

**USS NASHVILLE (LPD-13)**

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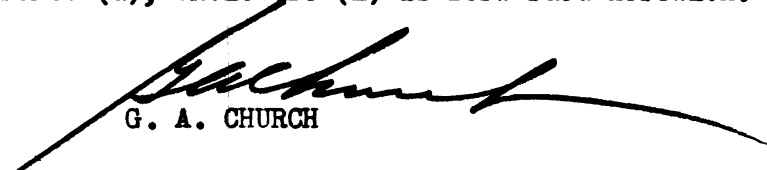
**From: Commanding Officer, USS NASHVILLE (LPD-13)**  
**To: Director of Naval History (OP - 09B9) Washington Navy Yard,**  
**Washington, D. C. 20390**

**Subj: USS NASHVILLE (LPD-13) Command History, 1 January 1972 to 31**  
**December 1972; submission of (OPNAV REPORT 5750-1)**

**Ref: (a) OPNAVINST 5750.12B**

**Encl: (1) USS NASHVILLE (LPD-13) Command History, 1 January 1972 to**  
**31 December 1972**

1. In accordance with reference (a), enclosure (1) is forwarded herewith.



G. A. CHURCH

COMMAND HISTORY 1972

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## COMMAND HISTORY

### I. CHRONOLOGY OF SIGNIFICANT EVENTS 1972

10 - 13 January Type training off Camp Pendleton

17 - 20 January Type training off VACAPES

28 January Departed for Operations with Caribbean Ready Group as a unit of Amphibious Squadron TWO

23 January While conducting alongside drills, USS SHREVEPORT (LPD-12) collided with USS NASHVILLE (LPD-13) causing damage to starboard side and starboard catwalk of NASHVILLE

16 March NASHVILLE returns to Norfolk for upkeep period and repairs to starboard side

13 April Departed Norfolk for operations with Caribbean Amphibious Ready Group

25 April Joint Amphibious Operations in VERITAS V with Brazilian units off Vieques, Puerto Rico

4 May Joint Amphibious Operations in VENUS II with Venezuelan units off Vieques, Puerto Rico

11 - 20 May Amphibious Operations during EXOTIC DANCER V

21 May Returned to Norfolk for upkeep and preparations for NATRONLANT

9 June Captain D. F. MILLIGAN, USN was relieved by Captain T. H. REPLOGLE as Commanding Officer of NASHVILLE

12 June Underway with USS SHREVEPORT for NATRONLANT 1972

1 August Returned to Norfolk for upkeep and to make preparations for OPERATION PEGASUS

23 August Departed Norfolk for Athens, Greece on OPERATION PEGASUS

25 September Returned to Norfolk for leave and upkeep period Subsequently switched berths to Naval Amphibious Base, Little Creek on 10 October.

3 November NASHVILLE transferred to Amphibious Squadron  
SIX

13 - 18 November Type training off Onslow Beach and VACAPES  
OPAREA with Amphibious Squadron TWO

20 November COMPHIBRON SIX Captain D. M. WELLS, USN  
broke his pennant on NASHVILLE

18 November - Returned to NAB Little Creek for leave and  
31 December upkeep period

**BASIC NARRATIVE**

## A. RESUME OF COMMAND

The USS NASHVILLE (LPD-13) was commanded from 1 January 1972 to 9 June 1972 by Captain D. F. MILLIGAN, USN. On return from duty with COMPHIBRON TWO as a unit of the Caribbean Amphibious Ready Group, Captain T. H. REPLOGLE, USN, relieved Captain D. F. MILLIGAN on 9 June 1972 just prior to departing for NATRONLANT 72. Captain REPLOGLE retained command of NASHVILLE for the remainder of calendar year 1972.

Through the greater part of 1972, NASHVILLE remained a unit of Amphibious Squadron TWO commanded by Captain F. F. PALMER, USN. On 3 November 1972 the ship was transferred to Amphibious Squadron SIX commanded by Captain D. Mason WELLS, USN.

## B. OPERATIONS

Throughout calendar year 1972 NASHVILLE has proven the importance and versatility of the LPD type ship to the Amphibious Force and Navy.

The year began with operations with Amphibious Squadron TWO as an element of the Caribbean Amphibious Ready Group. Together with US Marine personnel the ship conducted tactical training and amphibious training in Panama and Vieques, Puerto Rico. Several landings were conducted at Vieques with NASHVILLE's primary function the underway launch of LVT's. Two joint efforts, VERITAS V and VENUS II, conducted with Brazilian and Venezuelan units respectively, showed outstanding coordination between Naval and Marine units with obvious communicative disadvantages, in highly complex amphibious operations. EXOTIC DANCER V climaxed the Ready Group's activities as NASHVILLE returned to homeport to prepare for NATRONLANT 1972.

On 12 June 1972, after Captain T. H. REPLOGLE assumed command, NASHVILLE departed Norfolk with the USS SHREVEPORT (LPD-12) for NATRONLANT 1972, shipboard training for US Naval Academy Midshipmen. The daily schedule included engineering, CIC and shiphandling drills while transiting the Atlantic enroute to the liberty ports of Hamburg, Germany; Portsmouth, England; and Brest, France.

NASHVILLE returned to Norfolk on August 1, 1972 to make preparations for OPERATION PEGASUS. An unprecedented cruise by any standard, PEGASUS proved one more facet of the LPD's versatility: the safe and comfortable transport of 151 women and children together with their automobiles, household goods, and pets to Athens, Greece, their new homeport. The passengers were dependents of the men of DESRON 12, the first destroyer squadron to be homeported in the Mediterranean in the CNO's pilot program. For the cruise the ship prepared a playground on the flight deck, a kennel in the helo hanger, a nursery in the Captain's cabin, fenced all liferails with safety wire and even provided the pet dogs with their own fire hydrant. OPERATION PEGASUS came to a successful conclusion in Athens as all passengers, pets and household goods arrived safely after an enjoyable and interesting voyage for passengers and crew alike.

NASHVILLE returned to Norfolk on September 25, 1972 and subsequently shifted berths to the Naval Amphibious Base, Little Creek for a period of upkeep.

1972 was an indication of the bright future ahead for the LPD type ships. Underway launches of LVT's, boat operations, troop transport, helo operations for vertical envelopment, shipboard training and a veritable "cruise liner", are functions which show the wide spectrum of operational possibilities available with the landing transport dock.

### C. SPECIAL TOPICS

1. During January 1972 NASHVILLE completed the engineering conversion from NSFO to Naval Distillate. Results of the change have been favorable to the material condition of the engineering plant and the morale of "B" Division.

2. OPERATION PEGASUS was not only a first in the Amphibious Force but a Navy first. The challenge of changing a warship into comfortable, safe transportation for 151 dependents was met by ship's company imagination, resourcefulness and mostly, thoughtfulness.

Safety was paramount and accomplished by the use of safety wire around all weather decks and liferails. "Courtesy guards" were placed near all ladders to aid small children and anyone not used to negotiating the climb or descent.

Accommodations were also a major consideration. The ship provided adequate and comfortable accommodations for all passengers due to NASHVILLE's many staff and troop quarters. Food services strived to prepare only the best and even added an elegant touch with a bouquet of plastic flowers on every table. Through the far-sighted efforts of the Supply Department no incidental need was overlooked; the ship's store was stocked with a complete line of family products from pacifiers to disposable diapers, while diaper pails, cribs, washing basins and even ironing boards were provided. In addition, the ship offered a nursery, kennel, laundry service, playground and private sunning area for the ladies. Nightly entertainment was provided on the flight deck by NASHVILLE's "Rock" and "Country and Western" bands.

PEGASUS was a success due to planning, preparations, administration and more importantly the countless small courtesies the men of NASHVILLE extended daily to their guests.