

22 January 1976

From: Commanding Officer, USS NASHVILLE (LPD-13)
To: Chief of Naval Operations, Director of Naval History
(OP-09BH), Department of the Navy, Washington Navy
Yard, Washington, D.C. 20374

Subj: USS NASHVILLE (LDP-13) Command History 1974

Ref: (a) OPNAVINST 5750.12B of 20 May 1971

Encl: (1) Command History 1974

1. In accordance with reference (a), enclosure (1) is
forwarded for calendar year 1974.


G. E. MUELLER

BASIC HISTORY

1. Command Organization

a. The USS NASHVILLE (LPD-13) remained in Amphibious Squadron SIX, commanded by Captain George W. Farris, USN, and served as flagship during 1974.

b. The Commanding Officer of the USS NASHVILLE from 1 January 1974 through 31 December 1974 was Captain George A. Church, USN.

2. Summary of Operations

a. Chronology.

1-14 January	Inport Norfolk, Virginia
14-17 January	Ammunition Anchorage, Norfolk Virginia
17 January-24 June	Norfolk Naval Shipyard, Norfolk Virginia
24-26 June	Ammunition Anchorage, Norfolk, Virginia
26 June-1 July	Inport, Norfolk, Virginia
1-3 July	Virginia Capes Operations area, Norfolk, Virginia
3-15 July	Inport Norfolk, Virginia
15 July-2 August	Guantanamo Bay, Cuba
2-4 August	Port Au Prince, Haiti
4-16 August	Guantanamo Bay, Cuba
16-18 August	Underway to Little Creek Amphib Base, Norfolk, Virginia
18 August-9 September	Inport, Little Creek, Virginia
9-13 September	Amphibious Training exercises, Virginia Capes area
13-16 September	Inport, Little Creek, Virginia
16-17 September	Ammunition Anchorage, Norfolk

Enclosure (1)

17 September Underway for Onslow Beach,
North Carolina

17-19 September Onslow Beach operations
area, North Carolina

19 September Underway for Little Creek,
Virginia

20 September-15 October Inport Little Creek Amphib Base,
Norfolk, Virginia

15 October Underway to Virginia Capes area,
Norfolk, Virginia. Anchored same day.

16 October Underway to Cranny Island,
Virginia; Moored Cranny Island same
day.

17 October Underway to Virginia Capes;
anchored there same day.

18 October Underway for Little Creek,
Virginia; Moored at Quaywall same
day.

18-21 October Inport, Little Creek, Virginia

21-22 October Anchored Norfolk, Virginia

22-25 October Underway in Virginia Capes
Mine Exercise area

25 October-18 November Inport Norfolk, Virginia

18 November Underway for Charleston, South
Carolina

19 November Anchored Charleston, South
Carolina

20-24 November Underway in Charleston, South
Carolina operations area

24-26 November Anchored at Charleston, South
Carolina

26-27 November Underway to Little Creek, Virginia

27 November-31 December Inport Little Creek Amphibious
Base, Norfolk, Virginia

b. Narrative.

The USS NASHVILLE (LPD-13) began 1974 by getting underway for Hampton Roads Ammo Anchorage W-4 and off-loading all stores and ammunition in preparation for an overhaul and upkeep period in Norfolk Naval Shipyard at Portsmouth, Virginia. The move up the Elizabeth River on 17 January 1974 commenced a five month regular overhaul period. This was NASHVILLE's first overhaul since commissioning in February, 1970 and it was devoted to repairing all equipments that had experienced problems beyond the ship's force to repair, the installation of new equipments or alterations that would improve the ship's capability to perform its mission, or were habitability or environmental improvements. Some of the major repairs included work on the main engines and boilers and associated generators and equipment; repair of cargo elevators, pallet conveyors and other cargo handling equipment; cleaning and represerving fuel, water, and ballast tanks and complete cleaning, calibration and overhaul of electronic equipments. Some of the habitability improvements were complete renewal of the mess decks and serving areas including installation of fireproof paneling on all bulkheads, a new blue and white terrazzo deck, and a complete new scullery with stainless steel bulkheads and overheads. Twelve inch by forty-two inch lockers were installed in all berthing compartments as well as privacy curtains. Washrooms were renovated with the installation of counter-top wash basins, mirrors, new shower stalls and paneled bulkheads. The laundry was modernized with the installation of new equipment and the library and galleys also. The largest ship alteration was a major environmental improvement, the installation of sewage holding tanks which would enable the ship to transit coastal and inland waters without polluting them with raw sewage. The total repair and alterations bill was nearly ten million dollars.

After a year of waiting and planning, a group of about seventy-five persons, including the wives of some of the men, made the long journey by bus on 29 March 1974 from Norfolk to Nashville, Tennessee and enjoyed one of the most interesting weekends they had spent in many years which included a day long tour of the city and a trip to "OPRYLAND" and the GRAND OLE OPRY.

NASHVILLE spent 12 and 13 June engaged in Sea Trials. Returning to Norfolk Naval Shipyard she made a final departure on 24 June, where she spent another day in Sea Trials before returning to Ammo Anchorage to onload ammunition. Spending a week inport, NASHVILLE pulled out again to spend three days in the VaCapes Op Area to test her four dual mount 3"-50 caliber guns, swing ship for magnetic compass adjustment, calibrate electronic equipment, run Damage Control drills, and various other evolutions in preparation for Refresher Training at Guantanamo Bay, Cuba.

After two more weeks in port, the officers and men bid farewell to their families and were on their way to the Naval Station Guantanamo Bay, Cuba. The preparations for Refresher Training in Guantanamo Bay had been intense and arduous in all respects. The men knew that under the expert guidance and direction of the Navy's most complete Underway Training Group, they would learn the correct way to man General Quarters Stations, fight the ship and control all types of casualties such as fire, flooding, collision, etc.

NASHVILLE arrived at Guantanamo Bay the morning of 20 July and after three days of arrival conferences, briefings on training and evolutions to be expected, commenced Refresher Training with General Quarters drills and complicated Piloting and Damage Control drills. NASHVILLE took brief respite by pulling into Port-au-Prince, Haiti for several days of liberty. For the next two days the officers and men took advantage of this opportunity enjoying the native food and fruit, and generally relaxing. When time came to leave, NASHVILLE was prepared for further training, and returned to Cuba for 2 more weeks. Finally, on the 16th of August, with many a hearty farewell from the instructors and observers involved in Refresher Training, NASHVILLE steamed out from Guantanamo Bay. Playing her theme song, "Nashville Cats", she turned East around Cuba and sailed North toward Chesapeake Bay, secure in the knowledge that she was now a tightly knit unit and prepared for any mission assigned.

In late August NASHVILLE was honored to hold the COMPHIBLANT change of command ceremony in which VADM Adamson relieved VADM Vannoy. Many prestigious Navy and civilian guests were present and the men of the NASHVILLE were proud that their ship was the one chosen to host the festivities.

In early September NASHVILLE pulled out of Little Creek Naval Amphibious Base and anchored near Chesapeake Bay Bridge Tunnel. Four days were spent at anchor to further expand her newly acquired skills. Two days later NASHVILLE departed Norfolk, Va. for Onslow Beach, North Carolina for two days of LVT operations. During this period NASHVILLE conducted Amphibious Refresher Training. The men worked long and arduous hours each day for over two weeks to relearn the necessary skills of boat handling, launching and recovering LVT's and other landing craft, helo operations, and directing the ship to shore movement of the landing craft. The return to Little Creek commenced three weeks of general upkeep and the always appreciated liberty.

In early October NASHVILLE rejoined the fleet and began a series of inspections designed to point out any problem areas which existed. NASHVILLE did very well on all of her many inspections during 1974.

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In late October NASHVILLE got underway for two weeks of operations, MINEX 3-74, scheduled to provide NASHVILLE the opportunity to work with the minesweeping helos that swept the North Vietnamese waters in operation END SWEEP and the Suez Canal in operation NIMBUS STAR. It provided the first opportunity in nearly a year for the Air Department to do their specialty and they worked from daylight to dark, launching and recovering the big helos assigned to the operation. Returning from MINEX 3-74 just in time for Halloween festivities, NASHVILLE spent the next three weeks in port.

During the last two weeks of November we participated in MINEX 4-74, although this time operating off Charleston, South Carolina instead of near Norfolk. NASHVILLE got underway the morning of 18 November for Charleston Op Area involved in MINEX 4-74, and anchored the next afternoon. After Deck Department demonstrated their expertise by anchoring in an actual low visibility situation the Air Department used their expertise at flight operations for the benefit of MINEX 4-74 experiments. NASHVILLE had spent several long days making MINEX 4-74 a successful operation and steamed out of Charleston Op Area the evening of 26 November for home.

NASHVILLE returned to Little Creek on 27 November for the holiday leave and upkeep period which began on Thanksgiving Day and continued thru the Christmas holidays until 6 January 1975.