

U.S.S. TUTUILA (ARG-4)

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From: Commanding Officer, USS TUTUILA (ARG-4)
To: Director of Naval History (OP-09B9), Washington Navy Yard
Washington, D. C. 20390

Subj: 1970 Command History; submission of (OPNAV Report Symbol 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of Highlights
(2) Narrative
(3) Commanding Officer Brief
(4) Official Photograph, Commanding Officer
(5) Official Photograph, USS TUTUILA (ARG-4)

1. In compliance with reference (a), the 1970 TUTUILA command history, enclosures (1) through (5), is submitted.


W. B. FRICK

Copy to: (less enclosures (4) and (5))
COMSERVPAC
COMSERVGRU THREE

CHRONOLOGICAL HIGHLIGHTS 1970

13 January 1970 Received message of appreciation from USS HARNET COUNTRY (LST-821) for services rendered for five month period. (USS HARNET COUNTRY msg 131045Z JAN 70 classified. COMNAVSUBACT SGN info addressee)

22 January 1970 Commanded by Commander, Coastal Division Eleven, for repair support of PCF's rendered for six month period. (COMCOEDIV Eleven msg 220645Z JAN 70. COMNAVSUBACT SGN info addressee)

23 January 1970 Removed 3500 lb starboard propeller and secured extended tail shaft of USSC TANNEY (WMEC-37) for which letter of appreciation was received (Annex 1).

26 January 1970 Commanded by Commander Task Force 115, for services rendered in support of Operation SEAFLOAT (CTF 115 msg 260440Z JAN 70. COMNAVSUBACT SGN action addressee)

12 February 1970 Completed 75 work requests on AFL 21 and AFL 30 incident to exchange of AFL's.

16 February 1970 Commanded by Fourth Coastal Zone Advisor for emergency repair of electrical generators used to supply total electrical requirement of An Thoi, RVN. (Fourth Coastal Zone Advisor msg 151700Z FEB 70 classified. COMNAVSUBACT SGN info addressee)

19 February 1970 Completed emergency repairs to five VMN PCF's.

22 February 1970 Departed An Thoi enroute Singapore via the Equator. 18 man repair team left behind in An Thoi to support PCF's. Completed 128 work requests working at all hours during the night and day.

26 February 1970 Crossed the Equator at Longitude 105-05N. Indoctrinated 402 personnel into the realm of Neptune Rex.

28 February 1970 Received letter of appreciation from USS MARK (LST-12) for assistance rendered during three month period. (Annex 2)

Enclosure (1)

27 February - 1 March 1970 Visited Singapore.

5 March 1970 Returned An Thoi, RVN, to continue support of U. S. and allied naval forces.

13 March 1970 Completed USS LUZERNE COUNTRY (LST-902) RAV including 171 work requests for which TUTUILA received message of appreciation. (Annex 3)

8 April 1970 Twenty Sixth Anniversary of TUTUILA.

27 June 1970 Departed An Thoi enroute Vung Tau, RVN, after continuous deployment on the southern tip Phu Quoc Island for 12 months.

30 June 1970 Arrived Vung Tau for refueling and stores load-out.

1 July 1970 Departed Vung Tau, RVN, enroute Hong Kong for a long awaited period of rest, recuperation, and liberty.

6-11 July 1970 Visited Hong Kong.

16-20 July 1970 Reported to Sasebo, Japan, for annual Command Inspection conducted by Commander Service Group THREE. Received adjective grade of EXCELLENT (88.1) on the Administrative Inspection, GOOD (83.0) on the Annual Supply Inspection, GOOD (88.6) on the 3-M Inspection, and SATISFACTORY on the Material Inspection. It was noted that TUTUILA was only the second ship to ever pass the 3-M Inspection.

23 July 1970 Arrived Yokosuka for six week restricted availability.

25 July 1970 Awarded fifth consecutive Combat Battle Efficiency "E" signifying the receipt of the coveted GOLD Battle Efficiency "E".

28 August 1970 Completed RAV having accomplished the following major work and repair in addition to numerous other items:

1. Overhaul of Main Engine.
2. Overhaul of the three 350 KW Ships Service Generators and Engines.

- [REDACTED]
[REDACTED]
3. Overhaul of Main Switchboard.
 4. Relocation of the three 50KW lighting transformers.
 5. Conversion of 20 ton boom to 30 ton boom.
 6. Overhaul of 2 60KW Generators and replacement of 2 obsolete prime movers with 6-71 Engines.
 7. Replaced Budha Emergency Fire Pump engine with 6-71.
 8. Overhaul of 100 KW Generator.
 9. Replaced two obsolete main reefer compressors.
 10. Overhauled 3 evaporators including motors, pumps and controllers.

29 August 1970 Conducted normal two week refresher training period in one week, 11 September receiving a final grade of GOOD (83.9).

12 September 1970 Underway for Nha Be, RVN, after an arduous, but enjoyable and extremely beneficial, seven week stay in Yokosuka.



25 September 1970 Anchored Nha Be and recommenced support and repair of service vessels, craft, and other ships assigned to the operational command of COMNAVSTA SAIGON.

27 October Completed 10 days RAV on Republic of Korean Navy LST-810. Accomplished 47 work requests including gas freeing and repairing two fuel oil tanks and overhaul of the anchor windlass and gyro system.


16 November 1970 Completed YFR-890 overhaul which consisted of the following major work in addition to several other items:

1. Overhaul of Port Main Engine.
2. Overhaul of three 60 KW Generators.
3. Overhaul of three 6-71 Diesel Generator Engines.
4. Overhaul of three Main Reefer Plants.
5. Overhaul of all auxiliary machinery and associated piping and fittings.

18 November 1970 Completed repair and conversion of 3 LCM's to minesweeping boats for turnover to Republic of Vietnam Navy. This unusual repair

feat included extensive hull and structural rework, complete preparation and preservation of all metal surfaces, overhaul of propulsion engines and steering systems, complete electrical rewiring and replacement of electrical components and the manufacture of numerous parts in a period of three weeks. Over 13,00 man hours were expended on this project alone.



Narrative

During the first half of 1970, USS TUTUILA continued operating in support of the ships and small craft of Operation MARKET TIME, SEA LORDS, and GAME WARDEN. The majority of time was spent in the repair of Swift Boats (PCF) belonging to COSDIVs 11 and 14. However, significant repairs to main engines and generators were accomplished on LSTs, especially USS HARNET COUNTY (LST-821), USS MARK (AKL-12), and USS BRULE (AKL-28). Divers from the TUTUILA removed a 3,500 pound propeller and repaired the tail shaft of the USCGC TANNEY (WHEC-37).

Several letters and messages of commendation were received for work performed during this period. The TUTUILA was commended by the Fourth Coastal Zone Advisor and COMCOSDIV 11 for the repair of PCFs. The TUTUILA was also congratulated by the USS LUZERNE COUNTY (LST-902), the USS MARK (AKL-12), and USS HARNET COUNTY (LST-821) for work accomplished.

In mid-February, A-1-21 which had been moored alongside was replaced by APL-30. A variety of work requests were completed as a result of this exchange.


On 22 February, the TUTUILA pulled up anchor and departed An Thoi for a three day R&R to Singapore. A dedicated group of eighteen stayed behind to continue repair work in the ship's absence. Enroute the ship crossed the Equator and a total of 402 crew members were indoctrinated to the mystical secrets of the deep. Neptunis Rex, in the person of CWO2 Rip COARD presided over the elaborate ceremonies. The Singapore visit short, but a thoroughly enjoyable break for all hands. On March 1, the ship departed Singapore for the four day transit back to An Thoi. Upon her return the TUTUILA continued her repair and support of units attached to the Fourth Coastal Zone.

Shipboard life, while consisting of long hours of work, also included a few enjoyable moments such as cook outs and beer calls held on the pontoons alongside. Because of the gradually deteriorating weather conditions during the months of May and June and the limited recreation facilities available after a lengthy boat ride to the beach these shipboard functions became extremely important to morale.

Vertical replenishments provided a break in the routine. These all hands evolutions began early in the morning and lasted most of the day. During an average "VERTREP" the helicopters from the AFS delivered upwards of seventy pallets of repair parts, provisions, and ship's store stock. In spite of having to move vast quantities of material in a short period of time, all hands seemed to enjoy the atmosphere generated by this operation.

On 27 June, the TUTUILA departed Phu Quoc Island for the last time after having been stationed there for the previous twelve months. On the 30th, the TUTUILA arrived at Vung Tau and moored alongside the fuel pier for the loading of stores. The following morning the ship departed for Hong Kong. After a five day transit the TUTUILA arrived at her destination for a long awaited five day R&R visit to the Crown Colony. The many shopping, sight seeing, and recreational offerings of Hong Kong were greatly enjoyed after the ship's long deployment.

Enclosure (2)



The TUTUILA entered Sasebo, Japan on the 16th of July for a command inspection. The ship made a good showing, receiving a grade of excellent on the Administrative Inspection and being the second ship ever to pass the 3M inspection. The ship then proceeded to Yokosuka for a six week yard period. Shortly after arrival word was received that the ship had won its fifth consecutive Combat Battle Efficiency "E", entitling the TUTUILA to the coveted Gold "E". During the overhaul SRF Yokosuka and the ship's company performed considerable repair work on almost all of the ship's equipment. The main engine was overhauled, along with the generators and electrical distribution system. Fire pumps were replaced and deck equipment was renovated.

Toward the end of the RAV the crew received one week of refresher training. The ship received an overall grade of good although the final battle problem had to be conducted alongside the pier. After a one day sea trial, the ship finally got underway for Vietnam on the 12th of September. After a thirteen day transit, the ship arrived in Nha Be and commenced repairing service craft assigned to COMNAVSUPPACT Saigon.

Work loads included the conversion of LCM-6's to mine sweeping craft for the Vietnamese and Cambodian Navies. Several other large work packages were completed on Korean and Thai ships operating in the rivers. Many ship to shop items were received, repaired, and returned to numerous allied naval activities in country, both ashore and afloat. In spite of great difficulties in the areas of transportation and the procurement of repair parts and supplies, those projects were completed before required deadlines.

On 10 November 1970, Captain FEAGIN was relieved of command by Commander W. B. FRICK. The change of command ceremony was highlighted by the presentation of the Gold "E" plaque by a representative of COMSERVGRU THREE. As the year drew to a close, Christmas was celebrated by a turkey and lobster dinner and a USO show, by the Colorado Kappa Pickers. Finally, the new year was ushered in with a prodigious display of flares, tracers, and rockets.

During the course of the year 1970, the TUTUILA completed 1,472 work requests with an unprecedented figure of 337,227.8 manhours expended. Twenty-four Vietnamese PCFs were lifted onto pontoon and alongside and completely overhauled. The following statistics apply to the services TUTUILA rendered in support of U. S. PCF, NAS NHA BE and NAS SAIGON craft.

Boat Repaired	380	Radar Repaired	82
Boat Skidded	200	Radars Repaired	175
12V71 Engines Rebuilt	100	Charging Kits Repaired	85
Propellers Repaired/Charged	194	Starters Rebuilt	52
Rudders Repaired	156	Alternators Repaired	68
Shafts Straighten	84	Onan Generators Repaired	59
Shafts Changed	59	Binoculars Repaired	126
Transmissions Repaired	72	Magnetic Compasses Repaired	40

Commanding Officer Brief

Commander Walter Benjamin Frick is a native of the State of California. After receiving his early education in local schools, he attended the United States Navy Academy graduating with the class of 1954.

He has served at sea as Gunnery Officer and Assistant First Lieutenant in U.S.S. TACONIC (LCC 17), as Operations Officer in U.S.S. ROBINSON (DD 562), as Executive Officer in U.S.S. MILLS (DER 383) and as Commanding Officer of U.S.S. LUCID (ESB 458). While in command of U.S.S. LUCID, the ship was extensively employed in MARKET TIME operations in the Republic of Viet Nam.

He has served ashore as an Electronics Instructor at the United States Naval Academy and has attended the U.S. Naval Postgraduate School where he earned an Electronics Engineering degree. He reports to U.S.S. TUTUILA from duty at the Naval Communications Command Headquarters, Washington, D.C., where he was assigned as Deputy Assistant Commander for Frequency Management.

Commander Frick is a life member of the National Rifle Association and enjoys camping and other outdoor activities.

Commander Frick is married to the former Dorothy J. Grant of Pensacola, Florida. They have three children: Stephen, Kathryn and David and now make their home in San Diego, California.

Enclosure (3)