

USS MAUNA KEA (AE-22)  
SHIPS HISTORY  
1967

The USS MAUNA KEA (AE-22) began the year enroute to Subic Bay, Republic of the Philippines. The MAUNA KEA had left Concord, California December 28, 1966 for her ninth western Pacific deployment. On 4 January the ship moored at Pearl Harbor and began a two day stopover on the beautiful island of Oahu. Departing on 6 January, MAUNA KEA was headed in a westerly direction and began the long, 13 day voyage to Subic Bay. On the afternoon of 18 January the first of the Philippine Islands was sighted and a beautiful passage through San Bernardino Strait soon followed. On 19 January the MAUNA KEA anchored in Subic Bay, completing a 7,380 mile voyage from Concord.

On 23 January the ship departed Subic Bay for her first trip to the line off Vietnam. On 25 January the USS KITTY HAWK (CVA-63) made her approach to port and became the first ship to be replenished by MAUNA KEA IN 1967.

On 10 February the ship returned to Subic Bay and commenced an eight day upkeep and loadout period. Departing Subic Bay on 18 February the ship returned to the waters off North and South Vietnam. Remaining on the line for twenty-eight days, MAUNA KEA transferred some 3,100 short tons of ammunition to 33 ships. Operations were divided between carrier groups on Yankee Station and cruisers and destroyers in the Corps area's off South Vietnam. On 18 March the ship returned to the Naval Magazine at Subic Bay for upkeep and loadout of ammunition. Five days later the ship departed Subic Bay and headed for Hong Kong, British Crown Colony and a well deserved period of R & R. Hong Kong proved to be a gracious host and the entire crew had a fabulous time. The six days went by all too quickly however and on 30 March the ship returned to the Tonkin Gulf.

MAUNA KEA'S third trip to the line proved to be rather short and not nearly as busy as had been her two previous periods on the line. On 14 April the ship was once again moored in Subic Bay for upkeep and loadout. On 25 April the ship departed Subic Bay and steamed into Manila, Republic of the Philippines for a three day R & R period. Manila proved to be another popular R & R stopover. Sightseeing in Manila, on Corregidor, or at the Lake Taal Volcano kept everyone occupied and Manila's gay night life proved to be a welcomed bonus attraction. On 28 April MAUNA KEA departed Manila Bay and once again headed for Vietnam.

May proved to be the ship's busiest month of the cruise. In two trips to the line MAUNA KEA transferred 3,600 short tons of ammunition to some 48 ships. On 10 May the ship celebrated her 100th replenishment of the cruise by passing 550 short tons of ammunition to the USS ENTERPRISE (CVA(N)-65). Another milestone was reached on 31 May when MAUNA KEA transferred her 10,000th short ton of ammunition to the USS AULT (DD 698). Completing her fifth trip to the line on 15 June the MAUNA KEA once again headed for Hong Kong, British Crown Colony. Serious riots in late May had left

Hong Kong with a tense atmosphere, but MAUNA KEA sailors still found the city to be a welcome respite from the rigors of replenishment operations. As they had done in the initial visit to Hong Kong, over 75 MAUNA KEA sailors donated blood to the International Red Cross. This goodwill gesture was most appreciated by the Red Cross. Returning to Subic Bay on 26 June the ship made preparations for her sixth and final trip to the line.

On 2 July the ship was back on Yankee Station. Time passed quickly and on 18 July the MAUNA KEA'S 177th and final customer came alongside. The last ship replenished was the U.S. Coast Guard Cutter HALF MOON (W 378). As the ship headed back to Subic Bay that evening the entire crew could take pride in a job well done. In six trips to the line MAUNA KEA had transferred 12,989 short tons of ammunition to some 177 combatants. Not one single round of ammunition was lost during transfer operations. The ship returned to Subic Bay on 21 July and began her offload of ammunition. On 26 July MAUNA KEA departed Subic Bay for an upkeep period of six days in Yokosuka, Japan.

MAUNA KEA arrived in Yokosuka on 1 August. Needed upkeep and repairs were completed on the ship and the crew was able to spend many hours sightseeing and shopping in the Yokosuka and Tokyo areas. On 6 August the ship departed Yokosuka and began the long voyage home. A two day stopover in Pearl Harbor broke up the long return voyage and afforded the crew another chance to enjoy Hawaii. On the morning of 22 August the California coast was spotted and soon after 300 happy sailors passed under the Golden Gate Bridge. Nearly eight months to the day had elapsed since she had left these same waters for the Western Pacific.

The next two weeks were spent at Concord offloading some defective ammunition the ship had returned from Subic Bay. On 5 September the ship moved to Naval Air Station, Alameda and a two week period of tender availability alongside the USS DELTA (AR 9). Upon completion of tender availability the ship participated in local fleet operations for the remainder of the month. A long replenishment was conducted with the USS RANGER (CVA 61) on 30 September. The RANGER was loading out for her pending Western Pacific deployment.

The first nine days of October were spent in Alameda for upkeep. On 9 October the ship departed for Southern California and Fleet Exercise "Moana Festival." The exercise simulated conditions encountered off Vietnam and provided valuable lessons in replenishment, operations, and engineering. The ship returned to Concord on 19 October for another loadout prior to returning to Southern California for Fleet Exercise "Ball Buster" was another valuable operation for MAUNA KEA, in that it gave many new men on the ship a perspective of typical MAUNA KEA functions and operations faced in the Western Pacific.

On 3 November the ship returned to Mare Island Annex in Vallejo, California. In the two weeks that followed MAUNA KEA received her annual supply inspection and her NIFI (Navy Technical Publications

Inspection). A grade of excellent was achieved in the NTPI and supply received an outstanding. On 20 November the ship returned to Concord for another loadout prior to her departure for Fleet Exercise "Blue & Lotus" on 28 November.

Completing "Blue Lotus" MAUNA KEA returned to Mare Island Annex on 4 December. On the following day she headed down the bay to San Francisco and her yard period at Pacific Ship Repair. The remainder of the year was spent at Pacific Ship Repair receiving necessary repairs and alterations on the ship.

MAUNA KEA was under the command of Captain J.R. Lindsey for the entire year. She steamed a total of 67,580 navigational miles.