operating Room table on the desk in the sick bay office and spent the night there taping the radio station. I had to get up every hour and one half to change the tape over on the other side. I think it will be worth all the trouble I took once we get at sea. The last barge was brought alongside the port side and the Filipinos began unloading it supervised by our men. Last night one of the carriers sent us a message stating they needed a certain type of ordnance, and that we would have to leave early---tonight. I drew some blood from some of the guys who had tests scheduled tomorrow, and brought them to the Dispensary. I also picked up some supplies at the ship Castor, which just arrived from Japan. I was on my own most of the morning doing odds and ends, driving one of Mazama's three vehicles which I had luckily gotten the keys to.. I was more than extra careful driving since I don't have a Navy's Driver's License, and would be hung if stopped.
- *1400-I got back to the ship just as the barge was being towed away by a tug. The rest of the afternoon was spent preparing ##### to gett underway tonight. I did my part by securing the medical equipment for sea, although there were no signs of bad weather.
- *1800-The Jack was raised by myself, a sign that a ship is under its own power and underway. It was just turning dark as we passed through the channel between Grande Island and the mountains that protect the bay, and hit the open sea. The ship had a gentle roll that, along with the fatigue and exhaustion I have built up over the last five days, put me to sleep at 2000. Today before we left the Operations Dept, of which I am a part, last two of our Officers who have been transferred back to the States to new Commands, and recieved in their place a boot Ensign and a tough looking Lieutenant. We also picked up several transits for transfer at sea to other ships.

THURSDAY
22 Sep 66

- *0800-I woke up at 0630 this morning with the sun shining in my face through the port hole. The sky was clear from horizon to horizon and the water a deep kool blue. The roll of the ship was slight but noticeable. After muster Joe and I held sick call, and then began to catch up with all the paperwork we let slide while in port. All the supplies we had procured had to be put on the books, and treatments entered in health records.
- *1200-Since we are only 43 days from our scheduled trip home, I went to the fantail to soak up a little sunshine and listen to the world newscast on short wave. A tan in the middle of New England's winter will be nice. At 1300 I repacked all my stereo components, and put them in the storeroom, save one of the taperecorders and my new transistor radio. The salty air is bad for the internal parts I figure.
- *1700-I decided to take a short afternooner, and then get up a 2000 to do paperwork and write a few letters. I must have been more tired than I assumed, because I never woke up.

FRIDAY
23 Sep 66

- *0700-I woke to the words, "Get up mattress back", spoken by Joe. I had slept 14 straight hours without interruption. The weather was much the same as yesterday's, except the water was calm as glass, and made everything seem so peaceful. The only signs of life save the "animals" on this ship, were the schools of flying fish that would skim the smooth water in the path of the ship leaving small wakes. These fish do not actually fly, but glide in the wind using their tails for propulsion. There was also one sole bird, a land lubber I'm sure which seemed unable to catch up with the ship no matter how hard it tried. Since we are a good five hundred miles from land I guess he had been with us ever since we left Subic. The morning was routine.
- *1200-I again "worshipped" the sun, a little too long I feel because I'm burning now. We left Sick Bay closed during the afternoon while I held field day on the Medical spaces. This evening a couple of the other men and myself sat with a few boots which we are carrying to the aircraft carrier Oriskany. We told them a few sea stories with much exaggeration, that kept their eyes open and mouths gapping. Although I myself have only been a true sailor for one year, I consider myself somewhat a salt.
- *2000-I watched the movie "The Dream Maker" on the mess decks. It was British and the first flick I have seen in over a week.
- *2315-Rendezvous with the USS MOUNT BAKER (AE-4) and commence consolation. We gave this ammunition ship the rocket missiles the Constellation needed desperately, the cause of our leaving early.

SATURDAY
~~23 Sep 66~~
24 Sep 66

- *0100-Secure from re-arming the USS Baker and breakaway. Ham and eggs were served on the mess decks. I ate and then hit the rack.
- *0630-I woke up to find the sky heavily overcast and dark. By 0730 it was raining.
- *0900-Rendezvous with the USS ST PAUL (CA-73) and commence UNREP. As usual her band played the good popular rock 'n Roll music, but was rained out halfway through the re-arming. They have added an electric piano since we last re-armed them. We sent this cruiser over 75 loads total.
- *1130-Secured from re-arming and breakaway from the USS St Paul and secure.
- *1300-After the decks were cleared, holiday routine was called down. Tomorrow we begin to break out for the carriers and Monday's Unreps, so they let us relax today. Don Laing brought down his recorder and we spent much of the afternoon taping. Tonight I caught up on much of my letter writing, and missed the movie. Went to bed at 2000.

SUNDAY
25 Sep 66

- *0800-Joe and I held sick call, and then secured for church services. The weather was perfect for a Sunday.
- *1300-The crew began breaking out Ordnance from the holds. We have two carriers tomorrow and are supposed to pass more ordnance tonnage than we ever have before. I spent the afternoon doing miscellaneous paperwork in Sick Bay.

SUNDAY (cont'd)

25 Sep 66 *2000-Watched the movie "Zulu" on the mess decks. It was a British patriot movie on how 100 British soldiers defended a small missionary outpost in Africa in 1897. It lasted three and one half hours. I hit the rack at 2400.

MONDAY

26 Sep 66

*0700-I got up just as the carrier was coming alongside.

*0705-Rendezvous with the USS ORISKANY (CVA-34) and commence UNREP. We sent over 376 tons of ordnance at a rate of 188 tons and hour. The weather was nice and sunny, the air very cool.

*1100-Secure from re-arming the USS Oriskany and breakaway. The deck force immediately began breaking out for the Constellation's Unrep this afternoon. Some was already on the decks but the majority of tonnage had to be broken out within the next four hours. At noon I did a little sunbathing.

*1330-After Joe and I held sick call, I roamed around the decks to make sure the men were keeping to the safety rules, mainly the wearing of hard hats and hard-toe shoes.

*1600-Rendezvous with the USS CONSTELLATION (CVA-64) and commence UNREP. The first line that was shot over hit one of my men in the face, shattering his glasses. He was lucky only to get a small laceration on the bridge of the nose and a black eye. The "Connie's" band played music for about 15 minutes and then secured. Most of the loads went over without any complications. The tonnage was 425 total.

*1900-Secure from re-arming the USS Constellation and breakaway.

*2000-The movie tonite was the popular spy thriller "Our Man Flint". Almost the entire crew was there to see it. I went to bed at 2330.

TUESDAY
27 Sep 66

*0800-I woke up at 0700 this morning and had showered and shaved by the time muster and inspection went down. Because we transferred a record for tonnage in one day, yesterday, the crew was given holiday routine beginning at 1000. Then Mazama recieved a message stating the Mount Baker needed some of our ammunition to transfer to another carrier, so an Unrep was scheduled for the afternoon. The weather was perfect. The warm sun was not challenged by any clouds, and the water was very calm, deep blue in color. The temperature was in the mid-eighties and a cool summer breeze was blowing all morning and afternoon from the West.

*1300-A movie was started on the messdecks. It was the "Carpetbaggers", a flick I had seen twice already, but enjoyed watching the third time. At 1500 before the movie had ended, re-arming detail was called and the movie was secured until tonite.

*1500-Rendezvous with the USS MT BAKER (AE-4) and commence consolidation. We sent over approximately 55 loads on three stations. After this we hi-lined three transits which have been with us since Subic.

*1630-Secured from consolidation with USS Baker and breakaway. After chow the rest of the movie "Carpetbaggers" was shown, and then the regular night movie was started. It was a western "Four Guns To The Border". Afterwards I went up on the weather deck to find the air very cool and the moon full in a clear sky. Its reflection on the water reminded me of a certain place in Pensacola, Florida. I hit my rack at midnight.

WEDNESDAY
28 Sep 66

*0700-I got up in time to eat breakfast and still make muster and inspection. Joe and I held sick call and then were called to a simulated General Quarters drill. For the first time since January the four guns of Mazama were fired. They were aimed at a barrell that had been dropped in the water. At 1000 yards no direct hits were scored, but the explosions were close enough to sink the barrell from concussion. Another barrell was thrown in and fired upon by many of the men with a M-1 rifle, one at a time. This barrell finally sunk after two hours, it not being hit many times because the movement of the ship made aiming difficult and the sea kept the barrell bobbing. At 1100 the ship was secured from GQ and noon meal was served. After chow I soaked up a little sunshine, and then at 1300 held sick call along with Joe.

*1500-We had another General Quarters drill, this time a simulated biological attack. All Joe and I had to do was hand out Agar culture plates to the investigating teams, and simulate testing them for deadly micro-organisms. Secured the drill at 1700. The sunset was the prettiest I have seen to this day. The sun was one big red ball of fire that lit up the horizon a bright orange, as it dipped into the sea. We sighted no land nor ships the entire day. ~~Unusual!!~~ Unusual!!

*2000-The movie tonight was "Promise Her Anything", a good British comedy that kept most of the men rolling in laughter.

THURSDAY
29 Sep 66

- *0800--Joe and I held sick call for the crew. Last night Mazama recieved a message stating the Oriskany needed some ammunition for an immediate airstrike, so an Unrep was scheduled for the morning. The deck force was awakened early and began to break out bombs and missiles for the carrier. The weather was nice, sunshine and calm seas.
- *1100--Rendezvous with the USS ORISKANY (CVA-34) and commence Unrep. She came along right after the crew had had early noon chow. We sent her approximately 20 loads from each of the four stations. I had some tests to send over to the laboratory on this carrier and barely got them over on one of the last loads, the results to be sent back later by radio message.
- *1200--Breakaway from the USS Oriskany and secure the re-arming detail. We have seen land only once this time out and that was when we rendezvoused with the Mt Baker two days ago. After the Oriskany today we turned around and headed South I think. Sighting no land for so long means we have been in the Gulf of Tonkin all this time. As we steamed South to rendezvous with the Mt Baker again I sighted a total of eighteen ships of various types, the most I have seen at one time since we arrived in the Pacific. There was one cruiser, one oiler, twelve destroyers, and one ammunition ship other than ourselves, making up, more or less a small task force.
- *1400--Rendezvous with the USS MT BAKER (AE-4) and commence consolidation. She gave us quite a bit of ordnance that she wasn't going to take back to Subic when she leaves tomorrow.
- *1530--Secure from Consolidation with USS Mt Baker and breakaway. The deck force began to put the ammunition back into the holds and at the same time break out the requirements for tomorrow's Unrep with the Constellation. I took a short afternooner until 1830. At 1900 SK3 Crosby from New Orleans came to sick bay office with a slide projector he had just bought ~~##~~ from the ship's store this morning. Today was payday, and I drew \$65.00. I have also a \$100.00 a month allotment going home for safekeeping. Crosby showed all the slides I have taken so far of this cruise. Later in the evening BM3 Don Laing from New Jersey asked if he could write some letters in the peace and quiet of the office. I agreed and did ~~###~~ the same.....

FRIDAY
30 Sep 66

- *0800--Joe and I held Sick Call and then started work on ordering medical supplies. The first quarter of this fiscal year ends tonight and we still have \$130.00 on the books to spend. We are only allotted \$275.00 a quarter. At 1200 I went out and got a little more sunshine. At 1300 we held a short sick call.
- *1400--Rendezvous with the USS CONSTELLATION (CVA-64) and commence UNREP. The deck force had been breaking out all night and had close to 400 tons on the decks for transfer. Re-arming went without difficulty and injury, and took us close to two hours before the last load went over. It averaged out to 198 tons an hour, pretty good for us. The weather was again perfect today with few clouds. We are still in the Tonkin.

FRIDAY (cont'd)

30 Sep 66 *1600-Secure from re-arming the USS Constellation and breakaway.

I hit my rack and slept until 1900.

*2000-Movie tonight on the mess decks was "Ensign Pulver", the continuation of the popular movie "Mr. Roberts". All the guys laughed at me because the two palm trees I brought on this cruise with me, and which were allegedly thrown over, were nick-named Pulver I & II. Hit my rack after writing a letter to my hometown newspaper.

SATURDAY
1 Oct 66

*0800-Joe and I held Sick Call and then continued working on medical supply chits. We are backdating them for last month. As of today we, the men of the Mazama can rightly say we are leaving this war next month, on the fourth of November. Only 33 days until we leave the Pacific and 80 until we arrive home in the States. The weather today was nice and the sea calm. There were no ships to be seen most of the day in any direction. At noon I went up on the forcastle and listened to the world news on short wave, and at the same time took in a little sun. Much of the tension over the VietNam crises seems to be breaking up to me. The deck force has been breaking out all night and morning and still has much to go. I typed up chits all afternoon.

*1800-Rendezvous with the USS CORAL SEA (CVA - 42) and commence UNREP. This was the first time we have re-armed this carrier since we arrived in the Pacific. She is the conventional type attack carrier with similar squadrons of fighter jets and jet bombers as the others. Her band played throughout the entire Unrep.

*1900-The Destroyer USS PERKINS (DD-877) came alongside the starboard and we transferred three tanks of carbonated water which the Coral Sea had just sent to us.

*1930-Secure the detail with the USS Perkins. She broke away.

*1945-Secure from re-arming the USS Coral Sea and breakaway. Mail call went down and I recieved two letters and a newspaper. I hit the rack at 2200. We re-arm the carrier Roosevelt early in the morning.

SUNDAY
2 Oct 66

*0355-Rendezvous with the USS ROOSEVELT (CVA-43) and commence UNREP.

*0400-I was awakened as the shot lines were being fired from the Roosevelt. It was still dark as the first loads went over and stayed that way until just before breakaway. We sent over 40 loads per station-five stations. To the surprise of all of us we recieved four bags of mail. I didn't get any letters though.

*0630-Secure from re-arming the USS Roosevelt and breakaway.

I stayed up for breakfast, sick call and Lay church services and then got back into my rack. Holiday routine went down at 1000. I slept until 1500. Many of the crew were sleeping, others writing letters, "shooting the bull", and still others listening to tapes and records. When this day comes we all make the best of it. It is the reward for a hard weeks work. I went into the Crew's lounge and listened to Joan Baez's tapes for a couple of hours. I have the original tape of her folk singing and have let many of the men record it on their own tape.

SUNDAY
2 Oct 66

*1700-I hit the rack again and slept until 2100, too late to catch the beginning of tonights movie. I missed the one at 1400 also. I went to the Sick Bay office and read until taps. Shortly after 2200 there was a fire in the Deck Office, but was out by the time the fire party got there. I hit my rack at midnight. No ships scheduled tomorrow except on destroyer.

MONDAY.
3 Oct 66

*0800-After muster and inspection Joe and I held sick call. It was not long before the re-arming detail was called.
*0845-Rendezvous with the USS HULL (DD-945) and commence UNREP. This Destroyer had come up unexpectedly, but it was not too much trouble for the deck force to break out the required ordnance.
*0930-Secure from re-arming the USS Hull and breakaway. Well, today is a happy day for me in two ways. One--Mike, our medical striker, returned from three months mess cooking today and is now working back in sick bay. That is a load off my back because all the upkeep of the medical spaces had to be done by the one and only--me. And secondly--the two patients we had in Sick Bay Ward were discharged. One had been on quarantine for a bad venereal disease scare, and the other had a minor genital contusion sustained in a fight on board. I had them both hold field day in the Ward before they left, and had Mike at the same time turn to in the Operating Room. These took up my time the rest of the morning. After noon chow and a little more sunshine, Joe and I held after-noon sick call. I spent the remainder of the afternoon doing paper work on the Health Records. It rained about 1700 for about twenty minutes. Mazama is still in the Gulf Of Tonkin with no sight of land. Tonight instead of watching the movie I stayed in Sick Bay and wrote a few letters, and then wrapped some wedding gifts that I am going to send home the next time we pull into port. I secured Sick Bay Office and hit the rack around midnight.

TUESDAY
4 Oct 66

*0645-Rendezvous with the USS CORAL SEA (CVA-42) and commence UNREP. I woke up as the shotlines were being fired from the carrier, got dressed and went to my station. Mazama ~~was~~ originally was to have re-armed the USS Roosevelt this morning, but she lost one of her screws and had to go to Japan to get a new one put on in dry dock. This is why we did not get any mail today. The Coral Sea transferred it to the "Rosy" yesterday. We were all disappointed. The re-arming went along at a steady rate without any complications. Because of the way this carrier is built we had only four stations sending over loads which totaled to 100 tons. There were no injuries. At one time it began to sprinkle but soon after the sun came out and the clouds dissipated.
*0930-Secure from re-arming the USS Coral Sea and breakaway. The rest of the day I ran from one minor job to another, and then secured at noon. I ate one of the best meals the galley had prepared in a long time, and then went out on the decks and listened to the world news on my short wave radio. After sick call I typed some papers, and then Joe and I secured the office so Mike could hold field day.
*1700-One of the men came in and woke me up, stating he had cut himself on a piece of metal. An hour later he changed his story to that he was cut by a knife while horsing around with another man. We are going to transfer him tomorrow to the carrier Oriskany because of possible nerve, tendon damage to the finger. I sewed up the finger for the meantime with temporary sutures. The men seem to be getting restless here of late causing a rash of accidents. This was the seventh serious one since Friday.

TUESDAY
4 Oct 66

*2009-Watched the movie "Sunday in New York", which was worth a barrel of laughs. The deck force began to break out ordnance for the Oriskany. I stayed in the office until 2400 and wrote some post cards to friends and relatives.

WEDNESDAY
5 Oct 66

*0700-Joe and I got up, mustered on station and then went to our re-arming stations. The carrier Oriskany was supposed to rendezvous with us at 0730 for an Unrep. All the ordnance had been broken out and all stations were manned when the word was passed that the re-arming had been called off until 1030. Joe and I returned to sick bay and proceeded to hold sick call for the crew. At 0900 the detail was called again, this time the carrier being in sight of Mazama one mile off the port bow. But soon thereafter the detail was secured again, put off until 1300 this afternoon. I typed up a consult for the man we were going to send over by hi-line, and gave him instructions on what clothes to wear and what to bring just in case the doctors wanted to keep him.

*1300-Rendezvous with the USS ORISKANY (CVA-34) and commence UNREP. There was not much ordnance to send over. I think this carrier called the Unrep just so they could transfer 35 men to us to take back to Subic. Just before the carrier had pulled alongside, the deck force painted four of the bombs different colors. One was yellow (Yellow Tiger), one blue (Blue Angel), one green (Green Hornet), and the last one red (Big Red). These four bombs were one one thousand pounder and three five hundred pounders. Our Captain asked the Admiral of the Oriskany if they would let Mazama know when, where and how they were dropped. They agreed. After the last of the ordnance had gone over, the Oriskany began hi-lining the 35 men to Mazama two at a time. All of these men are getting out of the Active Navy soon and will be flying back to the States from Manila on the 15th of October. They were mostly airmen, and many of their friends lined the flight deck and signal bridge and waved them good luck. It took an hour and a half to get them all over. Our man came back on one of the last loads. One of their planes took off as we were beginning to break away.

*1700-Secure from hi-lining and breakaway from the USS ORISKANY. Since we are short on berthing space, the MAJ put one of the transits in the Sick Bay Ward. He will work for us until we return to port. After evening meal I showered and then hit the rack. I was dead tired.

THURSDAY
6 Oct 66

*0600-Rendezvous with the USS LARSEN (DD-830) and commence UNREP.

*0700-I woke up to find we had been re-arming since six o'clock. No one had bothered to hold reveille on Joe, Mike, the transit or myself. The last of the loads of three inch shells and powder casings were going over as I walked out to my station.

*0730-Secure from re-arming USS Larsen and breakaway. Joe and I held sick call. I put the transit airman to work painting our air scoops,

THURSDAY
6 Oct 66

(Cont'd) and told him to take the entire day doing it. Mazma is out of the Tonkin now just off the northern most coast of South VietNam about twenty miles. Land is barely visible. We are making a sweep of the Corps IV & V areas before returning to Subic. The weather is warm, skies clear and sea swells moderate.

*1200-Rendezvous with the USS HULL (DD-945) and commence UNREP. We sent over around forty loads of projectiles on two stations, quite a bit for a destroyer, and received their empty brass back. We just re-armed her three days ago.

*1330-Breakaway from the USS HULL and secure detail. Joe and I held afternoon sick call. We have had a rash of accidents lately, mostly crushed fingers and toes. I had four extremities soaking in warm salt water this afternoon at one time. Also have a man on board who shows the signs and symptoms of a peptic ulcer.

*1500-Rendezvous with the USS WHITE RIVER (LSMR-536). I was sitting in Sick Bay when she came alongside the port. Shortly after that one of the men came into the office and mumbled something about how lucky the men of this Landing Rocket Ship were, having their own "Ship's entertainment system". I did not know what he was talking about until I went out and looked. On the bridge of this small ship with a crew of 125 was a live, real, young pretty, human, American girl in civilian clothes taking pictures of the operations. It was not long before the word got around to our crew and almost 150 men were standing on the starboard drooling. She was young and quite pretty. She knew she was the center of attraction by the smiles she gave us all. The men of the White River just laughed at us. All I can figure is that she was a civilian reporter doing a story on one of the more potent warships in this here cold war--the rocket ship and her crew. The loads of ordnance went over much slower than usual without explanation necessary.

*1700-Breakaway from the White River and secure detail. After chow I took a short afternoon nap.

*1900-Rendezvous with the USS MOUNT BAKER (AE-4) and commence consolidation. We had no bombs to send this ammunition ship, only projectiles and powder casings, a hell of a lot of them. A total of 25 loads went over. The rumor had passed around that the Baker had mail for us but that was false. Guess we will have to wait until port for a letter or two from our love ones. When we were alongside the Oriskany yesterday our postal clerk got word that the outgoing mail plane from the Coral Sea had crashed on the 3rd, and if we had any registered mail on board. I don't think I had any letters on it.

FRIDAY
7 Oct 66

*0700-I got up and went to muster and inspection at seven thirty. At eight we held sick call. Mazma is now approximately 15 miles off the northern coast of South VietNam. Land was barely visible. The sun was shining brightly in the partly cloudy sky, and the sea was a deep blue calm. At 0900 exactly a sudden breeze came into the port port-hole of sick bay. I looked out and saw we were turning to the East on our way back to Subic. We are supposed to arrive sometime Sunday afternoon. The rest of the morning I did miscellaneous paper work. At noon I went up on the forecastle and basked in the sunshine, but was chased away by a rain squall that came out of nowhere. This afternoon Joe and I went through the Health Records and figured who would need shots before we returned

FRIDAY (Cont'd) to the States. We will pick up the vaccines this next time in
7 Oct 66 port. After chow I took a short afternooner ~~but~~ was awakened
to take care of a small minor laceration~~s~~.

*2000-Watched the movie "The Hill" on the mess decks. It was a British
great, starring None and only, Sean Connery (James Bond). Although
we are well on our way to Subic, Mazama recieved a message requesting
a consolidation with the ammunition ship, Mount Katmai for 500
one thousand pound bombs. We turned around and headed for a set
rendezvous point off the coast of South Vietnam.

SATURDAY #0715-The deck forces began to break out at midnight. 200 bombs were out
8 Oct 66 of the holds with 300 left to go when I got up this morning. I was
in Sick Bay when the word for muster and inspection was called
down. When the door is closed it is almost impossible to hear the
~~the~~ "sqawk box" in the passageway. I didn't get into any
trouble by missing inspection though. Joe covered for me. I do
the same for him all the time. At 0800 Joe and I held sick call.
We had seen two or three men when someone came running calling for
a corpsman. A man had been hurt on the port side of # 2 hold. Joe
and I arrived at the scene at the same time to find a man lying on
the deck screaming with pain. Blood was running down the deck in
a small stream. This Seaman had attempted to stop a 1000 lb. bomb
that had broken loose from the shoring and started rolling towards
another group of bombs. He stopped the bomb all right and it stopp ed
him. His left hand was crushed. At first I thought he had internal
injuries also because blood was coming from his mouth, but on
examination I soon found that it was only from a small cut where
he had bitten himself. I applied radial pressure and a pressure
bandage to the largest laceration where the most extensive bleeding
was coming from. His entire palm was ripped open . There were also
deep lacerations on all his fingers, laterally which had burst open
from the weight of the bomb, and three obvious fractures, one of the
forehand and two separate fingers. Joe came back with a Morphine
syrrette which I gave to the man immediately in his good arm. By
that time a stretcher had been brought to the scene and with the
help of several other men the injured man was brought to the Sick Bay
Operating Room. In short I was the one who did all the work on the
injured hand. Joe served as publicity agent for the Captain, Executive
Officer and the rest of the crew on what the man's condition was,
and gave me all the help I needed that I could not do myself while
wearing sterile gloves. Mike was on watch so Joe got a volunteer
in to help us also doing miscellaneous odds and ends. Joe started
filling out all the paperwork, e.i., injury report, radio message,
etc., and took blood pressures and pulses every fifteen minutes. I
first cleaned the hand up with H2O2 and sterile saline, and then
probed for the bleeder that was giving out all the blood from the
palm. Originally I had planned to only tie off this vein, and then
wrap and splint the hand until a carrier's medical staff could
take care of ot. But then Joe came in and said the carriers were
too far off. We were going to give the bombs to the other AE and
then speed for Subic at full throttle. The Captain said if we could
keep the man medicated, he could have us back in Subic in forty-
eight hours for hospitalization. This meant the lacerations would
have to be closed until that time. I tell you it looked easier
than it turned out to be. I spent thirty minutes looking for that

SATURDAY (Cont'd)
8 Oct 66

damn bleeder without success. Pressure would have to stop it I figured. For the next three hours I sewed on the hand. The gapping laceration had to be closed internally with catgut and closed externally with Silk. sutures. This was the worst wound but the easiest to close because it was in the open palm. The first two fingers were easy also but by the time I got to the last two, swelling had taken its toll. Silk sutures just would not bring the edges of the torn tissue together. There was nothing else I could do, so I again cleaned the hand with H2O2 and then wrapped it in sterile petrolatum gauze, 4 X 4's, and two ace bandages. Joe started a bottle of Dextran IV infusion solution and we put the man in one of the Sick Bay Ward rack. I gave him some Penicillin to combat infection and a Tetanus Booster. The Airman transit who had been sleeping in the Ward moved down to the injured man's rack. There was one thing ##### during the whole ordeal that irritated me. The XO had sent down an officer to watch over everything I did. He had worked in a hospital as a orderly while going through college, and thought he knew more than he did. During the operation he asked me questions which I did not want to take time to answer, but did because I felt obligated. In the end he seemed satisfied. I wasn't! At 1300 the mess cooks brought Joe and I our meal which we ate in the Sick Bay Office. The next step was slowing or stopping the swelling. We put the man's hand in a plastic bag and stuck it in a bucket of ice for thirty minutes.

*1400-Rendezvous with the USS MT. KATMAI (AE-16) and commence consolidation. We sent over the bombs while both ships were on a course taking us back to Subic Bay.

*1500-Secure from consolidation with the Mt Katmai and breakaway. After chow Joe gave the man a injection of Morphine, and then brought him back into the OR. We took the dressing off and Joe decided he would try to find the bleeder. After thirty minutes of probing he gave up. He put in the two sutures he had taken out, and then applied a pressure bandage. We again immobilized the hand with 4 X 4's and two ace bandages. By now he was on cloud nine because of the shot he recieved. We put him back in his rack. I started a bottle of Saline IV infusion solution in his good arm. A couple of his buddies came in to visit, but stayed only for a little while because of the state of consciousness he was in.

*2000-Mike stayed with him while I took a break and watched tonite's movie, a comedy, "Give Her Some Roses", starring Doris Day and James Garner. When I came in Brown (teh patient) was sleeping sound; So was Mike. The IV will last all night so I hit my own rack.

SUNDAY
9 Oct 66

- *0800-Joe and I held sick call for the crew. Afterwards we brought Seaman Brown into the Operating Room and changed his soaked dressing. He is on continued I.V. fluids in an effort to replace blood volume. His wounds are still hemorrhaging, but have slowed down somewhat compared to yesterday. He requires a pain medication every six hours.
- *0900-Attended Catholic Lay Services held in the Crew's lounge.
- *1000-Hit my rack for a holiday routine sleep.
- *1400-I got up and went to the foc'sal to get some sunshine. The day is perfect. The sea is calm and there is a nice breeze blowing in from the East. Seaman Brown has been sleeping off and on all day, and the hemorrhaging has stopped completely.
- *2000-Watched the movie "McHales Navy", on the mess decks. It was a repeat which I have seen already. After the movie I returned to Sick Bay and began typing up consultations for men who will be sent to the dispensary tomorrow in port. Also had to complete a paper for Brown's transfer to the hospital in Subic. All this and more kept me up late into the Night.

MONDAY
10 Oct 66

- *0300-Finally took a shower and hit my sack.
- *0600-I got up to change Seaman Brown's dressing and prepare him for transfer. The mountains that line the coast of the Philippines were easily visible, and the day looks as if it will be as nice as yesterday. The weather is cool and clear.
- *0900-Mazama dropped anchor 1000 yards off the ammunition piers at the entrance of the Bay. We passed two submarines and one destroyer leaving the Bay as we were entering. At 0920 a base Pilot boat came alongside and Brown was transferred to it. An ambulance was waiting at the pier. Joe accompanied him. I held sick call and then sent the men who had to go to the dispensary on consult on their way. By noon Joe had not returned to make a report to the Captain, so I got into my liberty whites after show and took a boat to the ammunition piers. From there I got a ride with one of the Officers to the base 15 miles away. There, I made the rounds to all the exchanges to see what new merchandise they had stocked since our last port visit. I have decided it is time to begin buying Christmas presents. Thursday I will receive my last large pay check. I spent all afternoon looking around. At 1700 I walked to the EM Club and had a big steak meal with a couple of my chip-mates. I had not been in Olongapo City for a long time so I decided to make a short visit. I stopped at two or three of the clubs along the strip, so named because it is the only street in-bounds to U.S. Armed Forces. It was not long before I realized the stench and queer odors in the air were just as bad as ever. I returned to the base and walked to fleet landing to await a boat.
- *0730-Caught one of our U-boats back to the ship. The ride was about twenty five minutes since we are on the other side of the Bay.

MONDAY (Cont'd)
10 Oct 66

As soon as I walked into Sick Bay I had a patient to take care of. One of the men had lacerated his scalp on a door, and I had to sew it up. Mike, our striker, was the only - corpsman on board at the time. Joe had returned in the afternoon, and then set out on liberty himself. Mike told me Seaman Brown was being air evacuated to the Air Force Hospital in Manila (Clark), and from there would be flown to the States. Damage was that severe.

*2045-I saw the tail end of "Apache Fort", starring John Wayne. I returned to Sick Bay to discover I had some mail which Mike had not mentioned. Read mail and newspapers, and hit the sack.

TUESDAY
11 Oct 66

Tuesday
11 OCT 66

*0600-The ship pulled anchor and went to the P&L refueling piers. This is where Mazama was last time in port when the British jet crashed. I got up at 0715 and made it to Muster and inspection. Joe and I held sick call. At ten o'clock I caught a ride with one of the Storekeepers going to the main base. I had to deliver some chits for sick bay, ~~####~~ pick up supplies and tend to some minor business at sick bay concerning separation physical. As it turned out I was gone from the ship most of the day. The storekeeper and his striker had many supplies to pick up so I just tagged along with them. At 1200 we had lunch at one of the base restaurants, and then returned to the ship to off load our supplies. We left again shortly afterwards headed for the hospital. # We plan on giving shots this time out on station, and I have to pick up the vaccines. I brought my camera along and got some great shots of the bay ~~#####~~ from up in the ~~#####~~ mountains where the hospital is located. The ride to the hospital is the prettiest on the base, showing off nature in her purest state. It takes about twenty minutes to get there on the new ~~black asphalt~~ road which twists and turns through the jungle with ease. The moist ^{ever green} foliage and trees of the jungle emit a clean sweet odor that would sell millions if it could be compressed in a household deodorant spray can. I feel like a different person when I go up there. After ~~goingt~~ to medical supply I went into the hospital and visited one of our men remaining there. One has returned to the ship and the other one with the personal problem is in the process of being discharged with Schizophrenia character complex. Seaman Brown was transferred last to Clark Air Force base, and eventual evacuation to the States.

*1300-Mazama left the refueling piers and headed for the Naval Magazine docks on the other side of the bay. At 1500 we returned to the ship and unloaded all the supplies. Joe ~~#####~~ was waiting for me to return so he could go on liberty. Mike was ashore. I goofed off the rest of the afternoon and tonite, stayed in sick bay typing paperwork. Seven lucky men are going for there Separation physicals tomorrow morning. I prepared their P.E. forms and arranged transportation. I showered and hit the rack early.

WEDNESDAY
12 Oct 66

*0730-I went to ~~#####~~ muster and inspection, and then held sick call while Joe broke out all the Narcotics from the safe for the monthly inventory. I did absolutely nothing worthwhile this morning.

*1000-I caught one of our boats over to Grande Island as soon as liberty call was called. ~~#####~~ I got a locker in the bathhouse and then went to the beach. Keeping my towel and radio above the water I swam out to a floating sunbathing dock and remained there for the next two hours soaking up the sunshine. It was so hot out there that I had to dive into the water every 10 or 15 minutes or so, to cool off. The day was nice with hardly any clouds. There were quite a few runabouts and sailboats in the bay, more than normal because the carrier Kearsage is moored next to the Special Services boat club. When a carrier is in port they just about take over the base. One puts about 2500 men on liberty every day. The exchanges take the worst beating, selling around 200,000.00 a day ~~####~~. By the time they re-stock another carrier will pull and start the routine over again. The smaller ships that come in in between carrier port visits are out of luck. They are in luck as far as liberty is concerned though the prices of drinks and "Favours" is down.

*1300-I caught the boat that had brought another group of men to the island, back to the ship

I was there a short time before I procurred one of our vehicles and set out to pick up the vaccines at the hospital. I was back by 1530. Joe was already on liberty and Mike was on board. Mike soon left to go on lib with one of his buddies. Laing came and brought his tape recorder. We taped recordings just about all night. I finally hit the rack about 0130. The deck force and Filipino yard birds continue to on load ~~###~~ ordnance.

THURSDAY
13 Oct 66

Joe was supposed to have(Below)
*0800-~~He~~ held sick call and then secured for payday. This is the last ~~\$4000~~
big payday we will receive. It includes our \$65.00 combat pay for the
month of October. I went to the early pay line with the excuse that
I had to go pick up medical supplies, and was paid \$107.00. Around
nine o'clock I called the Medical supply center and they said The supplies
would not be ready until tomorrow morning. (Joe was supposed to have
returned this morning at 0830 because that is when his overnight liberty
expired, but he did not show at ~~\$4000~~ muster. I covered for him saying
he had slept in late. At 0900 I caught the bus to the main base. I bought
a few things at the Main Exchange for my tape recorder and then took
a taxi to the foreign exchange. I spent five hours here buying christmas
gifts ~~to take home~~ and cruise momentos to take home. SK3 Crosby and
myself then went over to the Spanish Gate Restaurant and had # large
steak dinners. We left there and barely made it to the Toyland before it
closed. I was really fascinated with the amount of toys ~~of all~~ for all
age groups this place had. I kind of wished I was 15 years younger. I
bought toys for my nephew and niece-(s). I left Toyland with 8.00 left in
my wallet, and an armload full of boxes. Crosby had many of my boxes also
since he didn't buy much. We caught a taxi to the gate of the Naval
Magazine 12 miles away on the base, and stood there waiting for someone
going to the piers. Civilians are not allowed inside the magazine complex
including taxi drivers. Finally an Ensign drove up in a truck and offered
us a ride. We were on the ship ten minutes later. I put all the gifts
in the ~~storage room~~ medical storeroom and then went to show. Joe had returned
to the ship thirty minutes before I did, and Mike immediately set out on
liberty.
*1900-Lanning and myself began taping again. The movie was an old western so I
didn't watch it. I finally quit taping around 0100 and hit the rack.

FRIDAY
14 Oct 66

*0800-Joe and I held sick call. Leaving Mike on the ship we then set out in a
truck to pick up Medical supplies. We went to the hospital and picked them
up, and then went to the Subic Base. I brought my dress blues to the
base dry cleaners for this will be the last chance before we start back to
the States. Joe went to pick up a stereo console at the Exchange but
could not buy it because he had forgot his ID card. We were back at the
ship by 1200. Two days ago I had put in for a 48 hour ~~liberty~~ pass
to go to Grande Island. It was approved and was supposed to have begun
at 1000 this morning. I ate ~~my~~ noon meal and then gathered all the gear
that I would need-my camera, ^{radio} and one change of clothes. I caught the
boat we had going to the Island at 1300 and was there in 15 minutes.
Grande Island is located right in the middle of the bay, and is strictly
for rest and relaxation. That's just what I planned on doing for the
next two days. I went to the hotel and checked into a room, and then went
to the beach to sleep. I was there until 1700. ~~#####~~ I can't
say I got sunburned because I already had a good tan going. I was pretty
red though. I went back to the hotel, showered and changed into the only
set of civilian clothes I have. I was not the least bit surprised how much
more relaxing it made me feel. I sat in the recreation room, watched TV
and shot a few games of pool with a couple of buddies who had come over only
for the day. I had a steak dinner and then went down to the movie theatre
at 1900 and watched some old cowboy movie. Just the feeling of being away
from the hustle and bustle of old Mazama made this movie more enjoyable.
After the movie I went to the Grande Isle Club for a couple of drinks.
Since there are two cameras now in port, not to count all the smaller

###

Men of War², the club was pretty crowded. No one from my ship was there, so I joined a crowd from the carrier, Kearsage. Being so ##### far into the evening, 50% of the men were plastered and not more than 2% sober. It was kind of funny watching these men rest and relax in their own kind of way. The twenty Shore Patrol had their hands full keeping ##### brawls from flaring. I went back to the hotel at 2130 and fell asleep listening to the sound of crickets, a cool breeze blowing through the screen and an unbalanced overhead fan which would squeak at every ##### slow revolution. These are sounds I have not heard in over a year.

SATURDAY
15 October

I woke up at 1030, and took my time showering and shaving. Nothing to rush for. ##### I walked to the small snack bar adjoining the hotel and recreation building and had a hearty breakfast of bacon and eggs with reconstituted milk (Ugh). I then set out for the beach, down the asphalt road and across the golf course. The weather as yesterday, or for the last week for that matter, was perfect for any outdoors activities. Before I got to the beach I ran into ##### score of men from my own division who were having a party, compliments of Mazama's recreation committee. The beer, soft drinks and food all came out of the committee's kitty. Even though I didn't want anything to do with anything anyway connected with the Mazama, I had to stay for at least a little while. As it turned out half as many men showed up for the party as had been expected, so there was that much more food and drinks to go around. I used the party as ##### more or less a "home base for my adventures the rest of the day. I went swimming on the beach for about two hours, came back to the party and had a couple of beers and hamburgers, and then set out for the swimming pool on the other side of the island. I brought my camera along, but left my radio with the men. The pool was small, being twenty feet at the deepest end. It had no diving boards. Around two o'clock I left the pool and headed for the seaward side of the Island to take pictures. I came upon a WW-II gun emplacement bunker facing the sea and took some pictures of it's two ^{rusty} ten inch guns. The barrells had scrapnel and projectile ~~scrap~~ probably incurred when the Japanese overran the Island or vice versa. I got some good shots from a tower ##### not far from the bunk ~~and~~ also found three men from Mazama resting and relaxing in the sun up there by coincidence. Next I climbed down the ~~hill~~ ^{hill} to the shore and walked along the water and rocks taking pictures of anything and everything I thought would make a good shot. This side of the island is more secluded and less visited by ~~most~~ fleet sailors on liberty here, although there is a road leading to it. ##### Usually one finds only skin divers and sight seers here and there were a dozen of these today, whereas on the other side of the island were at least 1500 men. I got back to the party at 1700. There was two cases of beer left for 12 of us to finish. We did just that over a game of "anything goes" football. The party finally secured at 1800. I went back to the hotel and watched TV until 1900, and then went to the movie at the theatre, another cowboy, but this one in color. Back to the hotel at 2000 and watched $\frac{1}{2}$ hour of the Ed Sullivan Show before the Rec ~~hall~~ secured. I have taken very few time exposures with my new camera so I thought tonite would be a good night to try it out for experience. I rigged my camera on my tripod which I bought tuesday, and walked to the helo pad on the South side of the Island. First I took a ~~night~~ ^{night} time exposure of lightning over the mountains, and then set up for one of a plane landing or taking off from the ~~airport~~ ^{airstation}. I sat for $1\frac{1}{2}$ hrs waiti

and damn if I ever saw sight of a plane. Finally I got discouraged and took an exposure of the bright red fire truck in the ~~####~~ station, one of the fleet landing crowded with drunks, one of the Grande Isl club and on my way back, one of the hotel I was staying at. I was in my rack and asleep by midnight.

Sunday
16 Oct 66

I was up at 0800 and checked out of the hotel by nine. The boat from the Mazama was supposed to pick me up at ten. I ate breakfast at the snack bar and then walked to the fleet landing to wait. This was the worst part of my 48 hr pass, going back to the ship. I was in my bathing suit getting as much sun as I could when the boat arrived at 0945. I changed on the way back into my dungerees. The coxswain told me Mazama was getting underway at 1230 instead of 1800 as originally planned. When I got back on board I found Joe was still on liberty. Mike was on board. Joe luckily came back at 1130 just as the sea and anchor detail was called. Also a group of men who had gone to Manila made it at the same time back to the ship. At 1200 the mopping lines were hauled in and we were underway for 14~~00~~ days ~~####~~ in the South China Sea, our last. We left our old Executive Officer on the pier as we have gotten a new one this time in port. I say "good Riddence. He was ~~###~~ a political and social type officer ~~#####~~ and not a Naval officer. We have 15 ~~#####~~ men for transfer at sea to other ships, plus a Catholic priest who will be with us the entire trip. Catholic mass will be held every day. ~~####~~

*1400-Holiday routine was called down when we were about a mile out and the sea and anchor detail secured. Don Laing and I recorded the rest of the afternoon stopping only for evening meal.

*2000-Watched the movie "Cargo Trail" on the mess decks. It was an Oldie but a goldie. I messed around in SB until 2300 when I finally hit my rack.

MONDAY *0800-Joe and I held sick call for the crew. There were quite a few men
17 Oct to see as there always is ~~#####~~ on the first day at sea. We
worked straight through until lunch time. The day was fairly nice
with a cool breeze blowing from the North. After lunch, instead of going
out in the sun I hit the rack to sleep a nooner. The loafing I did
on Grande Island must have spoiled ~~##~~ the routine that my body had
adjusted to for the last seven months. At 1300 I hated to get up but was
forced by Joe. We held sick call and then began to sort out the piles
of paperwork that we had let ride the last six days. At 1500 it began
to rain cats and dogs. By 1800 the seas were pretty rough, and the ship
was rolling violently. Mike and I secured all the medical spaces for
sea. I stayed in sick bay office and wrote letters until midnight.

TUESDAY *0730-When I woke Up this morning the sea was still rough. I couldn't
18 Oct 66 see more than twenty to thirty feet out the port hole because of
the rain. After muster and inspection Joe and I held sick call and
then began to log in all the supplies we picked up in port. We are supposed
to have an Unrep with the carrier Coral Sea tonight at midnight but
have not recieved their requirements over the wireless. Things are
going to be pretty dangerous out there on the decks when they do begin to
break out. The ship goes into a 45^o roll at times. At noon I slept
until the word "continue ship's Work was passed at 1330. I filed
papers and made entries in Health Records most of the afternoon.
At 1530 the word was passed that the Unrep with the Coral Sea was
cancelled. No reason was given, but I think the weather had much to
do with it. I began taping at 1730 for one of my buddies in the
Ship's office. He has the same taste for music as I do. I remained in
Sick Bay Office for the remainder of the night until 0100, taping and
making an index for all of my tapes.

WEDNESDAY
18 Oct 66

*0800-Joe and I held sick call for the crew. The wether is just as bad as yesterday.###The ship is not rolling as much because of the slow speed we are going. We are in the immediate area where our first Unrep will take place tomorrow so there is no need of going any faster. After sick call we made a list of all the men who will need their annual Smallpox vaccination. At 1115 I ate early chow and then returned to the Ward where I took an "Afternoon". After the afternoon sick call I started bringing up to date the Sick Bay log in which an entry has not been made since the second of this month. At 1700 SH3 Birdwell brought up his turntable identical to mine and we recorded some records using my amplifier and tape recorder. By 2000 we were finished #######. Jow was busy verifying health records which is an annual pain in the rump. We had passed out a form to each man of the crew and had him fill out all the pertinent information regarding his military status, next of kin, home address, etc. All changes #### have to be entered in his health record. I #### took a seat and we both worked on the records well into the night. ###

THURSDAY
19 Oct 66

*0710-### I got up and went to muster and inspection. The weather had somewhat cleared. The deck force begun to break out for today's unrep. At 0800 Joe and Myself held sick call and then set up to give Smallpox vaccinations to those of the crew that are due. By 0900 a line had formed outside the sick bay office. We started at 0910 with Joe swabbing the vaccination site with acetone and myself doing the actual vaccinating. There were a total of 68 men that came through the line during the next forty-five minutes. All but three of the men on the list recieved ### and they were on watch. We secured. At 1000 I went on an inspection with the new Executive Officer of all berthing and messing spaces. The difference between this XO and "Simple Simon" as our Captain used to call our old XO, is ####### synonymous to night and day. He is small in stature, carries a beer belly and speaks in a New York lisp. He has a jovial character and is very easy to get along with, talking freely and openly with the men. I feel that he and the new Captain are the best thing that ever happened to this ship. Many of the ridiculous laws of Simple Simon's dictatorship have already been abolished with more to fall in the future I'm sure. The morale is increasing day by day. By noon all the ammunition had been broken out. The sun had slipped away again behind the front of a rain squall. I took a short 45 min "Noonner" until 1300 when work around the ship continued at its normal pace.

*1400-Rendezvous with the USS Oriskany (CVA-34) and commence Unrep. I manned my first aid station just forward of the superstructure. The Unrep with our favorite carrier went without any problems or injuries. Midway through a helo came to pick up one officer and two enlisted men we had been carrying for transfer to the Oriskany. The officer had been sleeping in the Sick Bay Ward. We #### was glad to see him go because of the inconvenience he had put on Joe Mike and I. The Ward had to be kept extra clean and his rack made every morning during

his five day stay. Our lights had to go out at taps and we had to be very quiet when entering after that time. After all the ordnance had gone over the deck force proceeded in sending over six jet engines we had carried for transfer to the Oriskany. This was very time consuming and it was another 2 hours before we finally ~~became~~ secured.

1830-Secure from re-arming the USS Oriskany and breakaway. I went down to the mess decks and ate chow and then returned to the office to do some paperwork. I secured sick bay at 2100, showered and hit my rack. It was raining outside and the ~~strong~~ breeze coming in ~~from~~ through the port was very cool.

FRIDAY
22 Oct 66

0800-Joe and I held sick call for the crew. The sky was ~~partly~~ partly cloudy and the sun shining brightly. The sea however was quite rough and the ship was rolling slightly. Our speed was very slow making hardly any headway. I can't remember one day when the sea has been calm since we left port. At 0900 we gave typhoid inoculations in the sick bay office to 56 men of the crew who were due, Joe included. I received this shot in April so ~~did~~ not need it. Again I gave the shots while Joe drew the vaccine into syringes. We were finished in thirty minutes. Joe made the inspection ~~with~~ the XO this morning. I stayed in sick bay and made entries in sick call treatment records. I'm two weeks behind now. At 1300 the deck forces began to break out for tonites Unrep with the Roosevelt. I was in sick bay doing paperwork all afternoon. At 1800 the sea was still rough, but the sunset was spectacular. Its hard to realize that that ~~same~~ sun dipping into the horizon is the same one that is at the same time marking Noon in the States. That is the only thing we have in common.

*2000-Rendezvous with the USS ROOSEVELT (CVA-43) and commence Unrep. I knew from the beginning this re-arming was not going to be smooth. For one thing the sea was extremely rough with gale winds blowing at around 30 knots. Secondly the Unrep was with the jinxed carrier Roosevelt which ~~was~~ Mazama in the Med in 64. Sure enough there were many difficulties. Two lines parted when the carrier steered off a couple of degrees and increased the distance between the two ships. More than once she speeded up and almost left us dragging by our own 1" wire cables. Many of the loads swung into our boom lines creating a big mess.

*2030-The USS ~~came~~ came alongside the starboard to receive ammunition. I'm sorry this was not a daytime Unrep because I could have taken some great snapshots of this tin can taking a beating from the sea. The huge swells were sending water cascading over the forecastle and port side of this ship. She was bouncing around like a cork. We sent over a total of ten loads to her which wasn't the least bit easy. ~~Re~~ receiving station was not lit up enough so our signalmen beamed a red signal light on their deck. After the last loads were sent over, the men of this destroyer just threw the ~~re-arming~~ re-arming block and messenger lines over the side instead of sending them back

Friday Cont'd)
22 Oct 66

the proper way. Luckily we got the the block aboard before it got entangled in the screw. The 1" Nylon messenger did get caught on the madder and could not be pulled free. She pulled away in such a haste that ~~####~~ the phones lines and distance lines parted.

2115-Secure from re-arming the USS on the starboard.

Back on the port side the last loads were being sent over. The waves and wind were sending water over the deck onto the crew every few minutes. Finally all lines were secured. Its miraculous that no-one was injured tonite because the setting was perfect for one.

*220)-Secure fr m re-arming the Roosevelt and breakaway. I was happy to see her steam away. I went down to the mess decks ~~###~~ read a couple of Stars & Stripes editions we had recieved tonite and then hit my rack. I was aroused once during the night to take care of a cut finger, but had no trouble going back to sleep.

SATURDAY
22 Oct 66

*0800-Joe and I held sick call for the crew. There were not too many men that came in for treatment except a few with sore throats and colds. The weather has not gotten any better over the last 24 hrs. At 0845 we set up our equipment for giving Tetanus shots to those men who had it coming. From 0900 to 0945 we gave shots to 47 of the crew. At 1000 I went on the inspection with the XO again of the messing and berthing spaces. All the compartments have started to look much better in the last week. At noon it was raining pretty heavily and the sea was very rough. The heavy wind sent a cloud of mist over the decks each time a wave would break on the side of the ship. All mending the deck force did very little. In fact they broke their routine at 0900 and were given the rest of the morning off. I continued making H-10 entries all afternoon and did not secure until 1700. After chow I retired to my rack and read part of the paperback.

*2000-Saw the movie "Spartacus" on the mess decks. It lasted $3\frac{1}{2}$ hours. Afterwards I showered and hot my rack.

SUNDAY
23 Oct 66

*0830-Joe came in and woke me up. He had originally planned to hold sick call and let me sleep in, but then we had an unscheduled consolidation with another ammunition ship.

*0845-Rendezvous with the USS Paricutin (AE-18 and commence Console. She gave us approximately 15 loads of rockets. In return we hi-lined to her one of ~~the~~ the transits we were carrying. The sea was extremely rough. ~~The~~ The ~~waves were~~ wakes of the ships were colliding sending water thirty-forty feet into the air. There was a heavy mist throughout the console.

-0900-Secure from consolidation with and breakaway. I had some doughnuts and coffee for breakfast and then attended catholic mass on the mess decks. Protestant services ~~followed~~ followed Catholic mass ~~so~~ I took a few pictures with flashes. to add to my collection. I slept from 1100 to 1600 and was awakened by the rain coming in the port hole. I ate a Chinese dinner of fried rice on the mess decks and then went to sick bay. ~~I~~ I listened to Mantovani until 2000.

*2000-Saw the movie "Spencer's Mountain" on the mess decks. It lasted 3 hours. I turned into my rack around 2300.

MONDAY
24 OCT 66

*0800- JOE & I WENT TO OUR RESPECTIVE FIRST
AND STATIONS AS THE THE CARRIER ROOSEVELT
WAS MAKING ITS APPROACH.

0900 - RENDEVOUZE THE USS ROOSEVELT (48)
COMMENCE UNREP. THE WEATHER WAS
STILL PRETTY BAD ^{MAZAMA BO BAWG - "POSS" CALM} = THE ~~WAT~~ SPRAY
COMING OVER THE SIDE. WE SENT OVER
15 LOADS ON 6 STATIONS = LESS DIFFICULT
AS COMPARED TO THE LAST UNREP = HER.
DURING THE UNREP. A HELICOPTER CAME OVER
TO PICK UP ONE OF OUR MEN. HE FIRST
CAME ABOARD SB 40 DAYS AGO = A TOOTHACHE.
JOE & I FEEL HE HAS AN ABCESS THAT
NEEDS IMMEDIATE DENTAL ATTENTION.

~~1000~~ 1000 - SECURE & BREAKAWAY - NO-ONE CAME OUT
DRY. I HAD TO GO INTO THE WARD &
CHANGE. @ 1030 JOE & I GAVE
TYPIST SHOTS TO THOSE MEN WHO WERE
DUE. WE SECURED @ 1115 BR LUNCH
& THEN TOOK A SHORT NOONER
AFTERWARDS. THIS AFTERNOON I
HELPED MIKE CLEAN UP THE SPACES
AND THEN CONTINUED ON THE PAPERWORK
THAT HAS TO BE ACCOMPLISHED BEFORE OUR
NEXT TIME IN PORT. A EVENING MEAL
I HELPED JOE VERIFY RECORDS &
THEN WENT DOWN TO THE

MESS

RECORDED

MESS DECKS TO WATCH THE MOVIE. IT WAS AN OLDIE "CHICAGO DEADLINE" WENT BACK TO SB. & WROTE A FEW LETTERS AFTERWARDS. DRISKANY

TUESDAY - 0800 - RENDEVOUS @ THE USS CONSTELLATION (CG). THE WEATHER WAS WORSE THAN EVER. THERE WAS A 35 KNOT WIND BRINGING A STEADY DELUGE OF RAIN @ BOTH SHIPS. THE DECK FORCES OF THE CARRIER ~~STAYED HIGH & DRY~~ ~~STAYED HIGH & DRY~~ BEING PROTECTED BY THEIR OVERHEAD FIGHT DECK. EVERYONE ON MAZAMA GOT DRENCHED INCLUDING ME. ~~WORKING~~ ONCE OR TWICE THE WEATHER TOOK A BREAK & DURING THIS TIME A HELICOPTER CAME OVER & PICKED UP ALL OF OUR REMAINING TRANSITS EXCEPT ONE. IN RETURN THEY BROUGHT BACK OUR MAN @ THE TOOTH PROBLEM. HE HAD IT EXTRACTED ON THE ROSE & THEN WAS FLOWN TO THE CORNIE FOR TRANSFER TO US. THE WEATHER GREW WORSE BUT BY 1030 ALL HAD BEEN SENT OVER AND WE SECURED.

10300 SECURE & BREAKAWAY - AS WE PULLED AWAY THEIR CAPTAIN SPOKE OVER THE RA. & WISHED US A HAPPY TRIP HOME. THE CONSTELLATION IS THE LAST CARRIER WE WILL REARM FOR A LONG TIME. SHE WAS ONLY 30400 YDS AWAY.

TUESDAY CONT'D *
25 Oct 66

-when she sounded general quarters. Most of us thought they had a fire on board, in which case they always call GQ. But then half a minute later, we were called to General Quarters too, and battle stations were manned. I ran down to my After Battle Dressing Station on the mess decks and unlocked the cabinet. This was no drill. About ten minutes later the word was passed that an unidentified plane had been picked up on radar and that all carriers were scrambling their planes. Twenty minutes ~~##~~ later GQ was secured and normal routine resumed. It is said that the plane was never found. The results of the scramble ~~##~~ were never put out to the crew. Joe ~~#####~~ whose battle station is in Sick Bay, in the meantime had been drawing Cholera vaccine in syringes. At 1100 we began to give this shot to the entire crew. It is required every six months while operating in the ready forces off the coast of Viet^Nam. All afternoon I worked on HR entries. At 1700 I taped some jazz for my collection. At 1900 I began working on my second class HM course. I'm half way through and must finish before our return to the states. I plan on going up for second in February.

*2000-~~#####~~ Watched the beginning of the movie "Agent Fireball", but then left since saw it only a few months ago. I returned to Sick bay and continued working on my course. Hit the rack early.

WEDNESDAY
26 Oct 66

- *0615-I woke up as the USS Mt Baker (AE-4) was coming alongside. I took a quick shower and then went to my station. We gave them all the missiles we had since we will have no use for them now. The weather for the first time this trip, was clear with a warm sunshine. The water was a nice cool blue. We were re-arming the Baker on the Port and heading South. To our starboard was another first for this trip--land. The coast of South Viet^Nam was sighted just before breakaway.
- *0800- Breakaway with the USS BAKER AND secure. Joe and I held sick call. I resumed working on health record entries.
- *0900-Rendezvous with the USS MULLINEX (DD-744) and commence Unrep. We gave this destroyer 300 rounds of projectiles and in return she gave us all her empty brass. There was no injuries nor mishaps. The ~~####~~ seemed to be in very high spirits.
- *1100-Secure. I went to chow and then walked up on the bow to soak up a little of that sunshine we have not seen in over 10 days.
- *1230-Rendezvous with the USS O'HARA (DD889) and commence Unrep. It was the same ~~#####~~ for this destroyer as the last. She sent us over 900 rounds off empty shell casings. This took up most of the time for the Unrep. She had been doing quite a bit of firing lately. The barrells of her 5" guns ~~were~~ had the paint burnt off and were rusting. The ~~###~~ empty shell casings themselves told the story.
- *1400-Secure

WEDNESDAY
CON'T

- *1500-~~##~~ Rendezvous with the USS DeHaven (DD-) and commence Unrep.
We gave her all the projectiles we had left and she gave us empty brass. The sky by now was completely cloudless. We were about 15 miles off the coast and the land could be seen very clearly.
- *1600-Secure. After this ship I secured ~~#####~~ and hit the rack. I had finished bringing all entries up to date and Joe wanted to use the typewriter.
- *1700--Rendezvous with the USS ST CLARION RIVER (LSMR-). We sent no ammunition to this ship. WE transferred our last transit by highline. I think he kind of hated to leave Mazama because he had taken a liking to her during the last ten days. He worked in Supply division for that duration.
- *1800 Secure.
- 1930- I woke up and went down to the mess decks to watch the movie. It was the ~~how~~ Breed. Afterwards I r turned to sick bay and Joe and I drew vaccine for the Plague shots which will be given in the payline tomorrow. The Plan of The Day came out and I discovered I was "nominated" to collect money from my division for the United Fund Tomorrow.
Hit the rack at 0200/

THURSDAY
27 Oct 66

*0630-Rendezvous with the USS Pericutin (AE-18) and commence transfer.

*0645-I woke up and found that the paricutin was alongside us.

I showered and then went out on the deck to watch the transfer of ~~the~~ the last of the two men~~s~~ being sent us by this AE. The sky was very clear and the sea calm. I can say ~~this~~ is a day I have been waiting for for a long time, and the climate is just perfect for the occasion.

*0715-Secure form hiline. As we pulled away all our men stood at attention at their station ~~#####~~ for just a few extra minutes than normal. We all watched as the last ship to come alongside us during this cruise steamed West back to the coast of VietNam. We kept our course, one which will have us in Subic Bay in two days, where we will unload.

*0800-After muster and inspection, the word for payday was passed. Joe and I went up to ~~####~~ Officer's country with our syringes and gave the officer's their shots as they were paid. From there we followed the disbursing officer to the chief's quarters for shots and then down to the mess decks where we gave shots to the rest of the crew as they were being paid. I gave the Plague immunization while Joe recorded the names and collected shot cards. Normally ~~#####~~ we would not receive this shot, but it is required ~~##~~ to enter

~~#####~~ Malayan waters for our trip to Singapore.

After shots were completed ~~##~~ Mike and I cleaned up the mess and then I set out to collect contributions for the United Fund. By the end of the day I had 98.00 from 17 men.

~~#####~~ At noon I walked to the fantail and soaked up some sunshine. I ~~####~~ lost much of my tan during the eleven days of ~~####~~ foul weather we had.

At 1300 Joe and I began the monotonous job of recording all the shots we have given these last few days in the man's respective Health record. We worked straight until 1700 when we secured for chow. After evening meal I went to Mass. Yesterday I ~~####~~ ~~####~~ Father Doyle ^{came to} ~~is~~ sick bay to listen to the Barbra Streisand tape that I have. He had told one of the men he liked her singing and they must have told him where he could find it. Being young and very friendly, he gets along just fine with the men. He eats evening meals ~~####~~ and watches ~~the~~ movie with the enlisted men. Being a traveling Chaplain he sees many foreign places, probably more than most people in the Navy. His home port is in Yokuska, Japan. From there he has his pick of any ship going anywhere in the Pacific. He will go from one major U.S. Navy port to another on different ships. He ~~####~~ came to Subic Bay on a Reefer from DaNang. In Subic he came aboard one Sunday and our Captain asked him if he would like to make a trip with us. He has been accepted as one of us.

~~#####~~*1900-I went down in one of the After deep tanks, the ~~####~~ deepest part of a hold, and helped the men load bombs on to the winch cables. I had nothing better to do at the time, anyway I had never been that far down in a hold nor worked side by side in the sweat and dirt.

*2000- *2000-Watched the movie "The Art of Love" starring James Garner
 and ##.Returned to sick bay after the movie and cleaned my
 tape recorder and typewriter before hitting the rack.