

USS KASKASKIA (AO-27)

Fleet Post Office

New York, New York

Dear KASKASKIA Family,

This KASKASKIAGRAM comes to you from Rota, Spain. From here we chop (change operational command from Commander SIXTH Fleet in the Mediterranean and head for Mayport. We are anticipating a ten day siege of channel fever. (It actually started a couple of weeks ago.)

Since our last KASKASKIAGRAM, we've had a month of changing schedules and wondering what was going to happen next. Of all possible ways to end a deployment, ours was not the best.

We started the month at sea in a large replenishment formation; refueled three destroyers and were replenished by helicopter and by a refrigerated stores ship, then we were detached from the formation. It had been the easiest and smoothest replenishment we can remember. We then set course for Naples for a fuel lift and three days of serious "hoss" trading. We picked up a full load of fuel, installed a new radar antenna, and got the sides of the ship painted. We also shifted berths daily.

Leaving Naples on the sixth, we fueled the USS MANLEY (DD-940) at dusk. On the morning of the seventh, we dropped the hook at Livorno, Italy, and waited to receive our first schedule change. It came on the eighth, and we left Livorno on the ninth to return to Naples where we stayed eight days.

We left Naples a day late due to another schedule change, and rang up full speed to catch up with the ships that had left on the seventeenth. This old gal, KASKASKIA, apparently did not like being pushed so hard, for she protested and so we had to slow to five knots to effect repairs.

After one long night of putting things back together, we were able to make twelve knots and to meet our commitments. (Since then we did some more repairing and can make full speed again.)

We rendezvoused with the USS TRUCKEE on the twentieth according to another schedule change and pumped about half our fuel into her. When the fueling was completed and we were steaming toward our next commitment, an alert lookout spied an unidentified flying object off our port quarter.

On closer inspection the object was later identified as a kite, launched and controlled from the fantail by some of those youths from "R" Division.

On the twenty-first we pumped most of our remaining fuel load into USS SARATOGA (No, Virginia, that's not a Japanese aircraft carrier) and half a dozen destroyers. When we anchored in Cannes on the twenty-second, we were so dry that our bow was twenty feet higher than our stern.

As this missive is being written (in Cannes) USS KASKASKIA is scheduled to depart Cannes at midnight and arrive in Rota on the eastern coast of Spain two days and a half later for a fuel lift and turnover. We are scheduled to depart for Mayport on the twenty-ninth.

We received another letter from the Mother Superior of the Orphanage Antoniano Femminile in Brindisi. It is addressed to Captain Ward and reads as follows: Sir Capitain, we are most thankfull to you as kind and afflictuous all that things through as well sendssed to our children. They are been very glad and thank you heartily and to the children of Southside Jr. High. We voold very glad if are comed you and your kind lady. Always we thank you equal. We hope you would remember always our dearest orphans, who are in very need. If do you lick, we shall come to Brindisi with some our orphans to make a cellet in your dipendents, for a glad Easter to our children. Jes? When? Please are as kind to writ us in manner pliant and affable.

Thank you.

Please excuse my poor English! With our best salutations I am:

The Mother Superior

BOX SCORE

	<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
May	13	2,201,010
TOTAL	169	19,085,096

Since leaving Mayport in January 1965 the KASKASKIA has steamed a total of 24,548 miles...that's nearly once around the world.

KASKASKIA CONGRATULATIONS DEPARTMENT

Congratulations to James R. Jeffries, PN3 and Edmund DuFour, BT2 who recently reenlisted onboard the KASKASKIA. Our heartiest congratulations to Mark L. Troutman who attained the grade of LT(jg) on 1 May 1965.

"Happy Birthday" to the following men who had birthdays during the merry month of May.

James Anderson	Robert Fitz	Thomas Kovacic
Hospicio Becerra	Frankie Harris	Samuel McCrary
Dale Brinkmeier	Thomas Hill	Francis McKenzie
James Britt	Charles Jackson	Dewayne Royal
Roy Brown	James Jeffries	John Ortiz
Bobby Chavis	Laurence Kish	Roger Loar
Robert Dewitt	William Kisielewicz	John Snow
Larry Dove		

MEET THE DEPARTMENT

The Supply Department provides continuous logistical support to all the other departments of the ship; support ranging from seeing that the needed spare repair parts are at the right place at the right time in the right quantity, to keeping precise and accurate records of the ship's allowed budget, called the OPTAR. The Supply Department is also responsible for providing such services to the crew as the operation of the Ship's Store, barber shop, laundry, disbursing office, and soda fountain. All these services are provided to better the morale and well being of each and every sailor aboard.

The department head is LT(jg) Mark L. Troutman from Red Cross, Pennsylvania. He enlisted in the Navy in 1954 and after completion of Class "A" DK School in Newport, reported to Clarksville, Tenn. He served aboard the USS DURANT (DER-389) and the USS SHENANDOAH (AD-26) and also at the Navy Finance Center in Cleveland, Ohio. He was commissioned Ensign in the Supply Corps. in November 1963, and completed Supply Corps School in Athens, Georgia graduating with honors of "High Distinction" being No. 3 in his class of 186, and No. 1 among his LDO classmates. He reported aboard the USS KASKASKIA in September 1964 as Asst. Supply Officer for Disbursing and Ship's Store, and in March became the Supply Officer when LT(jg) Bob Hecker joined the ranks of civilians. LT(jg) Troutman resides in Atlantic Beach with his wife Penny and son Danny. Another addition to his family is expected in July.

The Asst. Supply and Disbursing Officer is Ensign William G. Roberts, born in Pittsburgh, Pennsylvania and raised in Silver Springs, Maryland. He graduated from Maryland University in 1964 and was commissioned Ensign in the Supply Corps., upon graduation from OCS. After completion of Supply Corps School, he reported aboard the USS KASKASKIA (AO-27) in January over here in the Med.

The leading Chief Petty Officer is Chief Walter W. Barts, CSCS. He has served aboard the USS FARRAGUT (DLG-6), USS RENSHAW (DD-499), USS THRUSH (MSC-204) and had shore duty in Puerto Rico, and Newfoundland. He and his wife, Emma Lee live in Mayport with their three children. Chief Barts reported aboard the KASKASKIA in April of this year.

King of the Storekeepers is Chief Charles F. Green who reported to the KASKASKIA in January 1964. Chief Green, his wife, Geraldine, and three children reside in Jax Beach. Chief Green keeps the wheels of progress rolling in the Supply Office and has served aboard the USS SHENANDOAH (AD-26), USS BUSHNELL (AS-15), USS INTREPID (CVA-11), USS NORTON SOUND (AVM-1) and USS MALOY (DE-791).

Chief Kelmer Story serves an important function in Supply, managing the operation of the general mess. He is responsible to see that all hands get their "three squares per day" and that all meals are tasty, nutritious, well balanced and present a good appearance. He resides in Orange Park, Florida with his wife Elizabeth and six children.

The ship's service activities are under the supervision of Shirey, SH1. He is one of the few men still aboard the KASKASKIA who put it into commission in December 1961. He has served aboard the USS UNIMAK (AVP-31), USS NOBLE (APA-218), and the USS W. A. MANN (WAP-112). Shirey has also had shore duty attached to the Atlantic Construction Battalion, homeported in Davisville, Rhode Island. He lives in Jacksonville, Florida with his wife Mary and two children.

There are seven Storekeepers, seven Commissarymen, six Stewards, one Disbursing Clerk, and seven Ship's Servicemen in the Supply Department. Each of these twenty-seven men serves an important and necessary function. "Service is our most important product" say these in Supply, and all strive twenty-four hours a day to provide that service to the crew.

CAPT. SEZ:

Since our last letter we have had a little more excitement than we care for. I refer to the early hour of 0057 on 7 May 1965 when the SS WORLD BOND collided with KASKASKIA about five miles off the southwest coast of the Island of Elba. Despite the fact that the WORLD BOND exploded no one was seriously injured on either ship. It was however quite hot for awhile. We believe the Good Lord intervened on our behalf and we all have been truly grateful to Him for bringing us safely through what could have been a complete disaster. Regulations prohibit discussing the matter other than what I've said. The simple truth of the matter is that we are all very fortunate and very glad to be alive.

In our last familygram I do believe I overlooked wishing all of our mothers a "Happy Mother's Day" from all of us - so please accept this late felicitation.

The many letters I've been receiving from our families have been most gratifying. All of you have written such moving and heartwarming letters expressing concern for our welfare and safety that it fairly brings tears to this old salt's eyes. For all of us I thank you most sincerely from the bottom of my heart.

The following members of our family are especially thanked for their wonderful letters. I'll start with my good friend Arch Whitehouse for no other reason than his letter happens to be on the top of the pile. Arch, a writer of reknown, and Mrs. Whitehouse, live in Montvale, New Jersey and he advised that he plans to include the Sunday at Sea poem (see April familygram) in his forthcoming book about the history of warships - fitting the poem in to the chapter on auxiliary vessels - Arch, we are all for it and thank you. We'll also be looking forward to reading your book;

LT(jg) Bob and Mrs. Hecker formerly with this command but now civilians living in Clarendon Hills, Illinois. Bob who was one of the best Supply Officers to ever come down the pike, now works for "R. R. Donnelly & Sons printers of Life, Time, National Geographic etc. (but not Playboy.)"

Mrs. James Brant the wife of my gig (motorboat) coxswain of Kent, Ohio; my college friend of long standing, the Honorable James R. Grover, a Congressman from New York; Chief Warrant Officer and Mrs. J. L. Nestor of Norfolk, Virginia. Joe (or Leo, as I've known him since 1923) and I started out in kindergarten together at Columbus Avenue Grade School in Freeport, L. I.; Mr. and Mrs. Louis Kish of Youngstown, Ohio; Col. Franklin Hibel, editor Mayport Mirror - thank you very much for the superb coverage and your many kindnesses; my mother, Mrs. G. A. Ward of Freeport, N. Y.; my sister, Mrs. George Noon of Westbury, N. Y.; my aunt, Mrs. William Benham of Lynbrook, N. Y.; my number one son, Peter Ward of Coon Rapids, Minnesota for a very long and newsy letter; my daughter, Susan Ward at college in Norfolk; my number two son, Corky Ward, at home in Jacksonville; Captain and Mrs. Ted Rogers, Ted is superintendant of the Maine Maritime Academy, Castine, Maine and at the moment of this writing is carrying out a schedule busy enough for a dozen men; Mr. and Mrs. Tom Hayes of Reading, Mass.; Mr. and Mrs. Rocco Zuccarelli of Fairfield, Conn. - I have talked with Dennis about continuing his studies; Mr. and Mrs. Max Brown, our neighbors in Jacksonville who have taken care of our son, Corky, our animals, lawn, car etc. - have a wonderful time in Nassau; Mr. and Mrs. Charles Brown of Oakland, California - yep, you're still on our mailing list; Captain and Mrs. Robert Kalen of Arlington, Virginia - greatly appreciate your confidence in us and information on your new assignment, Bob; Commander and Mrs. Charles Nagle of Alexandria - nice to talk to you on our ham radio, Charles; Dr. and Mrs. Marc Old, who have been vacationing in Hawaii; Mr. and Mrs. R. G. Tacker of Fentress, Texas - new members of the KASKASKIA family;

Mrs. F. Harrison of Jersey City, New Jersey whose son James is one of our finest boat coxswains; Mr. and Mrs. Ray Fels of Virginia Beach, Virginia; Mr. and Mrs. John Hilenski who live in the shadow of the witch hanging tree in Salem, Mass.; Mr. and Mrs. Victor King of upper Montclair, New Jersey and also Lake Winnepesaukee, New Hampshire where Mrs. King alone so it seems catches all the land locked salmon; Commander and Mrs. John Timmerman of Jacksonville, Fla.; Mrs. Roy Webber of Mayport, Fla.; Mrs. J. A. Grimsley Jr. of Opa Locka, Fla.; Mr. and Mrs. Eliot Michaelson of Brookline, Mass. - thank you for the latest news Eliot and good luck with your new equipment; Mr. and Mrs. Walter Fass of Miami, Florida; Captain A. Knight of Boston, Mass., who advises he is now on Alumnus of the Advanced Management Program at Harvard Business School - nice going Art. LT COL. Bill Graeber, U.S.M.C. of Natick, Mass., who writes that he is impressed with the conduct ashore of your KASKASKIA men. At the end of this letter I'll include the total box score of liberties (there are three days more of liberty at the present writing; today 23 May in Cannes, France and two days of base liberty at Rota, Spain. I might add that I'll bet my bottom dollar here and now there will be no Shore Patrol reports and the KASKASKIA men will be given a SIXTH Fleet Commendation. If one is not forthcoming I'll give them one myself.); Captain and Mrs. Ted Rowe of Boston Naval Shipyard, who in writing gave my wife and I all the info on our friends up in Boston. Thank you Ted and Grace, your news was wonderful - grandparents - great!; another letter from Commander and Mrs. Charles Nagle of Arlington, Virginia who are taking off for a vacation to Rio tomorrow, the 24th - please have a pleasant and relaxing (?) time. Captain and Mrs. Harvey Bloom of Dallas, Texas who has retired as you know and who very much wishes to come back in the Navy, wish we had Harvey in the recruiting program - he could

more than fill the entire Navy's quota with his abundant enthusiasm for the Navy. We miss you too, Captain; Mr. Asa E. Phillips of Brookline, and Boston, Mass. who has been re-elected National Vice President of the Navy League of the United States. Our heartiest congratulations and I might add we are pulling for you to make National President next election. I don't know a better or more qualified man for the position. We all wish you every success in this endeavor and if we could vote - you'd have ours without reservation! My wife whom I rushed to the airport to catch the Rome - Paris - New York plane on the sixteenth arrived home safely, and has written several wonderful long letters - I sure miss that gal. Mr. and Mrs. H. J. Fox and their daughter Anne, of Brighton Victoria, Australia whom my family and I met five years ago in Naples and on Capri. Yes, the time has really moved along and our respective children are now very grown up. Hope we get to see again soon; LT Bruce Edelston, who is stationed at the Naval Facility on San-Salvador, sent us a copy of their familygram and we enjoyed it very much. If Bruce and his fellow skin diving beachcombers read this far, I'd like to congratulate them on a good write up. If any letters arrive after we go to press and we don't include your name - please forgive. I believe I had mentioned that our policy in the past has been to gather all hands before the mast and discuss the various ports, countries that we were to visit as well as the peoples and their customs. As part of this, we covered everything we could lay our hands on in the way of information to prepare ourselves for each visit. By the same token it is fitting at this time that we include a discussion of the United States for the benefit of your KASKASKIA men who have successfully adapted themselves to the many environments of the Mediterranean. There is attached a final word I'll read to them concerning that welcome time when we return to the United States with the knowledge of a job well done and many strange experiences behind us.

Lest we unwittingly violate local U.S. taboos, I'll discuss the following advice for visitors to the United States by Weare Halbrook in This Week Magazine (date unknown but believed to be during latter part of World War II) "Americans", he writes, usually open a conversation by asking, "Well, what's new?" It is not necessary to reply to this except by saying, "Well, what's new with you?"

The monetary system is rather confusing. Regardless of their denomination, five, ten and twenty dollar bills are all the same size. A nickel (worth only five cents) is almost twice as large as a dime (worth ten cents). Two dollar bills are tabu and the natives are extremely superstitious about them.

Listen patiently when veterans of the first World War (also the second World War, and Korean conflict) tell you how much tougher things were in their day. Remember they had to listen to each other and to the Spanish - American War veterans, who in turn had to listen to the Civil War veterans etc.

In some parts of the U.S. certain foods are not obtainable in the dehydrated form and you will have to eat them as they come from the market. However, it is always advisable to cook them first. This especially holds true in the rural districts owing to the lack of dehydrating equipment.

"You may be shocked to see vegetables such as beets, turnips, cabbages, and potatoes displayed in their natural state with bits of garden soil still clinging to them. Yet when properly cleaned, prepared and in some cases mashed, these vegetables can be quite palatable. At any rate the natives seem to thrive on them.

In churches, auditoriums and other public places you will often see women surreptitiously slipping their feet out of their shoes and wiggling their toes. This is strictly a feminine prerogative, and has no religious significance whatever. Do not attempt to imitate them and always be tactful. If, for example, you notice that your Aunt Beulah has had her extra chin removed by plastic surgery, don't congratulate her. This operating is known as "losing face" and the natives are very sensitive about it.

But after all, the best way to understand the Americans is to settle down and actually live with them. They are really a very friendly people despite the apparent ferocity of their handshakes and their violent back-slapping. They mean well. Remember their civilization is much younger than those of Europe and Asia. They are just great big overgrown children at heart and should be treated as such.

Well now, in bringing this Med trip to a close as well as this the familygram, I find that "channel fever" reigns supreme from one end of the ship to the other. This fever is symptomized by an inability to sleep, loss of appetite, a gradual increase in ship's speed because as we all know, the last part of every trip is down hill and also an impetus is imparted to the ship's momentum by your desire to hurry us home and ours to get there without delay. (This is one of the mysteries of the sea, ask any sailor.)

I'm going to miss these monthly get togethers with you. We've enjoyed putting them together and especially receiving your many warm and friendly letters. I thank you and LT(jg) Bill Barnes, our scribe -- Thank You!

We just received a most welcome letter from our Chief Ross, who as you all know suffered a heart attack aboard several weeks ago. Your prayers and ours on his behalf have been of great help for he is back in the states recovering. He should soon be quite well again.

I have completely overlooked one phase of our liberty and touring during the past two months. A phase that many of us have noted with no little pleasure. SPRING!

Spring in the Mediterranean as everywhere else is a wonderful thing to behold. Here the fields became a riot of colors, bright colors. Blue - red - yellow and the many shades between them. The islands became flower-filled, scented, and the trees and bushes a flutter with new leaves. I don't know all the names of the many, many flowers that we saw in just one small field but I recall vividly the fragrance of the citrus groves.

Then too we had the opportunity to discover and pick for drying and later use the many herbs that grow wild all over the countryside. I wish I could have recognized and picked more. But I do have several fragrant and fresh additions to my herb shelf the likes of which improve the simplest of foods.

As I have stated before I'm very proud of your KASKASKIA men. Their record under all conditions, including our collision, has stood up as superior. Not many ships can boast of a record where in one entire Med tour with over 6,500 logged liberties not one, I repeat, NOT ONE SIXTH Fleet Shore Patrol report was written up on any KASKASKIA man. This attests to the fact that we have one of the finest crews anywhere and that I am extremely pleased with and proud of each man aboard. If it sounds like their halos are on too tight, so be it.

Also would like to add at this point the message we received from the USS SARATOGA after we last refueled them. "KASKASKIA again did outstanding job of refueling SARATOGA 21 May. Hookup, breakaway, quality of fuel and pumping rate were all outstanding."

I trust your reunion with your loved ones will be tearful but joyful and your future blessed with good health, prosperity and continued happiness.

With warmest personal regards and may God Bless.

Charles W. Ward

Charles W. WARD, CAPT, U. S. Navy