

**U.S.S.
TUTUILA**

ARG—



1944 - 20TH BIRTHDAY EDITION - 1964

**WELCOME
ABOARD**



COMMANDER JORDAN T. BOLTON
UNITED STATES NAVY

Jordan Tesch BOLTON was born in Bonneville, Prentiss County, Mississippi on 15 May 1924 the son of Clovis W. and Mary (Tesch) BOLTON. He attended Marion Military Institute for one year prior to entering the U.S. Naval Academy by appointment in July 1942. Upon graduation 6 June 1945 he was commissioned Ensign, and was promoted to Commander on 1 July 1961.

Following graduation he was attached to the pre-commissioning detail of U.S.S. KEARSARGE (CV-33) and upon commissioning of that ship in March 1946 he served in the Gunnery and Hull Departments until 27 December 1947 when he was detached to attend Submarine School at New London, Connecticut. In July 1948 he reported to U.S.S. SENNET (SS-408). Duty as Engineer Officer on SENNET ended in August 1950 when he was ordered to Electronics School in Treasure Island, San Francisco, California. Following completion of Electronics School he was ordered to U.S.S. BANG (SS-385) in New London, Connecticut as Communications and Electronics Officer for one year before joining the staff of the U.S. Atlantic Fleet Undersea Warfare Tactical Trainer (RS-8) in Norfolk in March 1952. In July 1954 he was ordered to U.S.S. RAY (SSR-271) as Engineer Officer and in October 1955 he became Executive Officer of RAY and so served until June 1957 when he was detached and ordered to the staff of Commander Carrier Division Sixteen. LCDR BOLTON served as assistant Operations Officer (Submarine) during the formation and early progress of TASK GROUP ALPHA. His next tour took him to Washington for duty in the Office of the Chief of Naval Operations in August 1958.

In February 1960 he reported to U.S.S. NEOSHO (AO-143) as Executive Officer in which capacity he served until December 1962, when he was detached and ordered to U.S.S. TUTUILA (ARG-4) as Commanding Officer. He assumed command 20 December 1962.

CDR BOLTON's official home address is Bonneville, Mississippi. He is married to the former Irene Virginia Meleski of Annapolis, Maryland and at present they have four children: Richard Paul, Terri Anne, Kim Michele, and Michael Jeffery Bolton.

USS TUTUILA (ARG-4)
Fleet Post Office
New York, New York 09501

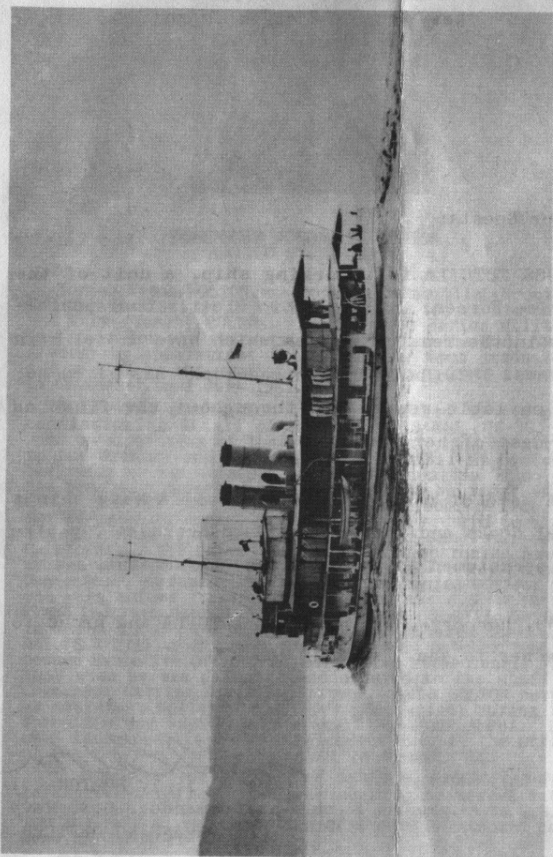
To Our Guests:

USS TUTUILA is a working ship, a unit of the Service Forces, U.S. Atlantic Fleet. She specializes in the repair of ships which have diesel main engines. TUTUILA's "Guaranteed Work" has given her the enviable reputation throughout the fleet as the best of her kind.

A word of caution to visitors: A Navy ship's steel decks and ladders can be dangerous if you're not accustomed to them. Please be careful.

We, her crew, are proud of TUTUILA and proud to show her to you. WELCOME ABOARD.

J. T. Bolton
J. T. BOLTON
Commander, U.S. Navy
COMMANDING OFFICER



USS TUTUILA (PR - 4) ON THE YANGTZE RIVER - 1928

THE FIRST TUTUILA

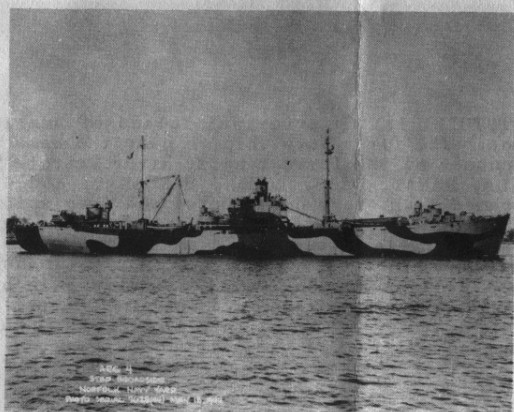
TUTUILA is the principal island of American Samoa. The first Navy ship to bear the name was a Gunboat of the famed Yangtze River Patrol. TUTUILA, PANAY, OAHU, LUZON, MINDANAO, and GUAM (renamed WAKE) were constructed and commissioned at Shanghai, China in 1928. Specifically designed for the Yangtze, these little ships were oil-fired shallow draft vessels with two triple-expansion steam engines driving small propellers in hull tunnels, and triple rudders. Carrying 3" guns and powerful radio equipment, they protected U.S. shipping and maintained U.S. communications on the great river that was the main highway to half of China.

PANAY was sunk by Japanese air attack during the siege of Nanking on 12 December 1937. When Hankow fell in 1938, cutting river transport, TUTUILA carried the American Ambassador to Chungking, and stayed to serve him there.

On 4 December 1941 LUZON, OAHU, and MINDANAO made for the Philippines, arriving in time to join in the battle of Bataan. WAKE was captured at Shanghai on 8 December, and the others went down defending Corregidor.

TUTUILA was transferred to Chang-Kai-Chek's forces at Chungking in January 1942. Her end came in July of that year, when heavy bombing by Japanese aircraft wrote a close to the Yangtze River Patrol, a colorful 75-Year chapter in American Naval History.

SHIP'S HISTORY



TUTUILA IN CAMOUFLAGE PAINT

18 MAY 1944

In the winter of 1943-44, USS TUTUILA (ARG-4), an internal combustion engine repair ship, was converted from the newly launched Liberty Ship (EC-2) ARTHUR P. GORMAN, and was commissioned on 8 April 1944 at Maryland Drydock Company in Baltimore. Her first Commanding Officer was Commander (later Captain) George T. Boldizar, USN.

Against World War II air and surfaced submarine attacks, the ship mounted a 5" gun, three 3" guns, two 40mm twin cannon, and twelve 20mm machine guns.

After a shakedown cruise, she sailed from Norfolk in May for Pearl Harbor, via the Panama Canal and San Diego, California. TUTUILA arrived at Eniwetok Atoll in the Marshall Islands on 8 July 1944, and immediately undertook her portion of the responsibility for the maintenance of the Pacific Fleet.

In early August 1944 TUTUILA joined Service Squadron TEN at Purvis Bay, between Savo and Guadalcanal in the Solomons. She operated until the end of the war with SERVON TEN, which had been newly created under Commodore W.R. Carter, USN to act as a floating advance base in close support of the Fleet in its sweep across the Pacific. The Battle of the Philippine Sea and the Saipan campaign were being successfully concluded, and many ships needed repairs before the Leyte assault which was to begin liberation of the Philippines. TUTUILA commenced a round-the-clock work schedule which was seldom slackened during her long stay in the Pacific Theater.

As the Pacific forces progressed, TUTUILA moved to Ulithi, Caroline Islands. She later provided services at Leyte, in support of the Okinawa campaign.

Upon the surrender of Japan, TUTUILA sailed for Okinawa with the repair ship JASON, destroyer tender WHITNEY and 11 smaller ships. Struck by a typhoon on 31 August, the faster JASON and WHITNEY were ordered to run for Japan. Command devolved upon TUTUILA, and she brought her charges safely through the typhoon and the many mines cast adrift by high seas. At Buckner Bay she took charge of a convoy of 33 Navy and merchant ships headed for Korea.

At Jinsin, Korea and later at Taku, China, the ship acted as repair ship for the vessels repatriating Japanese troops. Leaving China in April 1946, TUTUILA arrived in New Orleans on 20 May, having served overseas for two years.

When TUTUILA was inactivated in the Reserve Fleet at Galveston, Texas, she had successfully furnished repair services for more than 1,800 United States and Allied ships.

The Korean War recalled TUTUILA to active duty; on 7 May 1951 she was recommissioned at Orange, Texas. Except for the three-inch battery, her guns were removed to make room for new shop machinery. She reported to Commander Service Force, U.S. Atlantic Fleet, at Norfolk, Virginia on 30 May

to resume her duties as a fleet repair ship, serving for the most part in the Norfolk and Charleston areas.

During 1956 TUTUILA visited Havana, Cuba. While there, about 50 orphans of the Casade Beneficencia were entertained on board. She underwent refresher training at Guantanamo Bay, where hard work earned the rare grade of Excellent for her operational readiness. Since then she has maintained that readiness by training underway at intervals of about three months.

For her work in 1956, TUTUILA was adjudged the outstanding vessel of her type; in November Rear Admiral Ira H. Nunn awarded her the plaque for 'Excellence in Intra-Type Training'.

TUTUILA made two goodwill cruises in 1957: to Bermuda in June and to Halifax, Nova Scotia in August. Groups of Explorer Scouts were on board for both cruises. On 29 November, the ship received her second 'big E'; and in September 1958 Rear Admiral Nunn, for the third consecutive year, presented the Excellence award to TUTUILA.

The ship visited Havana in October 1958, then proceeded to Philadelphia where she conducted a special project for reclaiming material from reserve ships.

In January 1959, TUTUILA entered the Naval Shipyard at Portsmouth, Virginia for overhaul, then reported to Guantanamo Bay for refresher training. Although three years had elapsed since she had been to Guantanamo, her readiness state was found highly satisfactory. The Cuban revolution had kept dependents of military personnel confined to the base there for many months and TUTUILA carried them on a round trip to Port-au-Prince, Haiti for welcome recreation.

In July 1959 the ship visited Portland, Maine, and she participated in antisubmarine exercises off the Virginia Capes; TUTUILA's lookouts sighted two periscopes and a torpedo wake, alerting the force and earning a commendation from Commander Destroyer Flotilla TWO.

Her fourth 'E' was awarded TUTUILA in 1960, placing her at the top of her type for four of the previous five years.

During 1961 TUTUILA visited New York City and Fort Lauderdale, Florida, and in December entered the Norfolk Navy Shipyard for overhaul. In April 1962 she completed refresher training at Guantanamo Bay with the grade of High Excellent. Enroute from Montego Bay, Jamaica to Norfolk she encountered the merchant ship William Johnson in distress; a repair crew was dispatched by boat, and in a few hours the freighter was underway again.

The Cuban quarantine was initiated in October 1962. TUTUILA, with wartime load, rendered services to Amphibious Squadron SIX at Morehead City, North Carolina. After reloading at Norfolk she operated at Roosevelt Roads and Vieques, Puerto Rico, supporting the quarantine line. The ship returned to Norfolk 8 December, having been buffeted for three days by high seas and 80-knot winds on the return trip.

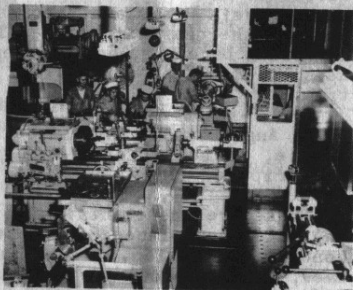
In August 1963, TUTUILA called at Halifax, Nova Scotia, where her crew entertained 100 orphaned and crippled children.

These are the events which have marked some of the dates and places of almost twenty years in an honored profession. It was day-to-day work, however, which created the remarkable reputation this ship enjoys throughout the Service.

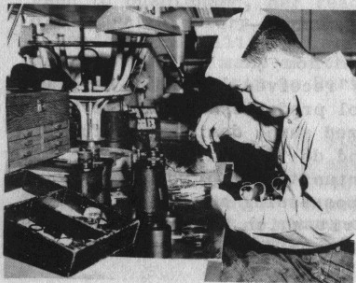
USS TUTUILA (ARG-4) received a greater heritage from her Yangtze Patrol predecessor than the basic concept of a specialized ship, designed to fulfill a specific mission and do it well. Even more important, she is a fortunate ship; she has always been manned by a crew possessing the talent, training, and willing spirit which have made her the best of her kind in the world's finest Navy.



PRINT SHOP



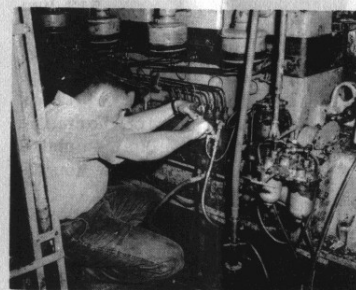
MACHINE SHOP



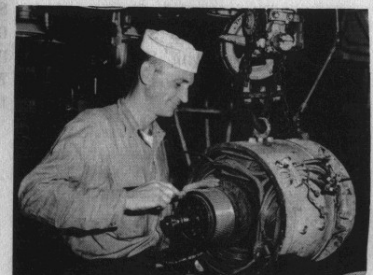
OPTICAL SHOP



FOUNDRY



I.C.E. SHOP



ELECTRICAL SHOP

MISSION

AS A UNIT OF THE MOBILE LOGISTICS SUPPORT FORCE,
TO FURNISH REPAIR FACILITIES
TO VARIOUS TYPE SHIPS OF THE FLEET

SHIP'S DATA

Complement 513 Men
Length Overall 441'-6"
Beam 57'-1"
Displacement 11,500 Tons
Boilers Two 220 lb. Babcock & Wilcox
Main Engine 2500 HP Triple-Expansion Worthine
Main Battery Three 3"/50 Cal Dual Purpose
Guns in Open Single Mounts

Repair Facilities

Electronics Shop
Typewriter Shop
Instrument Shop
Shipfitter Shop
Sheetmetal Shop
Carpenter Shop
Engraving Shop
Battery Locker
Photo Lab

Electric Shop
Machine Shop
Optical Shop
Engine Shop
Sail Loft
Gyro Shop
Pipe Shop
Foundry
Divers