

USS MARS (AFS-1)
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From: Commanding Officer, USS MARS (AFS-1)
To: Director of Naval History (OP-09B9), Washington Navy
Yard, Washington, D. C. 20390

Subj: USS MARS (AFS-1) Command History 1970; forwarding of
(OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Chronology of Events
(2) Basic Narrative
(3) Documentary Annexes

1. In accordance with reference (a), enclosures (1) through (3)
are forwarded.


A. E. KNOTSON

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Chronology of Events 1970

- Jan - LOGREP/UPKEEP/ISSUE inport Yokosuka
- 28 Jan - Enroute YANKEE STATION and MARKET TIME replenishment operations via Keelung, Kaohsiung and Subic Bay.
- 2 Feb - While enroute Kaohsiung undertook rescue ops of MS TONG JIT
- 21 Feb - Completed replenishment ops and enroute Subic Bay for resupply via Singapore for R&R.
- 1 Mar - Change ADCON to COMSERVRON SEVEN. Effective date of homeport change from Yokosuka, Japan to NAS, Alameda, California.
- 3 Mar - Enroute from Subic Bay for YANKEE STATION and MARKET TIME replenishment ops.
- 15 Mar - Completed replenishment ops and dispatched to intercept the hijacked COLUMBIA EAGLE which was making for Cambodia.
- 18 Mar - Secured from COLUMBIA EAGLE ops and enroute to Subic Bay for offload.
- 22 Mar - Enroute to Yokosuka via Hong Kong for R&R.
- 27 Apr - Enroute CONUS via Pearl Harbor.
- 30 Apr - Change OPCON to COMFIRSTFLT.
- 14 May - Arrived Oakland, California for offload thence LEAVE/UPKEEP at NAS, Alameda.
- 26 Jun - 6 Aug - RAV at Triple "A" Machine Shop, San Francisco, Calif.
- 12 Aug - Dependent's Cruise in Bay Area.
- 24 Aug - Enroute San Diego for RFT via Southern California OPAREAS for Type Training.
- 31 Aug - Commenced Interim Refresher Training at FLTRAGRU, San Diego.

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- 14 Sep - Enroute Alameda for UPKEEP having satisfactorily completed RFT on 11 Sep.
- 1-2 Oct - Administrative/Pre-deployment Inspection.
- 21-29 Oct - RAV and drydocked at WISCO, Richmond, California.
- 19 Nov - Enroute Yokosuka, Japan for WESTPAC Deployment.
- 1 Dec - Change OPCON to COMSEVENTHFLT
- 7 Dec - Enroute for YANKEE STATION and MARKET TIME replenishment ops via Subic Bay for loading.
- 26 Dec - Completed replenishment ops and enroute Subic Bay.
- 29-31 Dec - Inport Subic Bay.

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Basic Narrative

1. Command Organization and Relations.

a. Captain Thomas O. NUTT, USN, was the Commanding Officer during the entire year.

b. MARS was homeported in Yokosuka, Japan until 1 March, the effective date of change of homeport, at which time she shifted from the administrative control of COMSERVRON THREE to COMSERVRON SEVEN, with homeport in Alameda, California.

c. The mission and function of MARS continues to be logistic support for the operating forces, primarily of the SEVENTH Fleet and other forces in Southeast Asia.

d. During the period from December to April, a detachment from Helicopter Combat Support Squadron SEVEN, based at NAS, Atsugi, Japan, was embarked in MARS. Prior to MARS WESTPAC deployment in November, Detachment 105 of Helicopter Combat Support Squadron THREE, based at NAS, Imperial Beach, California, embarked. The embarked Air Detachments normally consist of two UH-46A Boeing-Vertol "Sea Knight" helicopters and are manned with 4 to 6 pilots and approximately 18 air crew and ground support personnel. MARS complement as of 31 December was 27 officers and 390 enlisted.

2. Operations and Activities.

a. FEB - Enroute Kaohsiung

While enroute from Keelung, Taiwan, to Kaohsiung Taiwan, on 2 February 1970, USS MARS was called upon to come to the assistance of the distressed merchant ship TONG JIT, enroute from East Pakistan to Shanghai. MARS remained on station and rendered assistance to the burning TONG JIT for approximately 15 hours, bringing the fire under control with her Rescue and Assistance Detail and averting the possible loss of the ship and the lives of many of her crew.

b. 3-4 FEB - Inport Kaohsiung

While inport Kaohsiung on 4 February 1970, USS MARS received notification by message that her homeport was being shifted to the United States after 6 years in Yokosuka, Japan. As of 1 March 1970, MARS came under the Administrative Control of Commander Service Squadron SEVEN, and on 30 April 1970, operational control shifted from COMSEVENTHFLT to COMFIRSTFLT.

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c. 15-17 MAR - COLUMBIA EAGLE

On 15 March 1970, a merchant ship, S.S. COLUMBIA EAGLE, was hijacked by 2 crew members. The ship was bound for Bangkok, Thailand, with ammunition supplies for the U.S. war effort in Southeast Asia. The 2 crewmen were conscientious objectors and were trying to defect to Cambodia. MARS was in the vicinity of An Thoi on the 15th of March, finishing up her line swing, when she was diverted to the vicinity of the hi-jacking to provide any assistance needed to prevent the COLUMBIA EAGLE from reaching Cambodian waters. MARS was unable to intercept the merchantman, but remained off the coast of Cambodia outside territorial waters in case her services were necessitated in some other manner. On 17 March, USS MARS was released from her assigned duty and directed to return to Subic to commence offload of supplies.

d. 31 AUG - 11 SEP REFTRA

On 31 August 1970, MARS commenced interim refresher training in preparation for the coming deployment. MARS' performance was a commendable one and reflected the tremendous training efforts of all hands during the previous two months.

e. 1-2 OCT

MARS received an Administrative Inspection on 1 October, conducted by Captain GRONNEMAN, COMSERVRON SEVEN. The ship received grades of EXCELLENT or OUTSTANDING in every administrative aspect. On the following day, a personnel inspection, with COMSERVRON SEVEN as inspecting officer, was held.

f. 31 OCT - WESTPAC Deployment

MARS commenced loading operations in preparation for her forthcoming deployment at NSC, Oakland and completed at the Alameda Supply Annex on 18 November. On 19 November, MARS got underway for her first WESTPAC deployment from her new homeport. In December, MARS replenished Task Group 76.4, SEVENTH Fleet units on YANKEE STATION and MARKET TIME, as well as shore based activities at Danang, Cam Ranh Bay, Vung Tau, and An Thoi (on Christmas Day), for the first replenishment of the deployment and the last of the year.

3. Special Topics.

A. Operational statistics.

(1) The following is a schedule of the number of days underway and inport for 1970:

<u>Month</u>	<u>Days underway</u>	<u>Days inport (homeport)</u>	<u>Days inport (not homeport)</u>
JAN	2.9	27.4	.7

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<u>Month</u>	<u>Days underway</u>	<u>Days inport (homeport)</u>	<u>Days inport (not homeport)</u>
FEB	18.9		9.1
MAR	20.1		10.9
APR	3.4		26.4
MAY	11.6	19.4	
JUN		30.0	
JUL			31.0
AUG	7.4	14.7	8.9
SEP	7.2	13.4	9.4
OCT	.6	20.3	10.1
NOV	10.7	15.4	2.9
DEC	19.4		11.6

(2) The following is a schedule of replenishments conducted in 1970:

<u>Date</u>	<u>Total Replenishments</u>	<u>Line Items</u>	<u>Effectiveness</u>	<u>Prov S/T</u>	<u>CSK S/T</u>	<u>Total S/T</u>
1 JAN 70- 27 JAN 70	31	1604	91.6	120.5	42.2	162.7
28 JAN 70- 31 MAR 70	160	24944	95.9	1918.4	521.4	2439.8
14 DEC 70- 27 DEC 70	45	6434	95.3	529.7	177.5	707.2

(3) Performance of material and weapons systems, including engineering performance.

(a) MARS' "Main Battery" is comprised of her twenty-four winches and two UH-46 helicopters, which give the combination of UNREP/VERTREP capabilities. Both systems operated at peak performance, enabling MARS to successfully complete every commitment. There were no major casualties, which is attributable to the high level of regular and preventive maintenance exercised on both systems.

(b) During the year, MARS expended 579 rounds of VT Non-Frag and 586 rounds of VT Frag from her four twin 3"/50 rapid fire mounts. There were twelve major casualties reported on the gun mounts and fire control systems. These material failures came about due to the excessive wear and deterioration of the World War II vintage systems. A post-WESTPAC deployment ordnance inspection was conducted in July, and as a result, the weapons system was CASREPT and deemed unsafe for personnel to operate. However, during the interim yard period, 90% of the casualties were corrected at the approximate cost of \$150,000.

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(c) The engineering plant was extremely reliable, and no major casualties occurred which affected the completion of the ship's mission. Prior to MARS' November deployment the ship was dry-docked to replace all zincs, to repair the auxiliary condenser overboard sea chest and the waterlogged rudder, and to preserve and repaint the bottom.

(4) Major conversions and alterations.

(a) In August, modified flight deck lighting was installed, providing MARS with interim flight deck certification for night helo operations.

(b) SHIPALT AFS-25 - The following additional communications equipments were installed as part of SHIPALT AFS-25:

- Six R-1052/URR radio receivers in June.
- One AN/WRC radio transceiver in September.
- Two AM/2123A amplifiers for URQ-9 frequency standard in September.

(5) Development of command and control systems.

(a) For VERTREP, MARS developed the use of a helo administration circuit. This circuit was manned both on the bridge and in the helo tower. On it was passed information concerning stationing, movie transfers, late additions, etc. The helo tower maintained a separate circuit over a headphone strictly for helo control. Much traffic unnecessary for the conduct of VERTREP operations was thus spared the pilots, leaving them to concentrate on their primary function. Any necessary or pertinent information passed over the administrative frequency was relayed to the pilots by the tower and vice versa. This operation was especially useful and necessary for multiple replenishment operations, and increased the safety of such operations immeasurably.

(b) Communications.

(a) Over the twelve month period from 1 January 70 through 31 December 70, MARS handled a total of 11,721 messages. Of these, 8,625 were incoming and 3,096 outgoing. The average monthly traffic load for the twelve month period was 976, with 719 incoming and 257 outgoing. The average number of messages handled per day was 32, including 24 incoming and 8 outgoing. These statistics were deceiving, however, since six of the twelve months were spent entirely in MARS' homeport of Alameda, where the traffic load was considerably lower than when operating "on the line". Accurate monthly statistics are as follows:

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- A. Total traffic
 B. Total incoming
 C. Total outgoing
 D. Average total per day
 E. Average total incoming per day
 F. Average total outgoing per day

	A	B	C	D	E	F
JAN	1157	925	232	37.3	29.8	7.5
FEB	1886	1284	602	67.4	45.9	21.5
MAR	1706	1092	614	55	35.2	19.8
APR	796	572	224	26.5	19	7.5
MAY	504	356	148	16.3	11.5	4.8
JUN	503	439	64	16.8	14.6	2.2
JUL	557	458	99	18	14.7	3.3
AUG	779	586	193	25.1	18.9	6.2
SEP	734	561	173	24.5	18.7	5.8
OCT	629	541	88	20.3	17.4	2.9
NOV	776	596	180	26	20	6
DEC	1694	1215	479	54	39	15

The personnel manning level remained stable during the twelve month period. The only problems encountered were in the lack of shipboard experienced petty officers. Most of the radiomen reported aboard directly out of "A" school or from communications stations. In July, there were only ten watch standing radiomen; however, OC Division reached allowance in October and commenced an extensive training program prior to getting underway for WESTPAC in mid-November. Propagation conditions were excellent during the past year. Very few Fleet Broadcast numbers were missed and those that were, were picked up on the rerun channels. Only in the areas around the southern tip of Vietnam and during the Pacific crossing in November were difficulties encountered, particularly in maintaining ship/shore communications with WESTPAC communications stations. Circuit discipline was the principal problem with both ship/ship and ship/shore Orestes circuit. The circuits were often crowded, and occasionally ships failed to wait their turn before transmitting. Customer ships sometimes were unable or neglected to follow the procedures promulgated by the ship's "here we come" messages to come up on the UNREP Orestes radio circuit four hours prior to the scheduled UNREPS.

(6) Supply and logistics

(a) From 6-8 April, CAPTAIN C. A. GARDNER, SC, USN, Service Group THREE Supply Officer and his staff conducted MARS' Annual Supply Inspection.

(b) MARS completed loading its few resupply items which had slipped through our West Coast "embargo" and commenced loading the household effects and private automobiles of the crew for shipment to Alameda. This loadout took three days to complete and placed 43 automobiles and nearly 300 household goods boxes in MARS' number 3 and 4 holds. Only 8 vehicles had to be deck-loaded.

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(c) MARS declared Open House to the general public on 25 April. A slide presentation of MARS in action as well as a display of various underway replenishment rigs was presented. Also a display of one of the helos and the different type loads that are made up for transferring of supplies by vertical replenishment was presented, plus displays of small arms, damage control equipment and survival at sea equipment. In spite of a steady rain, a good turn-out was recorded.

(d) On 4 February, MARS received sudden notice that its homeport was being changed from Yokosuka, Japan, to Alameda, Calif., effective 1 March. On 5 February, MARS departed Kaohsiung for Subic Bay arriving on 6 February after replenishing Task Group 76.5, consisting of NEW ORLEANS and two other amphibious ships, outside of Manila Bay. A top-off of provisions, GSK and 1Q Cog was received from NSD Subic and USS WHITE PLAINS. MARS then departed for YANKEE STATION on 9 Feb.

(e) Arriving in Subic on the 19th, MARS completed her four day off-load of 1234 pallet loads in less than two working days, transferring all provisions to NSD Subic and 1Q Cog/GSK requirements to USS JASON, USS PRAIRIE, NSD SUBIC and NSD SUBIC FFT USS NIAGARA FALLS.

(f) Departing Subic on the 22nd, MARS arrived in Hong Kong on 23 March for a well-earned 5 days of R and R. MARS finally returned to Yokosuka on the afternoon of 31 March for a 3 1/2 week restricted availability and to load out the household goods and private automobiles of MARS' personnel for the return to Alameda.

(g) MARS arrived at her new homeport of Alameda, California on 15 May. Initially, the ship was berthed at the Military Ocean Terminal Bay Area piers, however, for off-loading household goods, automobiles and excess fleet issue load material. During a two day period, more than 5000 line items of excess material, with a value of more than \$400,000, were off-loaded for turn-in.

(h) CDR C. C. CUSON, SC, USN, MARS Supply Officer, was relieved by CDR A. D. JACKSON, SC, USN on 18 June.

(i) During the period from 15 July to 20 August, MARS commenced implementation of the 1 December 1970 Pacific Fleet Load List by pulling approximately 10,000 line items of material from the holds that were to be deleted from the load on board at the time. Since the ship was berthed at NAS, Alameda, the material was transferred by truck to NSD Oakland.

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(j) The first orders were placed with NSD Oakland on 2 September for material to be loaded prior to the ship's scheduled deployment. The first material ordered was ship's store stock. COMSERVGRU THREE message 130613Z SEP 71, received later, specified exact quantities of each item of load list ship's store material that was to be loaded and modifications to orders submitted were required.

(k) COMSERVGRU THREE transmitted requisitions for Tables II, III and IV provisions to be loaded on MARS to the Defense Personnel Support Center, Alameda, and NSC Oakland on 14 September. The following day, Table I provisions to be loaded were specified in COMSERVGRU THREE message 150725Z SEP 70.

(l) Requisitions for fleet issue general stores material were introduced at NSC Oakland by MARS Stock Control Officer.

(m) CDR R. H. DOLLOFF, SC, USN, COMSERVGRU ONE Staff Supply Officer, conducted an Arrival Supply Inspection aboard MARS during the period 28-30 September. An adjectival grade of EXCELLENT with a numerical grade of 88.3 was recommended and subsequently approved.

(n) On 4 October, the ship commenced to load general stores material in preparation for deployment. Material had been pre-staged by hold and level in a NSC Oakland warehouse designated for MARS' use and loading of more than 2000 pallets of material was accomplished by 27 October.

(o) MARS moved to a berth at NSC Oakland on 30 October to complete final load-out of general store material. The last material loaded was paint, metal and bottled gases.

(p) For the last portion of loading prior to deployment the ship moved again, this time to the Alameda Reefer Docks where, on 2 November, the loading of dry provisions was commenced. Upon completion of dry provisions loading, freeze and nonsensitive chilled provisions were loaded and loading was completed on 17 November, when all sensitive chilled fresh fruits and vegetables were loaded. The ship was ready for deployment with approximately 1300 tons of provisions and all but 700 of the new 11,566 line items FILL on board.

(q) In NSD Yokosuka, Japan on 4 December, 2500 pounds of lettuce, carried by MARS on an experimental basis, were off-loaded for the Commissary Stores in Yokosuka and Sasebo. The ship was able to obtain 300 of the 700 deficient items of FILL material from NSD and, in addition, loaded 408 Christmas trees with decorations for YANKEE STATION and MARKET TIME units.

(r) Arriving in Subic Bay on 11 December, 30 line items of provisions were loaded as directed by COMSERVGRU THREE and an additional 300 line items of FILL deficiencies were obtained from NSD Subic Bay.

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(s) MARS conducted her first replenishment of the deployment on 14 December as USS WESTCHESTER COUNTY was replenished by boat while in port. At this point, it was discovered that a large portion of the lettuce loaded in Alameda had spoiled although storage environmental temperatures had remained satisfactory since loading. Eventually 9,660 pounds of the 16,980 pounds of lettuce loaded in Alameda were surveyed and disposed of over the side at sea. Efforts to obtain replacement stocks prior to departure for the line swing were fruitless, as NSD Subic Bay had no stock of the commodity.

(t) On the evening of 14 December, word was received that all COD flights to YANKEE STATION had been grounded and, in a last day evolution, 125 measurement tons of fleet freight cargo and 600 bags of Christmas mail plus 52 transient personnel were loaded for transport to YANKEE STATION units.

(u) Underway for the first line swing early on the morning of 16 December, the ship had barely cleared port when the first major underway replenishment of the deployment was conducted. USS IWO JIMA, USS CLEVELAND and USS TULARE were replenished by helicopter transfer (VERTREP) in less than three hours using only one helo after a second helo developed a control casualty on the very first lift.

(v) Business on the first line swing of the deployment and last of 1970 ended on Christmas Day with a vertical replenishment operation to Naval Support Activity Detachment, An Thoi, Vietnam. This line swing saw 44 customers replenished with 650 tons.

(8) Casualties of men and equipment.

(a) There were no personnel casualties.

(b) The following major equipment casualties occurred:

(1) Electronics

(a) AN/SRN-6A TACAN
CASREPT 210616Z NOV
CASCOR 152340Z DEC
Reason: Burned out filters

(2) Engineering

(a) No. 1 Main Feed Pump
CASREPT 161120Z DEC
CASCOR 060615Z JAN 71
Reason: Oil and water seal failure

(b) Auxiliary Condenser Overboard Sea Chest
CASREPT 152345Z OCT
CASCOR 031620Z NOV
Reason: Deteriorated casing

(3) Weapons

- (a) 3"50 Rapid Fire Gun Mount 32
CASREPT 111606Z FEB 70
CASCOR 200810Z FEB 70
Reason: Power cables twisted and broken
- (b) MK 56 Fire Control System
CASREPT 071532Z MAR 70
CASCOR 160001Z APR 70
Reason: Defective communications between
director and gun mount
- (c) 3"/50 Rapid Fire Gun Mount 31 Train Drive
Motor
CASREPT 290005Z JULY 70
CASCOR 212315Z AUG 70
Reason: Numerous discrepancies on Hunter's
Point Ordnance Inspection report
of 23 July 1970
- (d) 3"/50 Rapid Fire Gun Mount 32 Train Buffer
Stop
CASREPT 290010Z JUL 70
CASCOR 212316Z AUG 70
Reason: Same as (c)
- (e) 3"/50 Rapid Fire Gun Mount 33 Recoil
Piston of right Gun
CASREPT 290015Z JUL 70
CASCOR 212317Z AUG 70
Reason: Same as (c)
- (f) 3"/50 Rapid Fire Gun Mount 34
CASREPT 290020Z JUL 70
CASCOR 212318Z AUG 70
Reason: Same as (c)
- (g) MK 56 System 31 Radar Transmitter Receiver
MK 8 MOD 2
CASREPT 290025Z JUL 70
CASCOR 212319Z AUG 70
Reason: Same as (c)
- (h) MK 56 System 32 Radar Transmitter Receiver
MK 8 MOD 2
CASREPT 290030Z JUL 70
CASCOR 212320Z AUG 70
Reason: Same as (c)

- (i) MK 56 GFCS 32 Ballistic Computers MK 12 & MK 30
CASREPT 280101Z AUG 70
CASCOR 010055Z SEP 70
Reason: Console rates not relayed to computers
- (j) MK 56 GFCS 32 Director 32
CASREPT 031815Z SEP 70
CASCOR 081950Z SEP 70
Reason: No automatic control on either mount
- (k) 3"/50 RF Gun Mount 31 left loader/elevation & train assemblies
CASREPT 310900Z DEC 70
CASCOR 111350Z JAN 71
Reason: left loader deteriorated, elevation and through signals erroneous between regulators and amplifiers
- (l) 3"/50 RF Gun Mount 34 left & right loader MK 2 MOD 6
CASREPT 310905Z DEC 70
CASCOR Unknown
Reason: Normal stress and deterioration

(9) Personnel, legal.

(1) Manning level: Throughout most of 1970 the manning level was satisfactory. As of 31 December, MARS had 411 enlisted personnel and 27 officers on board.

(2) Reenlistment rates: First term reenlistments totaled 3%, career designated reenlistments 78%, overall average of those eligible for reenlistment 13%.

(3) Legal matters: There were two Special Courts-Martial, seven Summary Courts-Martial, and seventy-two non-judicial punishments.

(10) Medical activities.

(a) Statistics

There were: 4,601 outpatient visits to Sick Bay
20 men admitted to the sick list
5,191 prescription medications
3,331 immunizations
505 laboratory tests
416 X-ray film exposed
157 physical examinations
1,113 limited services. (limited exams for mess cooks or actionary inspections performed by a Corpsman)

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(b) Aside from routine care of patients, two significant rescue operations occurred during calendar year 1970.

(1) The TONG JIT, a merchant vessel, developed fires in her holds during the period 2-3 February 1970. While MARS crewmembers assisted the firefighters, the Medical Department treated casualties aboard the TONG JIT and a Danish merchant ship, the MARGARET CORD, also rendering assistance. The only serious injury was a Danish Seaman, who sustained severe face lacerations and broken teeth in a fall down a ladder, and these were treated without complication.

(2) On 11 March, a crewmember of the USS PYRO ingested an overdose of drugs and went into shock while PYRO was on duty in the South China Sea. A MARS' helicopter transferred the Medical Officer to the PYRO and the patient was successfully treated.

(11) Activities of the Chaplain.

(a) Protestant Divine Services	37 Attendance - 1020
(b) Catholic Divine Services	
Lay Leader	12 Attendance - 170
Priest	10 Attendance - 85
(c) Educational Services:	
Interviews	282
GED's	24
CLEP's	39
EOC	1
USAFI	28
College Courses	4
SAT's	2
NCC's	263
(d) Project Transition/Referral	109
(e) Moral Leadership Lectures	19 Attendance - 303
(f) Arranged Tours of Taipei and Singapore	155 participants
(g) Conducted Marriage Seminars	
Married Personnel	12
Single	26
(h) Added to the library numerous volumes of paperback and hardback books.	
(i) In August of 1970, the Chaplain's billet was disestablished on the AFS class ship. The present Chaplain will serve out his regular tour.	

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(12) Community relations.

(a) Approximately 100 youths from Sea Scout and youth opportunity groups in the Bay Area were invited and embarked on the Dependents' Cruise conducted in August.

(b) Numerous teacher and student groups from schools in the Bay Area were invited to and given conducted tours of the ship during inport periods at Alameda.

(13) Awards and Commendations.

(a) The Meritorious Unit Commendation was awarded on 22 April 1970 for outstanding service during the period 15 September 1968 through 29 August 1969.

(b) Honorable Mention Award received for runner-up in the 1970 SERVPAC NEY Award Competition for large messes afloat.

(c) Second Place Award received for the Navy-wide Navy Resale System Office Ship's Store Christmas Decorating Contest.

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Biography of CAPT Thomas O. NUTT, JR., USN

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Captain Thomas O. NUTT, Jr. was commissioned Ensign, USN on 2 July 1947. His first duty station was aboard the USS BURKE (APD-65), where he served at various times as First Lieutenant and Repair Officer, Assistant Engineer, ASW and CIC Officer, and finally as Operations and Communications Officer.

After two years in the inactive reserve, Captain NUTT returned in June of 1951 to his next active duty and was assigned as ASW and CIC Officer on board the USS MCGOWAN (DD-678).

In July of 1956, after three years of inactive reserve duty, Captain, NUTT commenced a two year tour as Executive Officer of the USS AVENGE (MSO-423).

Captain NUTT next assumed command of the USS GREER COUNTY (LST-799), a position he held from July of 1958 to February of 1960.

His next duty station until May of 1962 was as Flag Secretary to COMCARIBSEAFRON.

Captain NUTT next attended George Washington University for a year, where he was awarded an MBA in Financial Management.

In July of 1963, Captain NUTT assumed command of USS ESTEEM (MSO-438). From May of 1965 to December of 1966, he commanded Mine Division Seventy-One.

Captain NUTT was next attached to the Office of the Chief of Naval Operations until August 1969 where he was Head Undersea Warfare Section and Assistant Program Coordinator of Budget, for Research and Development.

On October 3, 1969, Captain NUTT assumed command of the USS MARS (AFS-1).

Captain NUTT is married to the former Wynnona TISDALE, from Charleston Heights, South Carolina. They have four children; Thomas, Theodore, Lynn-Rose, and Frederick.

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