

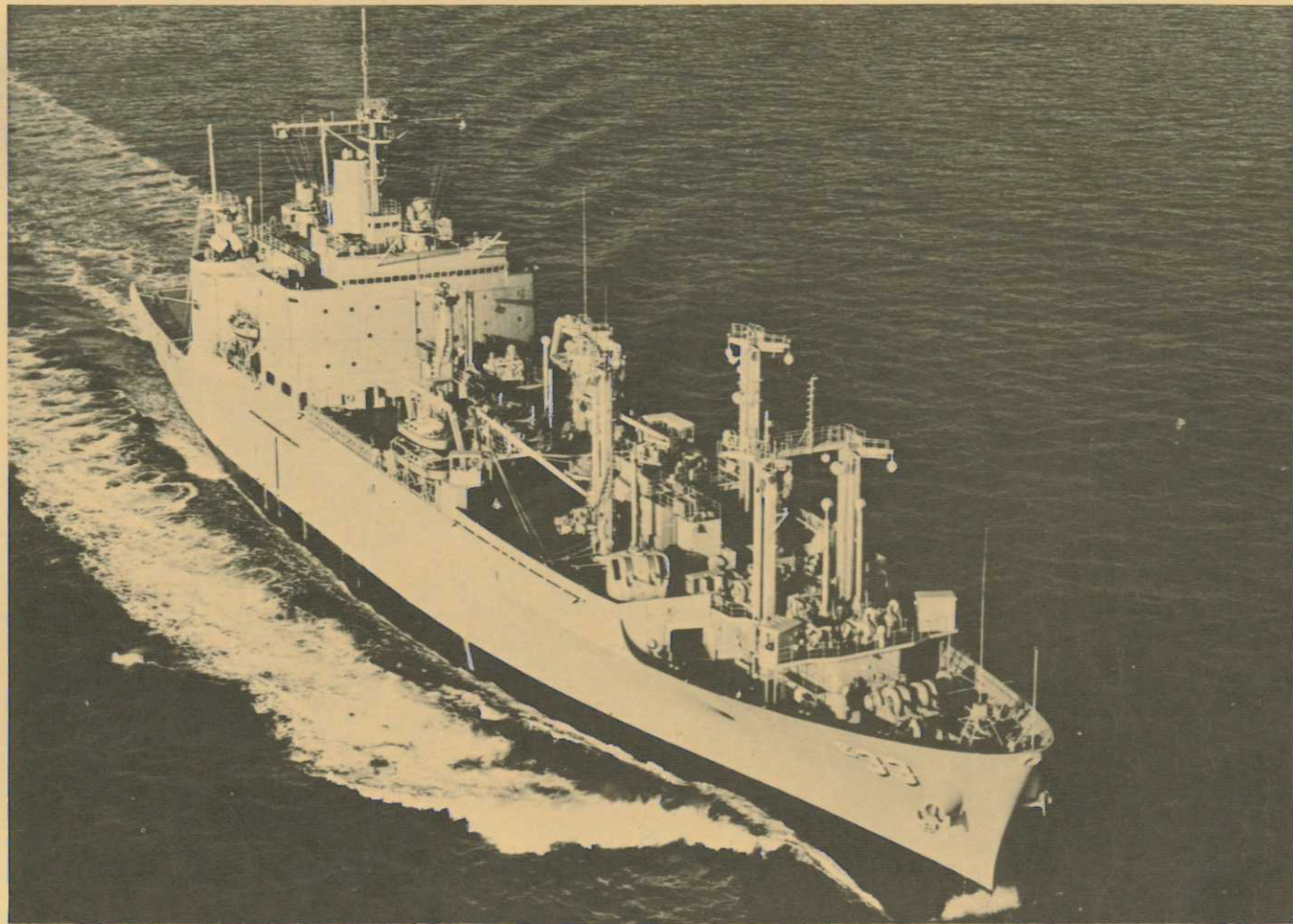
WELCOME ABOARD

9-73



UNITED STATES SHIP SHASTA

(AE-33)



USS SHASTA (AE-33)

*THE USS SHASTA (AE-33) IS A NEWLY CONSTRUCTED KILAUEA CLASS AMMUNITION SHIP. SHE WAS DESIGNED AND BUILT BY THE INGALLS NUCLEAR SHIPBUILDING DIVISION, LITTON INDUSTRIES, INC., AT PASCAGOULA, MISSISSIPPI. HER KEEL WAS LAID ON 10 NOVEMBER 1969 AND SHE WAS CHRISTENED AND LAUNCHED ON 3 APRIL 1971. AFTER EXTENSIVE TESTING AND INSTALLATION OF EQUIPMENT, SHASTA WAS COMMISSIONED AS AN OPERATING MEMBER OF THE UNITED STATES NAVAL FORCES ON 26 FEBRUARY 1972.*



USS SHASTA (AE-6)

#### SECOND SHIP TO BEAR THE NAME

*THE USS SHASTA (AE-33) IS THE SECOND SHIP TO BEAR THE NAME. THE FIRST SHASTA WAS THE AE-6, BUILT BY THE TAMPA SHIPBUILDING COMPANY OF TAMPA, FLORIDA AND LAUNCHED ON 9 JULY 1941. THE OLD SHASTA HAD A LENGTH OVERALL OF 459 FEET; BEAM OF 63 FEET; FULL LOAD DISPLACEMENT OF 13,876 TONS; MEAN DRAFT OF 25 FEET 10 INCHES; WAS DESIGNED FOR A SPEED OF 15.5 KNOTS; AND HAD ACCOMMODATIONS FOR 21 OFFICERS AND 260 CREWMEN.*

*THE SHASTA SAW HER FIRST DUTY IN THE PACIFIC DURING FEBRUARY OF 1942, WHERE SHE CARRIED AMMUNITION TO SHIPS AND STATIONS THROUGHOUT THE SOUTH PACIFIC ISLANDS. IN 1943 SHE SAW MOST OF HER ACTION SUPPLYING SHIPS IN THE ALEUTIAN ISLANDS DURING THE BATTLE FOR ATTU AND KISKA. HER WORK CONTINUED THROUGHOUT 1944 IN VARIOUS CAMPAIGNS IN THE WESTERN CAROLINES, GUADALCANAL, SAIPAN, AND THE NEW HEBRIDES ISLANDS.*

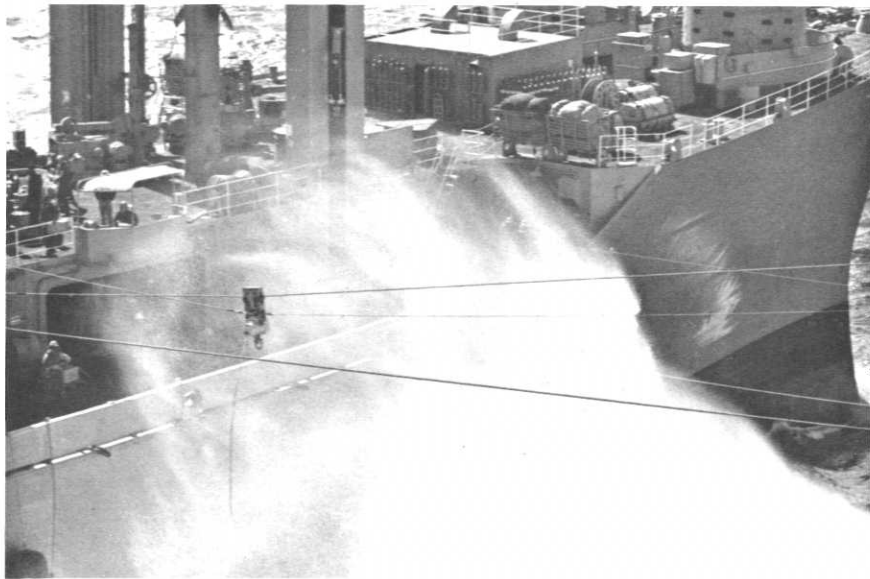
*ON 5 JUNE 1945, SHASTA WAS CAUGHT IN A 100 KNOT TYPHOON WHILE RE-ARMING AIRCRAFT CARRIERS. THE STORM CAUSED THE SHIP TO ROLL IN EXCESS OF 40 DEGREES BOTH TO PORT AND STARBOARD, CAUSING EXTENSIVE DAMAGES RESULTING FROM SHIFTING AMMUNITION AND SUPPLIES.*

*IN AUGUST OF 1946 SHASTA WAS DECOMMISSIONED, ONLY TO BE RECOMMISSIONED IN JULY OF 1953, AT WHICH TIME SHE SAW DUTY IN THE ATLANTIC AND MEDITERRANEAN THROUGH 1966. IN SEPTEMBER, 1966 SHE TRANSFERRED AGAIN TO THE PACIFIC FOR DUTY IN THE GULF OF TONKIN UNTIL APRIL OF 1967.*

*SHASTA WAS DECOMMISSIONED FOR THE LAST TIME ON 1 JULY 1969 AND WAS SOLD ON 24 MARCH 1970 FOR SCRAPPING IN SPAIN.*

## MISSION

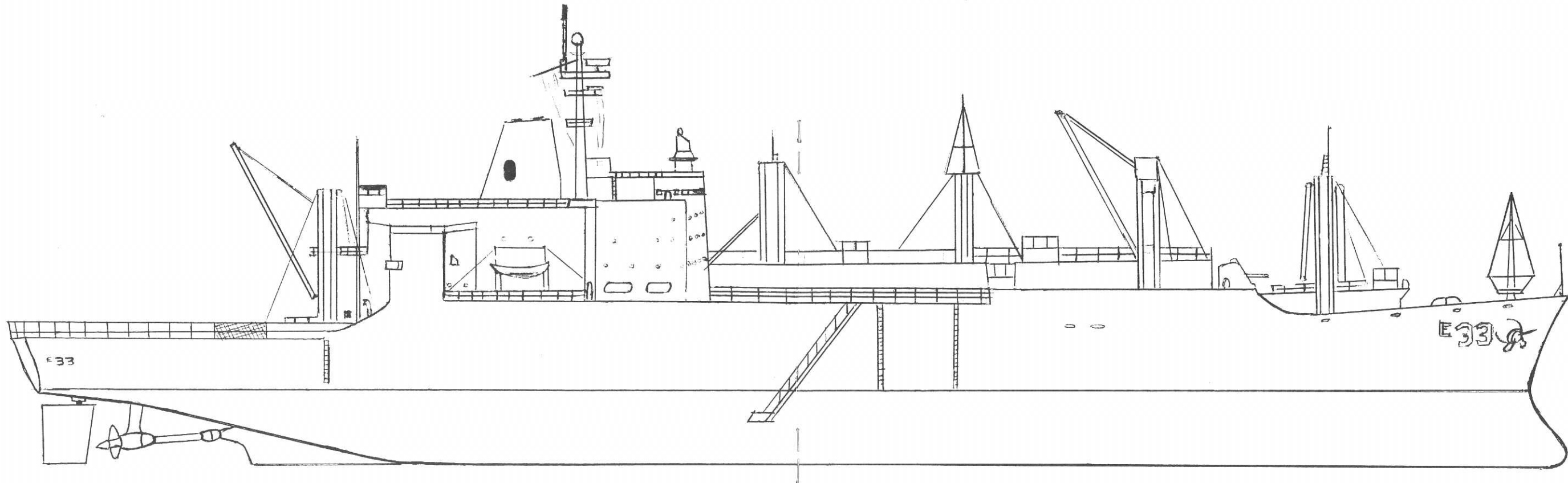
THE MISSION OF THE SHASTA IS TO PROVIDE TRANSPORT OF AMMUNITION AND RELATED ORDNANCE EQUIPMENT IN ORDER TO SUPPLY SUCH MATERIAL TO THE FLEET BY MEANS OF UNDERWAY REPLENISHMENT. UNDERWAY REPLENISHMENT IS A METHOD WHEREBY CARGO IS TRANSFERRED BETWEEN SHIPS ACTUALLY STEAMING AT SEA.



THIS MISSION IS ACCOMPLISHED THROUGH THE INSTALLATION AND UTILIZATION OF A RAM-TENSIONED WIRE SYSTEM KNOWN AS STREAM (STANDARD TENSIONED REPLENISHMENT ALONG-SIDE METHOD). IN ADDITION, THE SHASTA IS EQUIPPED WITH A HELICOPTER FLIGHT DECK, MAKING POSSIBLE THE CAPABILITY OF UTILIZING TWO HELICOPTERS FOR VERTICAL REPLENISHMENT. VERTICAL REPLENISHMENT IS A MEANS OF AIRLIFTING CARGO BETWEEN SHIPS BY HELICOPTER. FURTHER ADVANTAGES OF THE SHASTA INCLUDE A BULBOUS BOW FOR STREAMLINING AND AN AUTOMATED PROPULSION SYSTEM (APS) ALLOWING DIRECT CONTROL OF THE ENGINES FROM THE BRIDGE. AS A RESULT, SHASTA CAN ACCOMPLISH HER MISSION IN EXCESS OF TWENTY KNOTS. THIS ENABLES HER TO KEEP PACE WITH THE MODERN, HIGH-SPEED TASK FORCES OF TODAY.

SHASTA WAS DESIGNED WITH ECONOMY AND MAXIMUM EFFICIENCY IN MIND. WITH TANKS LARGE ENOUGH TO HOLD NEARLY A MILLION GALLONS OF FUEL, AND GREATLY INCREASED AVAILABLE CARGO SPACE OVER EARLIER AMMUNITION SHIPS, THE SHASTA CAN STAY ON STATION REPLENISHING SHIPS FOR FAR GREATER PERIODS OF TIME WITHOUT THE NEED FOR REFUELING OR REFILLING HER HOLDS. ULTIMATELY, SHASTA MEETS THE GOALS OF OUR MODERN NAVY BY COMBINING ECONOMICAL SERVICE WITH THE MOST ADVANCED TECHNIQUES AND EQUIPMENT AVAILABLE.





TECHNICAL DATA

LENGTH OVERALL - 564 FEET  
MAXIMUM BEAM - 81 FEET  
MAXIMUM DRAFT - 28 FEET  
DISPLACEMENT - 18,088 TONS  
NUMBER OF SCREWS - ONE

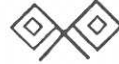
PROPULSION - GEARED STEAM TURBINES  
SHAFT HORSEPOWER - 22,000  
REPLENISHMENT STATIONS - NINE  
ARMAMENT - FOUR 3 INCH/50 CAL. TWIN MOUNTS  
COMPLEMENT - 16 OFFICERS/322 ENLISTED

## SHIP'S ORGANIZATION

ADMINISTRATIVELY, THE SHASTA IS DIVIDED INTO FIVE DEPARTMENTS, CONSISTING OF THE OPERATIONS, NAVIGATION, DECK, ENGINEERING, AND SUPPLY DEPARTMENTS.



OPERATIONS DEPARTMENT



THE OPERATIONS DEPARTMENT IS COMPOSED OF RADARMEN, RADIOMEN, AND ELECTRONIC TECHNICIANS. THE DEPARTMENT IS RESPONSIBLE FOR THE OPERATION OF THE COMBAT INFORMATION CENTER (CIC), THE TRANSMISSION AND RECEPTION OF ALL RADIO MESSAGES, AND THE MAINTENANCE OF ALL RADIO AND RADAR EQUIPMENT ABOARD THE SHIP.



NAVIGATION DEPARTMENT



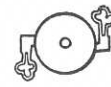
THE NAVIGATION DEPARTMENT CONSISTS OF THE SHIP'S NAVIGATOR AS WELL AS THE X AND N DIVISION. X AND N DIVISION CONTAINS QUARtermasters, FOR THE SPECIFIC AID OF THE NAVIGATOR, AND YEOMEN, PERSONNELMEN, AND HOSPITALMEN FOR MEETING THE PERSONNEL AND MEDICAL NEEDS OF THE SHIP. THE NAVIGATION DEPARTMENT IS RESPONSIBLE FOR THE SAFE NAVIGATION OF THE SHIP AND KNOWLEDGE OF ITS EXACT LOCATION WHEN IN TRANSIT.



DECK DEPARTMENT



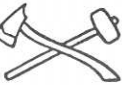
THE DECK DEPARTMENT CONSISTS OF BOATSWAINS MATES, GUNNERS MATES, FIRE CONTROL TECHNICIANS, AND A LARGE FORCE OF NON-RATED ENLISTED MEN. THIS DEPARTMENT IS RESPONSIBLE FOR THE HANDLING AND TRANSFER OF ALL CARGO DURING UNDERWAY REPLENISHMENT AS WELL AS THE MAINTENANCE OF ALL THE REPLENISHMENT RIGGING AND EXTERIOR SURFACES OF THE SHIP. IN ADDITION, THE GUNNERS MATES AND FIRE CONTROL TECHNICIANS WITHIN THE DECK DEPARTMENT ARE RESPONSIBLE FOR THE EFFICIENT MAINTENANCE AND OPERATION OF THE 3 INCH/50 CAL. MOUNTS.

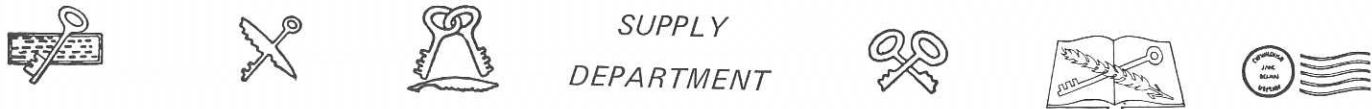


ENGINEERING DEPARTMENT



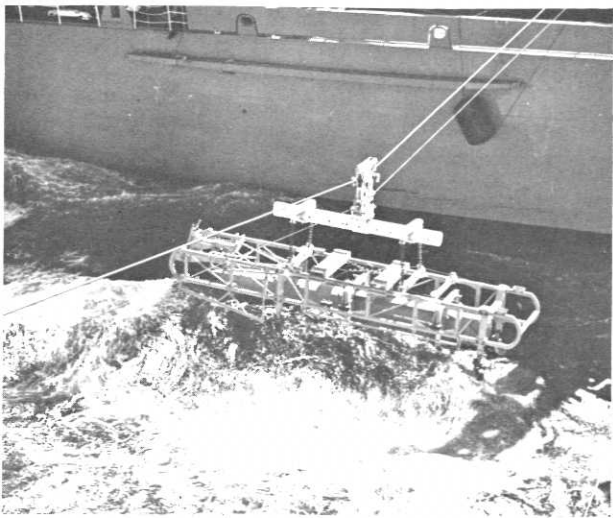
THE ENGINEERING DEPARTMENT IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE SHASTA'S PROPULSION SYSTEM, ELECTRICAL AND AIR CONDITIONING SYSTEMS, AND DAMAGE CONTROL/REPAIR FACILITIES. TO ACCOMPLISH THIS LARGE TASK, THE DEPARTMENT IS COMPOSED OF ELECTRICIAN MATES, MACHINIST MATES, MACHINERY REPAIRMEN, ENGINEMEN, BOILER TECHNICIANS, HULL TECHNICIANS, AND INTERIOR COMMUNICATIONS TECHNICIANS.





SUPPLY  
DEPARTMENT

THE SUPPLY DEPARTMENT HANDLES THE REQUISITIONING OF THE SHIP'S OWN SUPPLIES AS WELL AS THE EFFICIENT OPERATION OF THE SHIP'S PERSONAL SERVICES RANGING FROM MEALS TO HAIRCUTS TO LAUNDRY TO PAYROLL DISBURSING. THE WORKERS WITHIN THE DEPARTMENT ARE STOREKEEPERS, STEWARDS, SHIPS SERVICEMEN, COMMISSARYMEN, AND DISBURSING CLERKS.



#### THE NAMESAKE OF THE USS SHASTA

IT IS NAVY TRADITION THAT AMMUNITION SHIPS ARE NAMED FOR EITHER VOLCANOES OR TERMS ASSOCIATED WITH AMMUNITION. THE SHASTA WAS NAMED FOR MOUNT SHASTA, AN EXTINCT VOLCANO IN NORTHERN CALIFORNIA RISING 14,161

FEET ABOVE SEA LEVEL. THERE IS SOME CONFUSION ABOUT THE ACTUAL DERIVATION OF THE NAME "SHASTA." SEVERAL SOURCES OFFER POSSIBLE SOLUTIONS TO THE PROBLEM: THE RUSSIAN WORD "TSHASTAL" MEANING WHITE OR PURE; THE FRENCH WORD "CHASTE" ALSO MEANING PURE; OR MOST LIKELY THE WORD WAS OF INDIAN ORIGIN.

MOUNT SHASTA IS THE LOCATION OF THE SOURCE OF THE MCCLLOUD, SACRAMENTO, AND SHASTA RIVERS AS WELL AS THE HOST OF FIVE PERPETUAL GLACIERS. THE MOUNTAIN IS BEAUTIFUL AND MAJESTIC AND CERTAINLY IS A FITTING NAME FOR OUR BEAUTIFUL SHIP.

## THE COMMANDING OFFICER

Captain Warren C. Graham, Jr., USN



Captain Warren C. Graham, Jr., was born in Valdosta, Georgia where he attended primary and secondary school. Upon graduation from high school, he attended Marion Military Institute in Marion, Alabama. His naval career began in December of 1942 when he enlisted in the Navy as a Seaman Apprentice. He entered the Naval Academy in 1944 and was commissioned an Ensign four years later.

The SHASTA (AE-33) will be Captain Graham's fourth tour as a Commanding Officer. His previous commands were: USS BLUEBIRD (MSC-121); USS BULWARK (MSO-425); and USS MANLEY (DD-940), all homeported in Charleston, South Carolina. Other sea tours have included: Chief Engineer of the USS SARATOGA (CVA-60); Executive Officer of the USS HUNTINGTON (DD-781); Main Propulsion Assistant of the cruiser ALBANY, and Executive Officer of the minesweeper SUSTAIN (AM-119). He also served on the destroyers USS WEEKS, USS BUCKLEY, USS CONE, and USS N. K. PERRY, in all departments except Supply.

The USS RENVILLE (APA-227) was Captain Graham's first sea assignment upon graduation from the Naval Academy.

Captain Graham comes to the SHASTA (AE-33), as Commanding Officer from the Political-Military Division (OP-61) of the Office of the Chief of Naval Operations. This was his second tour with the Office of the Chief of Naval Operations, the first being in the Operations Division, (OP-33). Other shore assignments have been: Instructor at the Naval Academy; Operations Officer for the Commander Cruiser-Destroyer Force, Atlantic Fleet; and as a student at the Inter-American Defense College, Washington, D. C. Captain Graham was also advisor to the U. S. Delegation assigned to the Inter-American Defense Board, Washington, D. C.

Captain Graham has served with the First, Second, Sixth, and Seventh Fleet, as well as taking his last command, the USS MANLEY, on an around-the-world cruise.

His decorations include the Bronze Star with Combat "V"; the Meritorious Service Medal, and various campaign medals.

Mrs. Graham is the former Anne C. Biddle of Philadelphia and they have two sons: Curry, age twelve; and Michael, age nine.

## THE SHASTA SHIELD

*THE SHIELD OF THE USS SHASTA IS HER OWN PERSONAL CREST BEARING THE MOTTO AND SYMBOLOGY OF THE SPIRIT OF HER CREW AND IMPORTANCE OF HER MISSION, THE MOUNTAIN IS MOUNT SHASTA – A SHOW-CAPPED, DORMANT VOLCANO WHICH IS THE PROMINENT FEATURE OF THE SURROUNDING TERRAIN IN NORTHERN CALIFORNIA.*

*MOUNT SHASTA PROVIDES A BACKGROUND FOR THE ORDNANCE SYMBOL WHICH REPRESENTS THE VARIOUS SERVICES USS SHASTA CAN PROVIDE TO THE FLEET.*

*THE MOTTO "WE SERVE ANYTIME, ANYWHERE" REPRESENTS MOBILE LOGISTIC SUPPORT TO THE FLEET.*

*THE TWO GOLD STARS INDICATE THAT THE AE-33 IS THE SECOND SHIP TO BEAR THE NAME USS SHASTA.*

*THE IMAGE OF THE OLD-FASHIONED, STOCK ANCHOR REPRESENTS THE NAUTICAL TRADITION REMAINING IN THE NAVY OF TODAY.*

*(See reverse side)*





USS SHASTA AE-33

WE SERVE  
ANYTIME ANYWHERE