

USS KASKASKIA (AO-27)
Fleet Post Office
New York, New York

Dear KASKASKIA Family,

Our last KASKASKIAGRAM came to you from Suda (or Souda or Sudha or Soudha, depending upon how you transliterate) Bay, Crete. This one comes to you from the Tyrhennian Sea, about one hundred twenty miles from the first of May.

We spent two days in Suda Bay, shifting berths, taking on fuel, playing softball, and generally shaking off some of the salt we had accumulated during our two weeks at sea. Suda's anchorage is long and deep, and well protected by snowcapped mountains, which reminded us of Switzerland. Near by are the small city of Suda and the ancient Minoan city of Knossos which is now in ruins, but was in existence 3000 years before Christ. There is an ancient mole or pier in the harbor which was used by the ancient Greek traders, but is now underwater.

Fueled and rested, we split the scene as it were on the fourteenth and arrived in Rhodes the following day. When we arrived, the wind and waves prevented boating, and the other ships in port, Destroyer Squadron TWENTY-TWO weighed anchor to steam around to the lee of the island. Based on the Port Captain's comments regarding weather and winds we stayed put. This proved a sound decision because just two hours after Destroyer Squadron TWENTY-TWO anchored on the other side of the island, the winds shifted, and we were then in the lee of the island, Destroyer Squadron TWENTY-TWO on the windward side was unable to run boats.

The following day we fueled the destroyers in the morning, and returned to anchorage at noon. Mr. Paul Fischer, the Danish Ambassador and Under Secretary for Foreign Affairs to United Nations and his son, Alan, were our guests who came aboard for lunch with the Captain.

We gave Alan a rather extensive tour of the ship while his father chatted with the skipper. The Fischers apparently enjoyed themselves very much, and we were pleased to have them aboard. After the Captain and the Fischers departed, we settled down for some serious liberty.

Rhodes was one of the best liberty ports we've visited. It was full of tourists; sun loving Swedes, Danes, English, and Germans. The island is a popular vacation spot with the people of the north countries (the Fischers were on vacation there from Denmark) for good reason. It is summer on the island nine months out of the year, it is steeped in ancient history, the Rhodians are very friendly, and the scenery is dramatically stark and rugged. Nine of Rhodes' forty-seven hotels are booked solid through November.

The area is subject to frequent earthquakes. Several times in recorded history, violent earthquakes have hit the island. The Colossus of Rhodes, the giant statue of Apollo which was one of the seven wonders of the ancient world, quite literally bit the dust in an earthquake in the third century B.C. Lindos, an ancient city about thirty-five miles from Rhodes, is divided into several levels because of these earthquakes. The levels of the city are separated by hundred foot cliffs. About fifteen miles from Rhodes is an ancient spa which was rebuilt by the Italians during World War II. It is called Callethea, which means beautiful place, and indeed it is, with sheer cliffs dropping three hundred feet into the sea. The mineral water of the spa have remarkable purgative powers: At a place just a two minute's walk (or sprint) from the fountains which spew forth this marvelous fluid, the Italians, with great foresight and superb planning, built 154 water closets.

All Rhodian signs are written with Greek letters, and to some of us it appears there are certainly a lot of fraternity houses there.

KASKASKIA's own Chief Tidmore was the hero of the hour when he sped to the rescue of an American girl who had contracted pneumonia in Rhodes. Bouquets, kudos and a heart-felt, well done to Chief Tidmore.

We thoroughly enjoyed our week of shopping, touring, and making friends in Rhodes, in spite of the fact that thirty five of us found ourselves on the beach with no boats running on our last night of liberty. We finally all got back to the ship the following morning and we again got to providing the best fueling at sea to be had in this part of the world.

Just prior to our arrival in Rhodes a very thin and WEARY pigeon fluttered aboard and having found a home with the Damage Controlmen and ship-fitters in fueling central, refuses to leave. He has a band on his leg indicating he comes from Malta but has indicated that the KASKASKIA is now home. His favorite pastime after flying around the jungle deck, always returning to food and water alongside the record player, is to watch the records turn and listen to the music. The bird is definately a character - a fat character, who only eats popcorn and scraps from the table.

We encountered the first really rough weather we had seen in a month on the twenty second, the day we left Rhodes. It goes without saying that we were scheduled to do some fueling on that night. The fueling was difficult and dangerous, but fortunately, short; only a carrier and two destroyers. We were then scheduled for three days without fueling, but since schedules are subject to change and since we had a Sunday with nothing to do, we picked up a fueling committment of six destroyers on Sunday the twenty fifth. The following poem appeared in the following day's Plan of the Day.

SUNDAY AT SEA (AO STYLE AFTER 4 MONTHS IN THE MED)

There is nothing quite like
 Sunday at sea
When nothing goes right
 That's Sunday at sea

At last all the men
 Are ready as can be
Aye Robert McCarthy
 Take the conn for me

It's holiday routine
 In the ship's POD
But we all know better
 On Sunday at sea

The racket is terrible
 I start screaming too
Port ahead flank
 Starboard back two

The first thing to do
 To start it off right
Is to pipe reveille
 Before it gets light

So finally we reset the watch
 Mid the gripes and the groans
How in the hell did the XO
 Wind up with four phones

Then set UNREP details
 And keep them all day
For the ships alongside
 Who soon go on their way

I reflect on the events
 That I have just seen
And wonder what happened
 To our holiday routine

"Set the port fueling detail"
 On a Sunday yet
"Set the starboard fueling detail"
 Now there's a good bet

But out of nowhere
 (At least, I can't tell)
The storm shows its fury
 The calm becomes hell.

"Now secure fueling detail"
 Holiday routine at last
"Set the high line detail"
 Boy, these Sundays go fast

Romeo corpen speed 12 knots
 "Combat - - - what's score?"
We have a new spot
 Our new station's A-four

Pipe the Divine Services detail
 But before they can start
"Set the light line detail"
 To get a spare part

Reman all the phones
 As fast as your able
Get all your gedunk
 And untangle the phone cable

For exactly ten minutes
 Calm is the word
On the tactical circuits
 Not one blast is heard

Romeo close up, both sides? - Good
 Things don't look so bad
CVA alongside, 120 feet as she should
 Rudder's jammed left-I've been had

Go to new rendezvous station
 Black smoke and white water
Make seventeen knots
 Like a good AO oughter

But the enemy now shows his might
 Which adds to the fray
A DD has come in too close on the right
 What more can I say

"Left full rudder"
 "Let's make this ship swing
"Mind your helm - shift the rudder"
 Here come Admiral King

I get off the bridge
 With a twitch in my eye
And head for my pad
 Where I swear I will die

No matter where I go
 Or wherever I may be
I shall never forget an AO
 Sunday at Sea.

After a day of rest, we spent the whole day of the twenty seventh at fueling stations as the ships showed up one by one. During our consolidation with the AUCILLA on the twenty seventh another new crew member, Erasmus Sanchez was transferred aboard. Erasmus Sanchez is a three week old chicken. He is a rare Grecian Petrikoupolos breed found only in the northern part of Greece. Chicken Sanchez was unfavorably received by the gun boss, who refused to share his quarters with the fowl. LT(jg) Louie Rutland said that he had been forced to move from his room by a doctor and an appendectomy patient, but he'd be damned if he would be outranked by a three week old chicken. Erasmus Sanchez ended up in the Captain's cabin where the Captain and his two stewards are spoiling him no end, having constructed an incubator for him.

On the twenty eighth, we fired the guns for the first time in nearly a year. We managed to get a few hits, but we were close enough to the target to throw rocks at it or knock it down with a fly swatter.

On the twenty ninth, Commander SIXTH Fleet in USS SPRINGFIELD and five destroyers came alongside for fuel. Again they came one by one, and we were at fueling stations from dawn to dusk.

On the thirtieth, we finished up the group we had started fueling on the previous day, and spent the rest of the day cleaning up, catching up on sunbathing, and doing the hundred and one things we had been forced to let slide because of the long days at replenishment stations. We have only one major replenishment left before we refuel at Naples on the third of May and then visit Livorno for ten days.

BOX SCORE

<u>Month</u>	<u>Ships Fueled</u>	<u>Gallons Pumped</u>
January	41	3,316,362
February	16	2,749,068
March	50	5,593,392
April	49	5,225,264
TOTAL	156	16,985,076

MEET THE OPERATIONS DEPARTMENT

Where is our next refueling, our next liberty port, how many ships, how fast do we have to go, is there any mail and when are we going back to Mayport? These questions although not easily answered (there are always changes to the operating schedule) are determined within the Operations Department.

The Operations Department consists of Signalmen-raising flags, Quartermasters-watching the gyro and weather, Radarmen with no radar, Corpsmen splinting the Executive Officer's fractured finger, Radiomen trying to reach ham operators back home, Postal Clerks looking for Mr. McCarthy's and Mr. Kurz' orders (they found Mr. Jennings, their Postal Officer's), Electronic Technicians climbing the radar mast to see if the antenna is still there and bunks provided for administrative personnel.

KASKASKIA's Operations Officer is LT(jg) "Aye" Robert M. McCarthy. LT McCarthy was born in Shelbyville, Indiana, but grew up in Tulsa, Oklahoma. He attended the University of Missouri and was commissioned Ensign under the regular NROTC Program upon graduation in June of 1962. He reported aboard KASKASKIA in August of 1962, when he assumed duties of Communication Officer. He served in this capacity until September 1964, when he assumed duties as Operations Officer. He is married to the former Clarice Stephanz of Jacksonville, Florida. The McCarthys reside in Jacksonville.

Our Navigator, LT(jg) "Magellan" Edward A. Kurz is from Angola, New York. He attended Jamestown Community College at Jamestown, New York, and the University of Kentucky, graduating in June of 1963. He joined the Naval Reserve in November 1962, and was commissioned Ensign after attending Roncone training at Newport, R.I., in August 1963. He reported aboard KASKASKIA in November 1963, after graduation from U. S. Naval Justice School, Newport, R.I.

KASKASKIA's Assistant Navigator is Ensign Alan T. Sachtleben of Montclair, New Jersey. A 1964 graduate of Williams College, Williamstown, Mass. Ensign Sachtleben was commissioned Ensign through the ROC Program. He reported aboard the KASKASKIA in July 1964.

Ensign Patrick F. Jennings, Jr., of Scranton, Pennsylvania is KASKASKIA's Communications Officer. He is a 1963 graduate of the University of Scranton. He was commissioned Ensign after graduation from OCS in February 1964, and reported aboard KASKASKIA after graduation from Communication School, Newport, R.I.

The Leading Chief of Operations Department is Master Chief Radioman Delone C. Gause. Chief Gause reported on board KASKASKIA 27 July 1964 from Commander Fleet Air Wing ELEVEN at NAS, Jacksonville, Florida. His wife, Ruth and four children reside in North Charleston, S.C. Chief Gause and Joseph Wackerman, RM3 are the ham operators aboard the KASKASKIA. They spend many of their off duty hours making connection with ham operators in the states enabling many of KASKASKIA's men to talk with their loved ones.

KASKASKIA's Leading Signalman is Chief Charles R. Crawford. Chief Crawford has been on aboard KASKASKIA since 22 October 1962. Prior to that time he spent two and one half years on shore duty at Charleston, S.C.

The Leading Quartermaster on board is Loisil C. Baker, QML. Baker reported to KASKASKIA for duty on 4 January 1963 from NAS, Pensacola, Florida. Baker has been plotting courses for several years therefore he will undoubtedly return us safe and sound to Mayport.

Robert L. "Jackie Gleason" Hunter, RM2, reported to KASKASKIA 16 July 1964 from USS ALSTED (AF-48) at Norfolk, Va. When Hunter is on watch he covers the work area of two men.

The Leading Electronics Technician on board KASKASKIA is Kenrick "J" Colvin, ETN2. Colvin reported to KASKASKIA 27 March 1965, at Brindisi, Italy from Asmara, Ethiopia. Colvin's wife, Jeannie, resides in Orange Park, Florida. Authority was recently received from Colvin's last duty station for advancement to ET1 effective 16 May 1965. Our heartiest congratulations!

John A. Connolly, SM2 reported to KASKASKIA 5 October 1964 from USS JAMESTOWN (AG-166) at Norfolk, Va. Connolly and his wife, Carolyn and son reside in Jacksonville Beach, Florida.

Chief Charles R. Tidmore is the Leading Hospital Corpsman on board. Chief Tidmore reported to KASKASKIA on 16 November 1963 from Camp Lejeune, N.C. Chief Tidmore's wife, Lou and two children reside in Jacksonville, N.C.

Chief Raymond W. Zegers, has served on the KASKASKIA since 5 December 1961. Chief Zegers, wife, Elsie and daughter reside in Jacksonville, Florida.

We bid farewell to the following personnel who have completed their tours aboard KASKASKIA and we wish them good luck at their next duty stations, be they CIVLANT or Navy.

Zegers, Raymond, RMC
Mullinax, Ray R. EMC
Williams, Carl, MM2
Pielmel, Freddie, MM3

Barnes, James, SN
Fuller, James, FN
Hamilton, George W., FN

A hearty welcome to Heinzl, Rolf and Goerge, Johnnie who reported a board the KASKASKIA in April.

KASKASKIA CONGRATULATIONS DEPARTMENT

Our congratulations to the following personnel who had birthdays during the month of April.

Acorda, Dionisio	7 April	Plamann, Gerald E.	10 April
Barnes, James E.	4 April	Reick, Kenneth R.	23 April
Boxants, Stanley	17 April	Strickland, Cecil T.	6 April
Cooney, Thomas J.	3 April	Tidmore, Charles R.	30 April
Dorr, John J.	5 April	Vanlandingham, James W.	18 April
Garceau, Bruce S.	10 April	Vannoy, Robert R.	11 April
Keel, Ronald J.	20 April	Wright, Norman I.	29 April

The following was considered one of our most effective sermons and is included so that you too can benefit from it:

DIVINE SERVICE OF 25 APRIL 1965

"The More Excellent Way" 1
Ensl. H. C. Jones - Lay Leader

(Note: To obtain a fuller meaning, it is important that the 13th Chapter of I Corinthians be read.)

I would like to ask you the following questions: Of what significance is religion in your life? Do you feel your religion? Do you feel your religion every week when perhaps you attend Sunday School or a church service? Do you feel your religion everyday when our evening prayer is read? Are these the only times when you feel your religion? Or do you feel it when some grave danger is eminent, and your life may be in peril? Or do you feel it when you have just passed a tragic experience, and your heart is filled with grief and sorrow? Have you ever felt it when a friend of yours has been blessed with good fortune. Do you feel it when your own life is merry and gay, and everything seems to be going your way? Do you ever think of God then?

Perhaps everyone of us here this morning is searching for some indication or some sign that Christianity has touched our lives. This passage from Paul's first letter to the church he established in Corinth provides us with an answer, if we would compare our lives to the virtues of love that he mentions.

(1) Love always finds time to be patient and kind, no matter what insults are met.

(2) Love is not boastful nor does it become jealous, regardless of how much better off another person may seem to be.

(3) Love always extends courtesy and consideration to all. It never wishes harm to another.

(4) Love does not demand its own way. It responds cordially when the crowd has rejected its suggestion. It does not sulk when someone else is elected captain of the team.

(5) Love does not lose its temper or become angry.

(6) When love finds others in difficulty, it does not rejoice, even when its own burden is heavy.

(7) Love can face disappointment without feeling sorry for itself.

(8) Love seeks and believes the best in all cases and does not seek the faults which may be near by.

(9) Love kindles hope when all efforts seem futile. You can compare your life with the principles of Christian love as described by Paul and get a more accurate measure of your spiritual strength, than by proclaiming yourself as one who "has faith."

In writing his letter to the Corinthians, Paul was trying to urge those early Christians toward the more excellent way, the way of love.

Let Us Pray.

1 The Internation Lesson Annual - 1963, Horace R. Weaver and Roy L. Smith, pp. 358-363, Abington Press, 1962, Nashville.

CAPTAIN SEZ

And so another busy month has rapidly slid into history and we find ourselves rendezvousing at 0230 on the first of May with the SIXTH Fleet brass, Admiral Ellis with his group and our own Commander Service Force SIXTH Fleet boss, Captain Caspari with his group. We haven't seen so many ships in one large formation since World War II. It is a stiring sight and gives you a feeling deep down that here is security.

In fact, in talking with the peoples of the Mediterranean as well as our own fellow countrymen they all say that just knowing the SIXTH Fleet is on hand gives them a feeling of security.

From time to time I have encouraged my officers and men to submit their ideas or comments for improvement of our operations, tactics and techniques because it is from them that past improvements have originated. I am currently preparing a letter of commendation for Bruce S. Garceau, BM3, who conceived and designed a new device for our refueling that has saved as much as 30 minutes for shifting rigs and in addition has provided over a 200 per cent safety factor while doing so. I am passing the plans for this new device along to higher authority for use on all U.S. Navy oilers giving Bruce full credit. G. I. Williams, SFPFN will receive a letter of appreciation for his assistance to Garceau in constructing this new device.

We are very proud of Garceau and Williams and extend to them hearty congratulations and a much deserved "well done."

Since the last familygram the KASKASKIA has continued to excel and while we are not saying this in a bragging way, or to boast, we do want you to share in the joy we experienced when we received the following messages:

From: USS SARATOGA
To: USS KASKASKIA
Info: Commander Task Force SIXTY
Commander Task Force SIXTY-THREE
Commander SIXTH Fleet

UNCLASSIFIED

Today's outstanding performance by KASKASKIA was the best example of all-around refueling excellence that SARATOGA has observed since joining SIXTH Fleet last December. Hook up and breakaway, condition of rigs, fittings, pumping rate as a percentage of rated pumping rate and quality of fuel were all outstanding. Well Done.

From: COMSERVFOR SIXTHFLT

To: USS KASKASKIA

UNCLASSIFIED

I am much impressed and very pleased with the recent performance of KASKASKIA as indicated in Commander Task Group messages. Keep up the good work.

We shall continue to do our very best and then a bit better.

And now to the thank you for your letters department:

To Mr. and Mrs. Don and Marion Tranter of Buffalo, N.Y., whose son Robert is currently working out an apprenticeship in the Chief Petty Officer's quarters; Mrs. Victoria Marders of Batac, Ilocos Norte, Philippine Islands - her son John is one of the hardest working men in the officers country and is well thought of by all the officers and men; Col. and Mrs. T. P. Wojcik, C.O. Marine Barracks Boston Naval Shipyard and a former shipmate of mine; LCDR Mat Wojacki of Manchester, N.H. and Bob Shea, BMC of Manchester, N.H., both former shipmates now retired and living in the same town; Mrs. M. Greska of Chicago, Illinois, this is the second letter from Mrs. Greska; CDR and Mrs. Charles Hagle of Washington, D.C.; CAPT and Mrs. Ken Smith of Needham, Mass., CAPT Smith is the chief pilot at the Boston Naval Shipyard and one of the best on the East coast; Mr. and Mrs. Lester Pope of Trenton, N.J.; and to the members of my own family and relatives whose letters I look forward to daily and whose letters mean so very much.

Letters are one of if not the biggest morale booster for your men oversea. The receipt of just a short one page letter letting us know you are okay and letting us know you care, will do more for our morale than anything short of being home with you. As I know this holds true for you too, I encourage your men to write to you and to the best of my knowledge they are writing.

However, if they are not writing, please "rat" on them to me and you can be sure I'll discuss it personally with them and you'll soon be in receipt of a letter. O.K?

That just about ties this one up. We have one more "gram" to mail at Rota, Spain on the 29th of May, the day we depart for home. You can expect us in Mayport sometime on 8 June. We're hoping to be early but we don't know what the weather will be like or what contingencies may arise in the interim.

With warm personal regards and God Bless.

Charles W. Ward

Charles W. WARD
CAPT, U.S. Navy