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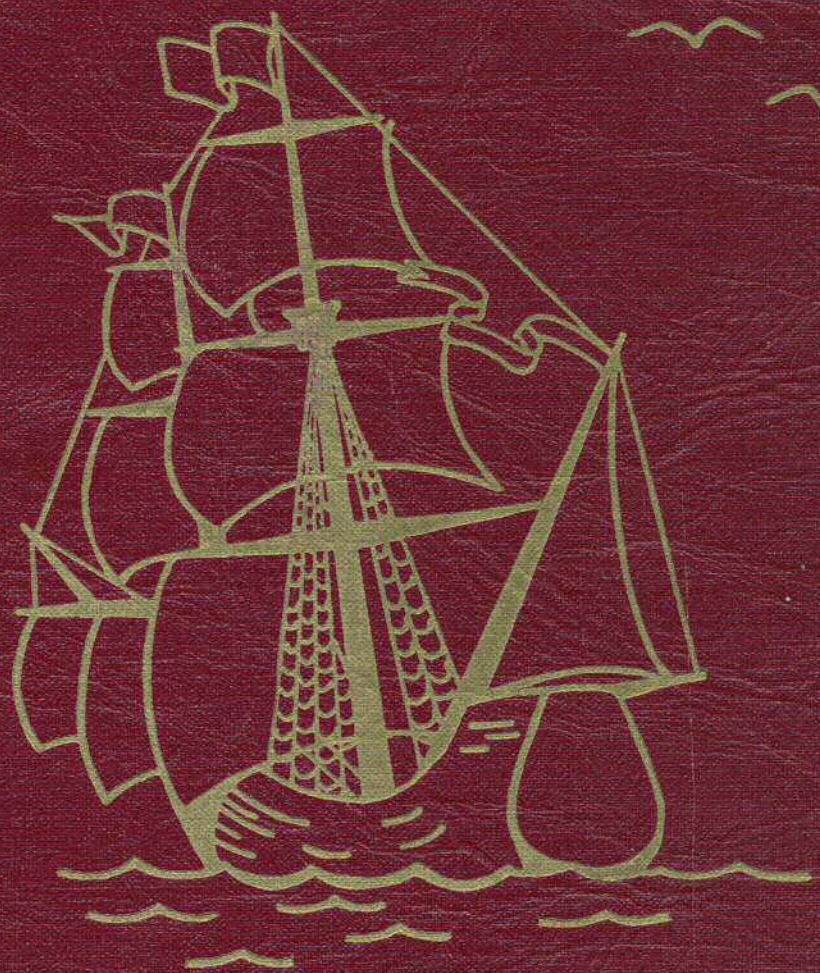
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U. S. S. ENGLISH (DD-696)
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

MESSAGE FROM THE COMMANDING OFFICER

ENGLISH has returned from what may be her last deployment to the SIXTH FLEET in the Mediterranean in view of her pending Naval Reserve Training Status. During those five months - which now seem short, but in the reality of deployment seemed quite long - we developed into a smooth and efficient fighting team. As a team we met all commitments in the true fashion of Destroyermen. The hours were long, but each of us can derive satisfaction from the fact that we performed our mission to the best of our ability and with pride.

In the years to come all of you can look through this book and recall the events which made ENGLISH's "summer of '63 cruise to the Med" so successful. Several of you will be leaving the ship soon - some to civilian life; others to new duty stations. In all probability paths will not cross again for the majority of us. I feel certain that in the years to come this book will also recall for you fond memories of shipmates, good times, and the feeling of a job well done.

I wish to express my personal gratitude to each one of you for your untiring efforts which have enhanced the fine reputation of ENGLISH, the Navy and our Country. I also wish to thank the Cruise Book Staff for their selfless energy in compiling this book. Without their personal contribution, the Cruise Book would not have been possible.

To all of you I wish smooth sailing and Godspeed.

Paul A. Schwemley
Paul A. SCHWEMLEY
Commander, U.S. Navy
Commanding Officer



HISTORY OF U.S.S. ENGLISH (DD-696)

The destroyer ENGLISH, first ship of the name, was built in the yards of the Federal Shipbuilding and Dry Dock Company, of Kearny, New Jersey. Her keel was laid on 19 October 1943. Ensign Floise W. ENGLISH, USNR, daughter of the late Rear Admiral ENGLISH, christened the new destroyer at the launching ceremonies on 27 February 1944.

Rear Admiral Robert H. ENGLISH, Jr., USN, for whom the ship was named, was in command of the cruiser HELENA during the Pearl Harbor attack on 7 December 1941. He was later assigned to command the submarine force of the Pacific Fleet and, on 21 January 1943, was killed in a plane crash near Boonville, California. He held the Mexican Service Medal, the Victory Medal with Fleet Clasp, and the Navy Cross.

USS ENGLISH was placed in commission 4 May 1944, with Commander James T. SMITH in command.

After an extensive shakedown cruise off Bermuda, and a post shakedown availability in the Navy Yard, Brooklyn, New York, USS ENGLISH got under way for her wartime assignment with Destroyer Squadron 62 in the Pacific. Ships in the squadron were AULT, WALDRON, HANK, JOHN W. WEEKS and ENGLISH.

The Destroyer arrived in Pearl Harbor on 3 September 1944 and began six weeks of training and qualification exercises. Finally, on 17 December, she got underway for the forward areas, escorting USS BLADEN to Eniwetok.

At Eniwetok the other four ships of the squadron joined forces, and the entire group sailed for Ulithi, where they joined fast carrier Task Force 38 on 28 December 1944.

Action began two days later, when the mighty armada sortied for a series of raids which lasted until 26 January 1945, carrying the group from Formosa to Saigon and back to Okinawa before they anchored again at Ulithi.

The first strike was on Formosa, and the second hit Luzon on 9 January, ENGLISH steamed through Bashi Strait into the South China Sea, as the first Allied surface vessels entered the Japanese stronghold since the beginning of the war.

Heavy seas damaged some of the ships and made life uncomfortable for everyone, but for twelve days the planes from the carrier force swept the French Indo-China coast and made strikes against the Camranh Bay area, Hong Kong, Hainan, Swatow and the Formosa Straits. On one day alone, 12 January, the planes sank 41 ships, totaling over 127,000 tons, to further cripple the Japanese supply force.

After a final blow at Okinawa on 21 January, the force retired to Ulithi, dropping anchor there on the 26th. Early in February ENGLISH escorted INDIANAPOLIS to Saipan, and on 12 February put to sea again to rendezvous with Task Force 58.

To minimize Japanese air threats from the north and to create a diversionary threat during the landing on Iwo Jima, the force proceeded directly to the Tokyo area. There was practically no oppo-

sition, with only one Japanese bomber being shot down during the approach. Following the successive days of strikes on 16 and 17 February, the carrier force retired, encountering a group of picket boats on the evening of the 18th. They were destroyed, but WALDRON sustained damage to her bow and was detached for repairs.

The ships supported the operations on Iwo Jima by lending air cover beginning on the 19th, and six days later struck at Tokyo once more. Heavy weather prevented a further strike against Nagoya. On 23 February the ships began a high speed run toward Okinawa, launching strikes against that strong hold on 1 March before retiring to Ulithi.

ENGLISH sortied with Task Group 583 again on 14 March, and set course for Kyushu. Early on the morning of the 18th the Japanese discovered the Task Force and began a series of raids, keeping the ships at General Quarters almost continuously. That same day ENGLISH rescued a sailor involved in a freak traffic accident. He had driven his jeep off the deck of the carrier USS BUNKER HILL.

The carrier USS FRANKLIN took two severe hits the next day, setting off tremendous explosions and fires among the planes ready to take off and the ready ammunition. ENGLISH was in a group covering the withdrawal of the stricken ship, and was credited with shooting down one plane.

On 23 March strikes began against Okinawa, and on the 28th ENGLISH got her first taste of shore bombardment when she joined four cruisers and Destroyer Squadron 62 to shell Minami Daito Shima. Then, in preparation for the invasion of Okinawa, the force flew strikes on Kyushu and Okinawa. The landing took place on 1 April 1945, and the carrier planes of the Task Force 58 carrier continued to fly support missions.

The Japanese then sent out their mammoth battleship, the 60,000 ton YAMATO, with a light escort, on a suicide mission to Okinawa. But before the big ship could reach her destination, planes from Task Force 58 sent her to the bottom.

The Japanese struck back, however, and on 7 April a suicide plane cartwheeled across the deck of the USS HANCOCK, starting fires which threatened to engulf her. With speedy damage control and fire fighting the ship was back in action in less than 50 minutes. Several men were blown overboard by the blast of exploding bombs and fuel tanks, and ENGLISH picked up eight of them. The enemy sent torpedo planes in to attack while the rescue was being effected, but they were shot down by the combat patrol and ships' anti-aircraft fire.

Anti-aircraft action continued almost daily as the force continued their strikes in support of the Okinawa campaign. The ship was credited with an assist in splashing a Japanese twin-engine bomber on 17 April, and suffered four personnel casualties from shrapnel. Two men had been wounded previously in an anti-aircraft action on 6 April.

On May 10 ENGLISH fought a return engagement at Minami Faito Shima, bombarding the island in a midnight operation.

The following day BUNKER HILL was hit by two enemy suicide planes, turning her into a blazing inferno fed by exploding ammunition which riddled her decks, bulkheads and blasted her sides.

Men aboard the carrier immediately began a gallant fight to save their ship. Instances of heroism were legend, as all hands rushed hoses to the flames, tossed bombs and rockets overboard, and went into smoke and flame filled compartments to rescue their shipmates.

As soon as possible WILKES BARRE came alongside, placing her bow against BUNKER HILL'S starboard quarter. Her hose fought flames while men who had been trapped on the hangar deck jumped aboard her to safety. The destroyers STEMBEL, CHARLES S. SPERRY and ENGLISH also stood alongside, adding their stream of water to the fight.

After the fight had gone on for three hours, BUNKER HILL made a slow turn, which threw tons of water, burning gasoline and oil into the water. The cascade of flaming liquid rolling over the side from the hangar deck turned the tide and after another hour of fire fighting the blaze was under control.

The air strikes on Kyushu continued through 14 May, when USS ENTERPRISE was hit by a suicide plane, but was able to remain in action. Beginning on 17 May the planes of the carrier force flew air cover over Okinawa, and on 1 June the group put into San Pedro Bay, Leyte, for rest, replenishment and repairs, after having been at sea continuously for 80 days.

A month later ENGLISH sailed with Task Group 38.3, bound for strikes against the Japanese home islands. This time she did not drop her anchor again until the war was won.

The planes first hit Tokyo on 10 July, with no planes threatening the task force. On 12 July, however, ENGLISH made contact with an enemy submarine and attacked fiercely, dropping all the depth charges which she had. An underwater explosion brought up pieces of black rubber and an oil slick.

Knocking even harder on the gates of the Japanese empire, ENGLISH joined Destroyer Squadron 62 and Cruiser Division 18 to conduct an anti-shipping sweep off Sagami Wan and a shore bombardment of Nojimasaki, Honshu. ENGLISH led the column, and thus lays claim to having been the first United States surface vessel to penetrate the entrance to Tokyo Bay since the beginning of the war. The sweep was otherwise without incident.

The ships continued raking the coastline, with no serious opposition other than a typhoon which forced a delay in operations from 30 July until 7 August. On the 11th all strikes were cancelled as peace negotiations got underway. Four days later the cease fire order became effective, but a few die-hard fanatics had to be shot down in mid-afternoon "in a friendly fashion".

Remaining at sea, ENGLISH and her group cruised off the coast of Japan until 10 September 1945, when they anchored in Tokyo Bay after 71 days at sea in the last operation of the war.

At the end of the war the destroyer headed back for the United States and the Atlantic Fleet. She operated out of Boston, Massachusetts, until February 1947, when, with the other ships of Destroyer Squadron 16, she sailed to New Orleans.

For the next sixteen months the destroyers were in and out of New Orleans, operating as Naval Reserve training ships. Thousands of reservists took their annual two-week training cruises in ENGLISH as she visited ports throughout the Gulf of Mexico and Caribbean.

June of 1949 brought the squadron back to their home port of Norfolk, Virginia, for a three-month overhaul in preparation for a tour of duty in the Mediterranean. A refresher training program was held in Guantanamo Bay, Cuba, to put the ships in a state of readiness for the European maneuvers.

The ship left the United States on 6 September 1949 for the Mediterranean, joining the SIXTH Fleet. The six months cruise included extensive amphibious operations at Malta, a recreation trip to the Riviera, Sicily, and further training exercises at Crete. Christmas of 1949 was spent in Piraeus, Greece, where the crew entertained thirty Greek orphans at Christmas dinner. The ship rejoined the SIXTH Fleet at Naples for further exercises before steaming for Gibraltar.

Upon her return to Norfolk in January 1949 ENGLISH underwent a short maintenance period in preparations for the gigantic joint amphibious operation Portrex, held in the Caribbean. She returned to Norfolk in the latter part of March 1950 to undergo exercises with the Air Force, Coast Guard and Naval Air Force in the Virginia Cape area for five months. Visits were made to New York on Armed Forces Day and Washington, D.C., on the 4th on July. The ship returned to Norfolk, where she was placed on three weeks notice for temporary assignment to the U.S. Pacific Fleet.

Destroyer Squadron 16, together with USS LEYTE, sailed for the Far East on 6 September 1950, maintaining maximum sustained speed. The Korean situation was critical and ships, after proceeding through the Panama Canal, where LEYTE left the squadron, made very brief stops at San Diego, Pearl Harbor and Midway. On 6 October, they reported for duty at the Yokosuka Naval Base. ENGLISH, after four days in Yokosuka, headed northward on patrol off the East Coast of Korea.

The first weeks of Korean duty were spent as a unit in the screen of the United Nations blockading forces. ENGLISH fired her first shell of shore bombardment fire support with USS HANK, coming to the aid of the Marines at Kojo. The enemy was driven out and a relief column got through to the Marines.

The ship participated in the operations leading to the first amphibious landings at Wonsan, Korea, and then began a round of blockade patrol and shore bombardment of the principal Communist ports. She hit Songjin, Chongjin, Iwon and Chaho Sinchaing, operating in the bitter cold of the Korean winter with the ship often coated with ice from the heavy seas and driving spray. Enemy mines further complicated the operations.

Finally, on 29 November 1950, ENGLISH was ordered to Sasebo, Japan, for tender upkeep and repairs. A few hours after work started, the upkeep was cancelled and ENGLISH ordered to Hungnam. The United Nations forces were being withdrawn, and ENGLISH was stationed on gunfire support to protect the shrinking perimeter. The duty was broken for short patrols to Sanjin and Caongjin for bombardments to slow down the Chinese advance.

The destroyer remained in Hungnam until Christmas Eve 1950, and was the last ship to leave the harbor. On Christmas Eve she again entered Sasebo for tender availability.

As 1951 began, ENGLISH departed Sasebo in company with two Thailand Corvettes HMTS PRASAE and HMTS BANGPAKONG. After shelling Communist positions at Choderi and Chonjin Nim, PRASAE ran aground during a heavy snow storm on the morning of 7 January. Severe weather hindered the salvage operations, as ENGLISH stood by to assist. The Commander Destroyer Squadron 16, while transferring by highline from ENGLISH to DOYLE, was tossed into the frigid water during the first day of operation when a padeye parted aboard DOYLE. A lifeboat from ENGLISH picked him up in a matter of minutes.

Another near-tragedy occurred when a rescue helicopter crashed and burned aboard PRASAE after striking her mast. After several salvage attempts, ENGLISH was given the order to destroy the ship by gunfire to keep her from falling into enemy hands. After several salvos the corvette's magazines blew up and she was left a flaming hulk.

ENGLISH proceeded to Sasebo for a few days and on 20 January assumed duties as a gunfire support ship with the ROK Capital Divisions at Bokuko Ko, Korea. During the next week several bombardment missions were carried out in support of the South Koreans.

Major General Kim, Commanding General of the First ROK Corps, and Brigadier General Song, Commanding General of the ROK Capital Division, came aboard ENGLISH off Samch'ok and presented a porcelain lion which was christened "The General" and given a place of honor in the wardroom. Attention was shifted further to the north and on 30 and 31 January shore bombardments at Kanson and Kosong were carried out with a task group which included USS MISSOURI and MANCHESTER.

As the Capital Division moved north, ENGLISH moved with them reaching Kangnung in February. On 4 February 1951 two North Korean infantry battalions made a dawn attack against advance elements of the Capital Division, and were shattered and dispersed by accurate fire from ENGLISH.

Later the same day accurate interdiction fire including white phosphorus shells from ENGLISH aided in the capture of a key ridge commanding Kangnung. When this ridge fell, Communist resistance collapsed and Kangnung was captured the next day.

Another week of upkeep at Sasebo was scheduled for the ship, ending on 22 February. She was then ordered to Wonsan, Korea, and upon arrival assumed a station on the firing line. Her next blockade patrol was to Chongjin, hitting targets at Chaho and Songjin enroute. This patrol was maintained until 5 March when ENGLISH returned to Wonsan Harbor to lend support for the siege of Wonsan. She spent 20 consecutive days on the firing line, firing her 12,000th round of 5-inch ammunition since reporting for duty in the Korean area.

The Communist shore batteries opened up on ENGLISH in 20 counterbattery attacks during the siege. Although straddled by the opening salvos several times ENGLISH silenced the enemy batteries each time without casualties.

After five weeks at sea the ship received a four day availability at Sasebo and then put to sea again in the screen for United Nations carriers operating off the West and East Coasts of Korea.

In May 1951 ENGLISH was finally ordered to return to Norfolk and after short stops in Hawaii, San Diego and Panama arrived home on 9 June 1951, having set the record in Korea for having fired the most rounds of main battery ammunition (12,600) during a single tour of combat duty.

The summer of 1951 was spent in the Shipyard followed by a refresher training period in Guantanamo Bay, Cuba, during which the job of keeping the ship battle ready started anew.

Christmas of 1951 was a well deserved Christmas at home for ENGLISH, the first since 1948.

1952 saw more operations with the Atlantic Fleet which continued intermittently until the summer of 1953 followed by another shipyard overhaul.

The year 1954 began in routine fashion. However, at 0445 on 31 October, (Halloween morning) during operation LANTFLEX, ENGLISH and USS LIND collided, with the ENGLISH losing some fifty feet of her bow. There were no casualties and both ships made port under their own power for the yard period that followed. In January 1955 ENGLISH left the Norfolk Naval Shipyard and joined in operation Springboard, operating out of St. Thomas, Virgin Islands. Then, in May 1955, ENGLISH once again became a good-will ship of the U. S. Navy in visiting Portugal, France, Germany, England, Scotland, and the Isle of Wight.

With the Northern European cruise behind her ENGLISH operated in the Norfolk area and underwent refresher training at Guantanamo Bay, Cuba. The day before departure for duty with the 6th Fleet, CNO, ADM Arleigh A. BURKE, inspected the ship.

In the Med she stopped briefly at Palma, then steamed eastward, transited the Suez Canal, and patrolled the Persian Gulf and the Red Sea, visiting Bahrein Island enroute. Heading northward again, she re-entered the Med and visited Cannes, France, and Athens, Greece, for liberty. The Suez crisis of 1956 placed ENGLISH at sea for a month awaiting developments. As the Middle East situation lulled she left Gibraltar astern and headed for home.

January 1957 found her in Norfolk preparing for Operation Springboard, 1957, to take place in the San Juan, Puerto Rico operating area. During the extensive operations of Springboard, Kingston, Jamaica, and Guantanamo Bay were visited.

Following a round trip from Norfolk to Newark, N. J., during operation LANTREX, the ship proceeded to Norfolk. June 1957 was a big month for the Navy and the ENGLISH. The International Naval Review took place in the Hampton Roads area during which the ENGLISH was host ship for the flagship of Commander-in-Chief, Venezuelan Navy, F.M.V. VULIA (D21). Before June was out, ENGLISH had participated as a unit of Task Force 25 in Operation REDEX, prepared for overseas movement and welcomed a new Commodore and new Captain aboard.

On 2 July the ship got underway for another tour with the 6th Fleet in the Med and headed for Cartagena, Spain, and Genoa, Italy, in July. In August, after stops at Leghorn, Italy, and Athens, Greece, she passed through the Suez Canal to patrol the Red Sea between Aden, B.C.C., and Massawa, Eritrea, before seeing Malta, and Messina, Sicily. The end of November saw the ENGLISH back home for a rest at the Des-Sub Piers in Norfolk.

After a stay of about one and a half months in Norfolk after the Med Cruise, January and February of 1958 found the ship operating off of Jacksonville, Florida, and proceeding to the San Juan, P.R., operating area where she participated in Operation Springboard, 1958. Visits were made to Ciudad Trujillo, Dominican Republic, Fort de France, Martinique, and San Juan, Puerto Rico.

On 13 February, the ship steamed up the Elizabeth River for overhaul in the Norfolk Naval Shipyard where she remained until 27 May. During this period, on 24 May, CAPT G. F. DALTON relieved CAPT E. B. JARMAN as COMDESDIV 22, on board ENGLISH. The division consists of USS HANK, BORIE, WALLACE L. LIND, with ENGLISH the flagship.

Following sea trails and division operations, ENGLISH got underway on 16 June for Guantanamo Bay, Cuba, for six weeks of refresher training. After returning to Norfolk she continued operations with the 2nd Fleet.

On 20 October, the ENGLISH, together with the other ships of DESRON 2, the USS SALAMONIE (A026) and the Norwegian Coastal vessel, VAYER, departed Norfolk for their tours of duty in the Mediterranean. Arriving in Gibraltar on the third of November, the ENGLISH began her five month stay in the Mediterranean which was to cover 23,322 miles of sea and eleven ports of call in six different countries. The ENGLISH and the USS HANK (DD-702) then proceeded to the Eastern Mediterranean where they patrolled the tanker lanes along the Egyptian, Lebanon, and Syrian coasts until early December. While in this area the ship visited the Greek cities of Rhodes and Piraeus, the seaport of Athens.

Completing her patrol duty the ship rendezvoused with the Fleet in Augusta Bay, Sicily, and then journeyed west to Barcelona, Spain for the Christmas Holidays with the attack carrier RANDOLPH (CVA 15), the USS BARTON (DD-722) and the USS HANK (DD-702).

Leaving Barcelona in early January, the ENGLISH participated in her second Fleet exercise, which consisted of plane guarding, anti-submarine warfare, refueling, and replenishing. Following

this exercise, the ship visited Rapallo, which is a resort town on the Italian Riviera, and then Palma on the island of Mallorca where the Destroyer Tender EVERGLADES was waiting for us. Our next port of call was San Remo, Italy, another resort town on the Riviera.

After San Remo the ENGLISH operated with the FORRESTAL as a rescue destroyer for her flight operations while heading South to Naples, Italy. Leaving Naples on 13 February the ENGLISH steamed eastward to the Eastern Mediterranean Patrol Area again. During this patrol the ship visited Athens twice more and made a brief refueling stop at Beirut, Lebanon.

With our patrol completed the ENGLISH returned to the Western Mediterranean and the port of Cannes, France for eight days. Following Cannes the ENGLISH participated in another Fleet Exercise and a visit to Gibraltar for the Easter weekend.

On 30 March DESRON 2, the USS EVERGLADES (AD24) and the USS WILLIS A. LEE (DL4) departed Gibraltar and crossed the Atlantic arriving Norfolk, Va., on 8 April 1959 for a much needed leave and upkeep period.

During April and May the ship participated in routine training exercises under the command of DESDIV 22 and on 18 June entered the Norfolk Naval Shipyard for necessary repairs and overhaul.

The ENGLISH remained in the yard until 26 October at which time the ship became a unit of Task Force 83. The task force operated in the Atlantic conducting advanced anti-submarine training and exercises until 16 December. On 16 December the ship entered its home port, Norfolk, for the holiday leave period.

From January 1960 until October ENGLISH resumed operations with task Force 83 out of Norfolk.

On 29 June 1960 ten first class and sixteen third class midshipmen reported aboard for their summer cruise which took ENGLISH and Task Force 83 to Halifax, Nova Scotia, and New York City.

In November 1960, ENGLISH became part of Task Force 81 and remained with this Task Force until 19 December when she reverted to the operational control of Commander, Destroyer Force, U.S. Atlantic Fleet.

ENGLISH entered the Norfolk Naval Shipyard in December of 1960 for a three month overhaul. The ship left the shipyard in April 1961 and commenced two months of refresher training at Guantanamo Bay returning to Norfolk on 26 June 1961.

ENGLISH had the privilege of visiting Baltimore for July the Fourth celebrations. This visit was highlighted by dedication ceremonies opening to the public the restoration of the Constellation, sister ship of the Constitution. The Under-Secretary of the Navy spoke at the dedication and made a brief inspection of ENGLISH. ENGLISH crew-members contributed many hours of work while adding finishing touches to the Constellation.

During remainder of the summer, preparations were made for deployment to the Sixth Fleet in the Mediterranean. ENGLISH departed Norfolk 8 September 1961 with units of Destroyer Squadron Two and arrived in Pollensa Bay, Mallorca, on 21 September.

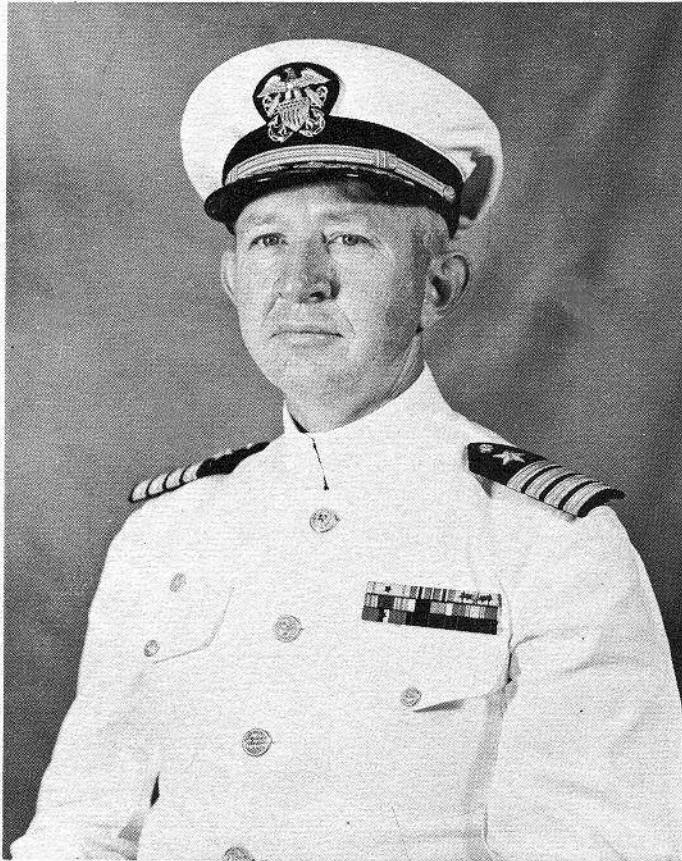
ENGLISH returned to her home port of Norfolk on 1 April 1962 for a brief leave and upkeep period. On 13 April 1962 ENGLISH participated in a Presidential Review, composed of more than 60 ships, off the coast of North Carolina.

In May 1962 ENGLISH engaged in the Mercury recovery operations. In June and July ENGLISH conducted type training as part of a midshipmen training cruise. The highlight of this cruise was a Fourth of July visit to Camden, Maine.

August and September 1962 were allotted to tender availability and an interim shipyard availability at the Norfolk Naval Shipyard.

ENGLISH left the shipyard in October and sailed south on 11 October for plane guard duty with the Independence. She was at sea at the commencement of the Cuban Crisis and remained at sea for 30 days as a member of the Quarantine Force before entering Kingston, Jamaica, on 12 November for a week-long tender availability. Leaving Kingston, ENGLISH was underway until returning to Norfolk on 25 November for a Christmas leave and upkeep period lasting until 21 January 1963.

On 21 January 1963, ENGLISH sailed for the Caribbean and three weeks of operations. While in the Caribbean she had the opportunity to visit San Juan and St. Thomas. ENGLISH returned to Norfolk on 11 February 1963 and commenced preparations for overseas deployment with the U.S. Sixth Fleet departing for the Mediterranean on 29 March 1963.



CAPTAIN MERRILL H. SAPPINGTON

Past Commander Destroyer Division 22

Captain Merrill H. Sappington was born in Barnesville, Georgia, in 1920. He attended Gordon Military College, located in Barnesville, for two years prior to entering the U. S. Naval Academy in June 1939. He was commissioned Ensign in June 1942, upon graduation from the Naval Academy in the Class of 1943.

During his first tour of sea duty he served in the Pacific Theater of Operations in World War II in the USS BALTIMORE (CA 68) as a junior officer in the Gunnery Department. In July 1946 he reported for instruction in Ordnance Engineering at the Post Graduate School in Annapolis, continuing his course at California Institute of Technology in Pasadena, from which he received a Professional Degree in Ordnance (Jet Propulsion) Engineering.

Following graduation from CalTech, he served a tour of duty at the Naval Guided Missile Unit, White Sands Proving Ground, Las Cruces, New Mexico. He continued in the Navy's guided missile test and development program on board the USS NORTON SOUND (AVM 1) from 1949 to 1952. Next he served in the Bureau of Ordnance for two years where he was the first project officer for the highly successful SIDEWINDER missile.

In August 1954, Captain Sappington was assigned duty as Executive Officer in the USS EATON (DDE 510). Continuing in destroyer duty, he assumed command of the USS EUGENE A. GREENE (DDR 711) in December 1955. From the GREENE he was transferred to the U. S. Naval War College, Newport, R. I., where he was enrolled in the Naval Warfare course.

He was next assigned to the Bureau of Ordnance in Washington as Program Manager for the TERRIER and TARTAR guided missiles. In 1959 he was chosen to serve as Technical Assistant for Surface and Subsurface Matters to the Assistant Secretary of the Navy for Research and Development. In this office he contributed to the development of the National organization for the coordination and expansion of oceanographic research.

Returning to sea in October 1960, he reported to the USS CANBERRA (CAG 2) as Executive Officer. In August 1961 he was selected for the rank of Captain. He was detached from CANBERRA in March 1962 for duty as Commander Destroyer Division TWO TWO until relieved in July of 1963.



CAPTAIN JAMES E. MURPHY, JR.

Present Commander Destroyer Division 22

CAPT MURPHY was born in New York City, New York, on 19 April 1920. He was graduated from Iona High School, New Rochelle, N. Y. in June 1938.

After graduating from Georgetown University with a Bachelor of Arts Degree, CAPT MURPHY attended Midshipman School at Columbia University, and received his commission as an Ensign in December 1942.

CAPT MURPHY reported aboard the USS MARBLEHEAD (CL 12) in January 1943. He was a division officer in the gunnery department of MARBLEHEAD during the invasion of Southern France.

CAPT MURPHY was transferred to Fleet Training Group, Guantanamo Bay, Cuba, in late 1945 and served there until he was transferred to USS FORREST ROYAL (DD 872) in November 1947. He was in the operations, gunnery and engineering department on board FORREST ROYAL.

After leaving FORREST ROYAL, CAPT MURPHY served on Staff, Commander Cruiser Division 2 as Flag Lieutenant.

He was transferred to the USS DEVASTATOR (MSF 318) as Commanding Officer in December 1951 and saw action in Korea.

From 1954 to 1961 CAPT MURPHY served as Logistics Plan Officer on the staff of Commander Eastern Sea Frontier; Surface Operations Officer on the staff of Commander Carrier Division 6; Harbor Defense and Explosive Ordnance Disposal Officer in the Office of the Chief of Naval Operations and after detachment from the Office of the Chief of Naval Operations, he commanded the USS ZELLARS (DD 777) from November 1961 to June 1963. CAPT MURPHY assumed command of Destroyer Division TWO TWO in July 1963.



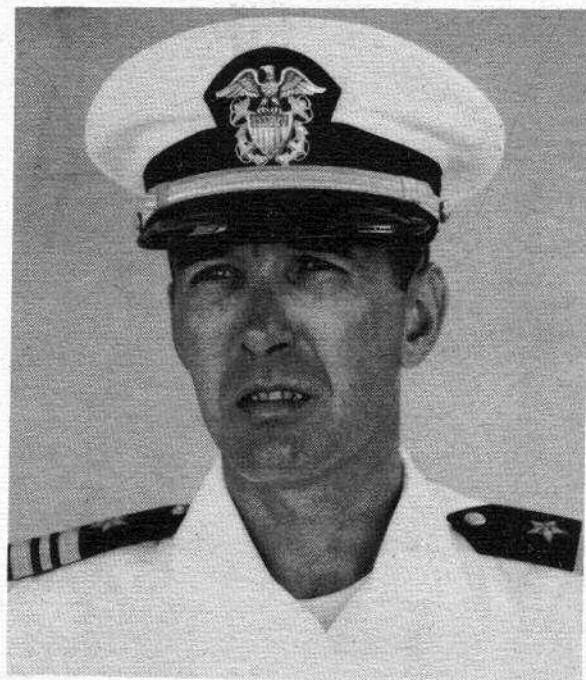
P. A. SCHWEMLEY
COMMANDER
Commanding Officer

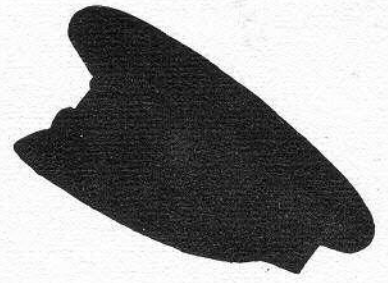
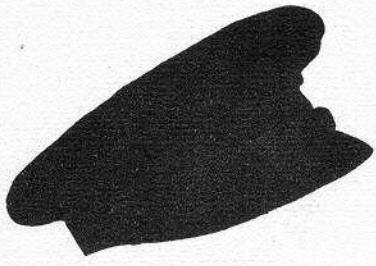
Commander Schwemley graduated from the United States Naval Academy, class of 1946, in June 1945. Since that time he has had duty in USS YOUNG (DD 580) from July 1945 to December 1945; USS FITCH (DMS 25) from January 1946 to June 1949; and in USS LOWRY (DD 770) during the Korean hostilities from July 1951 to June 1953 as Gunnery Officer.

From June 1955 to May 1957 Commander Schwemley served in the U.S. Naval Mission to Venezuela as an advisor to the Venezuelan Naval Academy. He was Executive Officer of the USS EATON (DD 510) from June 1957 to October 1958. Commander Schwemley served on the Staff of Commander, Destroyer Force, U.S. Atlantic Fleet from March 1960 to July 1961. He then attended the Naval War College from August 1961 to June 1962.

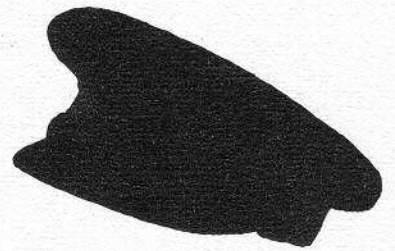
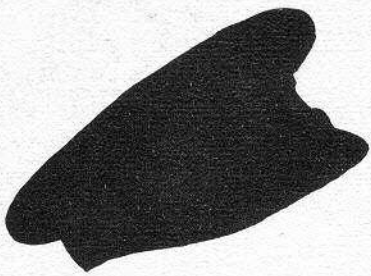
Commander Schwemley has served as Commanding Officer of USS LSMR 411 from July 1953 to October 1954 and the USS KLEINSMITH (APD 134) from December 1958 to September 1960. He took command of USS ENGLISH (DD 696) in July 1962.

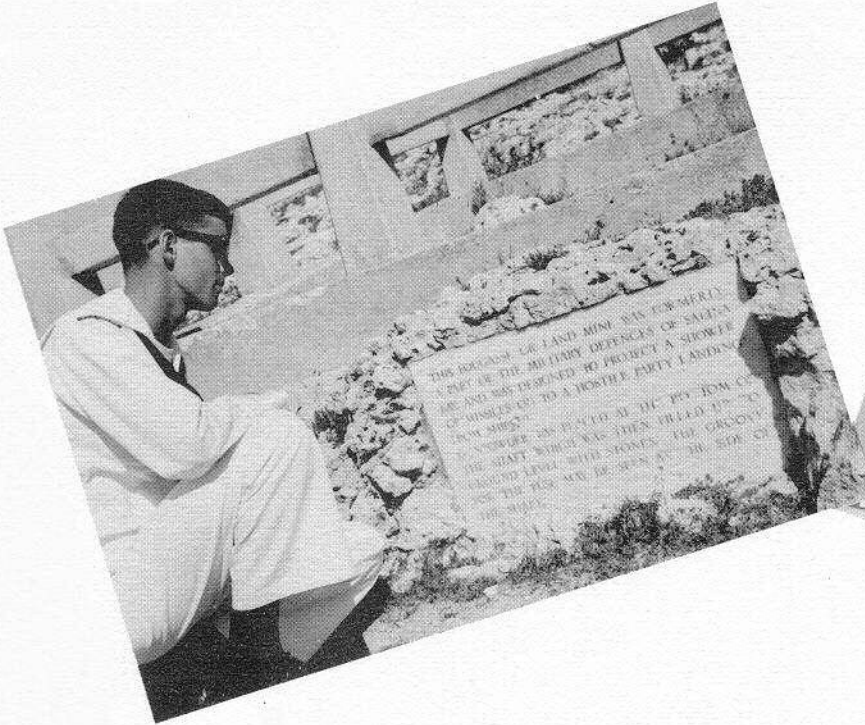
J. D. NOLAN
LIEUTENANT COMMANDER
Executive Officer





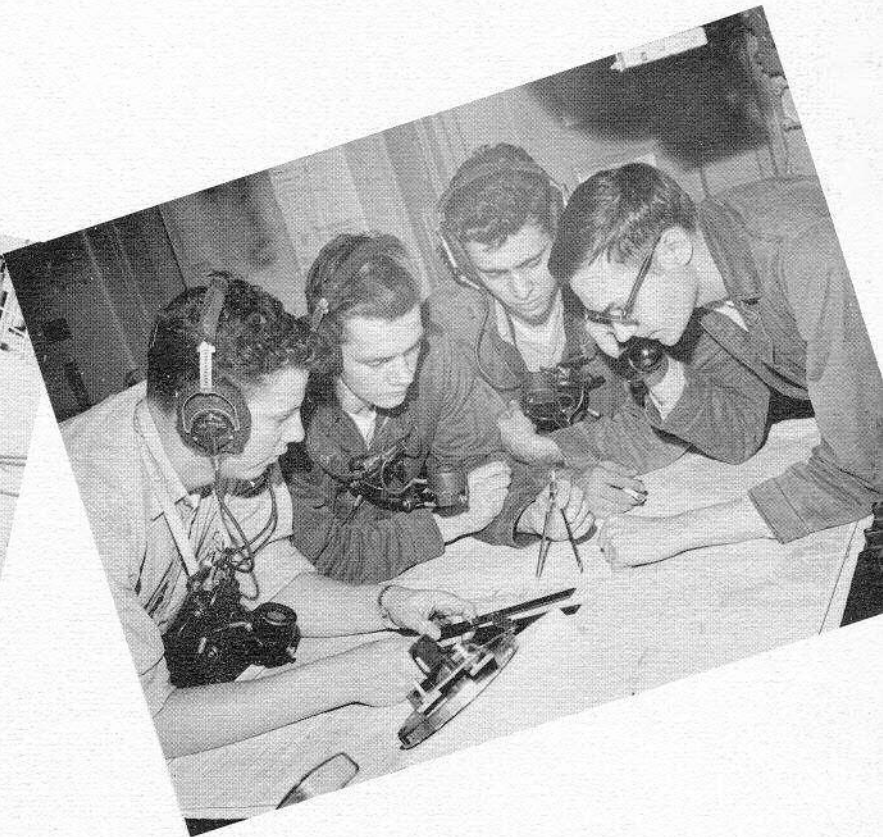
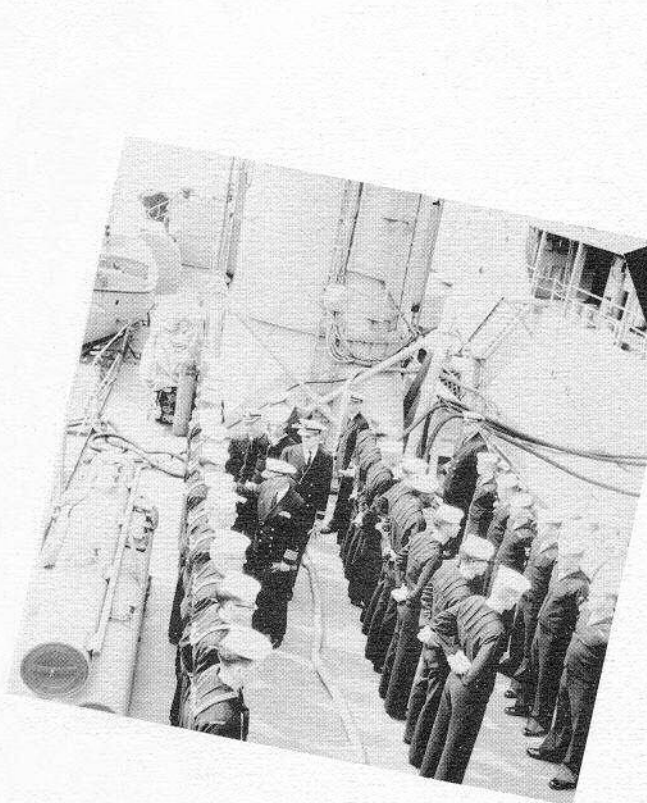
THE
WARDROOM





THE

CREW





L.T. AKERS



J.L. BAYTOS



J.M. BEAGLE



W.H. BELL



B.H. BERWICK



J.A. DUDA



R.L. FRAZIER



J.R. GREMLER



W.E. HAMILL



J.G. HOPKINS



E.H. KNIGHT



W.E. MELTON



H.M. OWENS



T.M. PRUITT

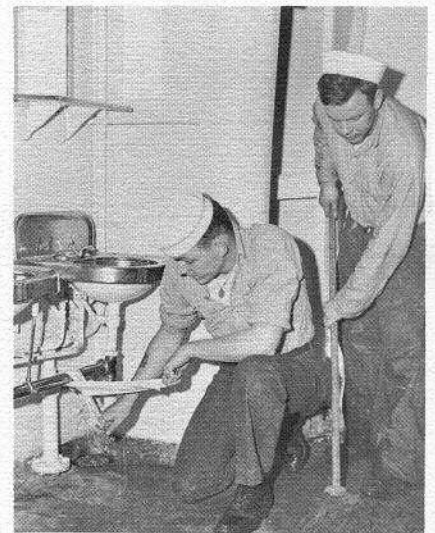


M.E. SMITH



W.T. WILLIAMS

FIRST





R.A. BOONE



R.A. BOURNE



W.C. BRISETTE



L.A. CASTOR



R.G. CHAPMAN



D.D. HORNOCKER



J.T. HOUSE



P.W. HOWARD



J.G. JOHNSON



M.J. KENNEDY



S.B. SMITH



T.T. STILL



W.H. VOSS

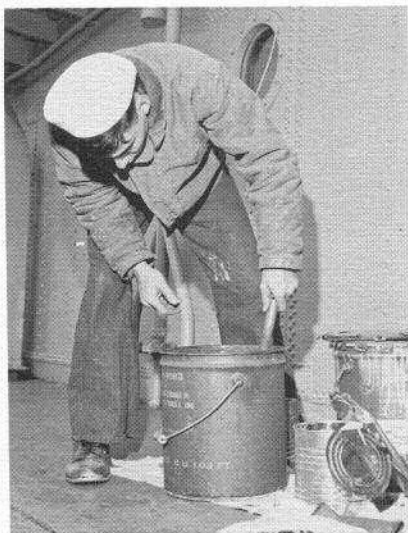


D.M. WALLS



W.M. WICKLIN

DIVISION



W.L. WYMAN



W.D. ANDERSON



R.B. BURLERSON



G.A. CARLISLE



T.E. CARPENTER



G. DAUM



T.J. GALLAGHER



W.G. GAULT



T. KNOWLTON



J.H. MCCARTY



R.E. MITCHELL



H.L. PACK



R.K. RALSTON

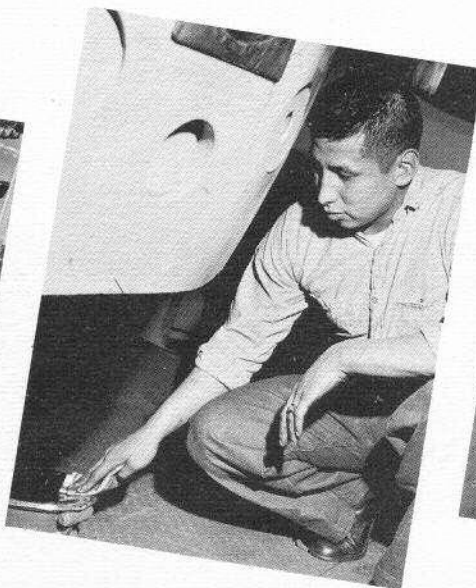
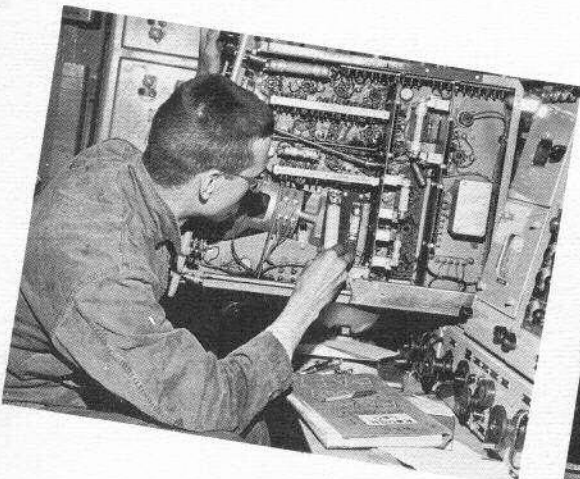
SECOND DIVISION



H.T. RODGERS



T.R. WILSON





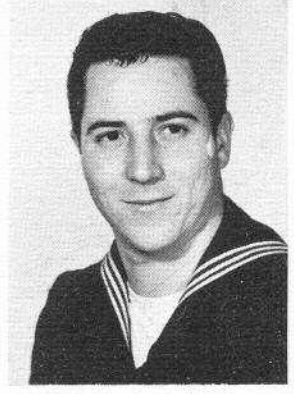
D.W. BROWN



G.T. BUCHANAN



P.H. HESTER



E.J. KECH



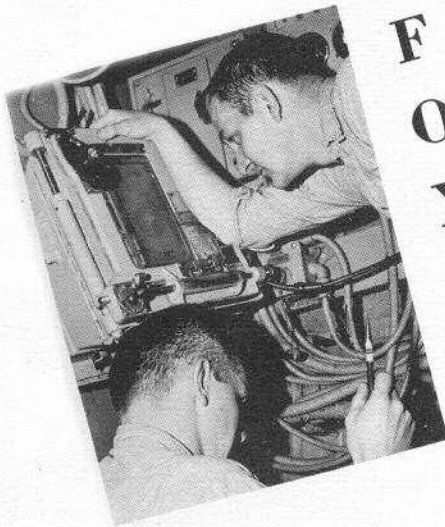
G.K. MILLER



J.J. SILVA

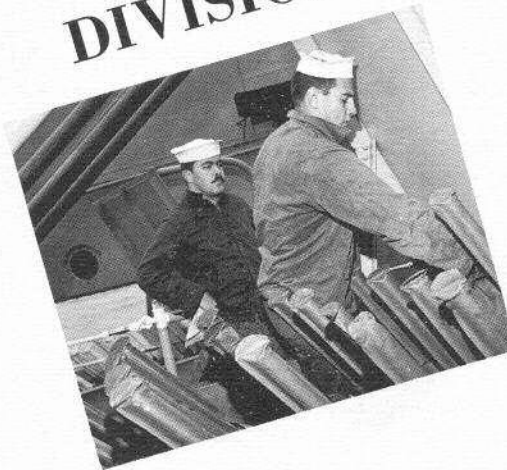


J.J. WALBER



F
O
X

DIVISION





M.O. BELL



D. DENKOWICZ



M.G. BICKHAM



E.J. DOHERTY



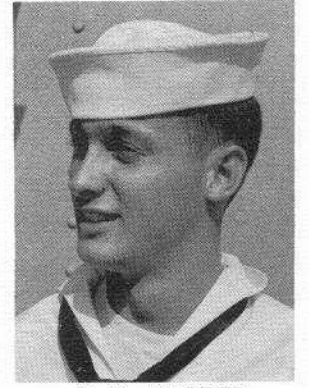
T.M. FLETCHER



B.E. GRAHAM



D.R. HAMPTON



G.T. KASZER

OI DIVISION



F.M. KUBIK



A.K. LOFTON



R.T. MORGAN



J.E. PEACH



A.R. STEIN



A.A. VERRET



R.A. WISE



W.R. BIONDIE



J.A. BRAMER



F.W. BREEDLOVE



D.P. ECKROTH



D.C. FOX



J.E. HILL



C.M. MCCALL



R.A. OAKHEM



H.G. PAGE



R.J. PONTIER



L.E. SMITH

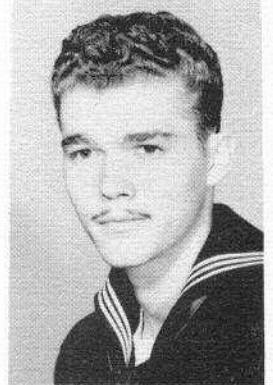


W.N. SPENCER

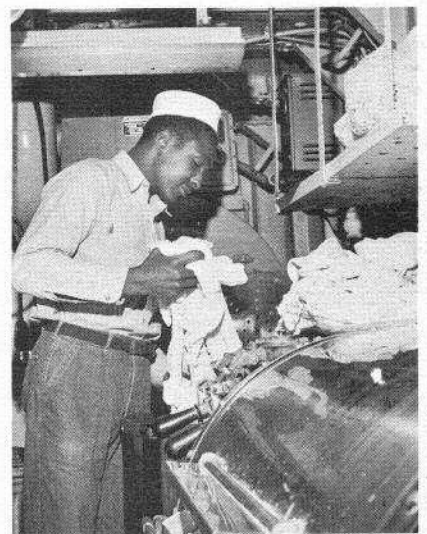
S
U
P
P
L
Y



R.T. TUCKER



G.R. WHEELAHAN





D.L. BOLLINGER



R.L. BOLT



D.G. BOUSCHER



R.S. BROOKS



W.E. BROUGHTON



W.A. ERNST



H.M. FREDERICK



E.E. JARZAB



L.L. JEFFERS
DES DIV 22



L.D. MASSIE



T.W. MCCLAIN
DES DIV 22

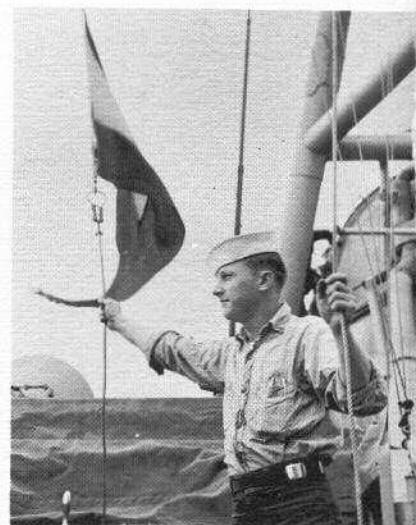
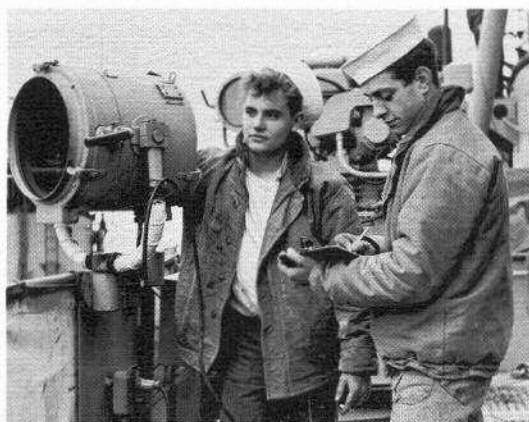
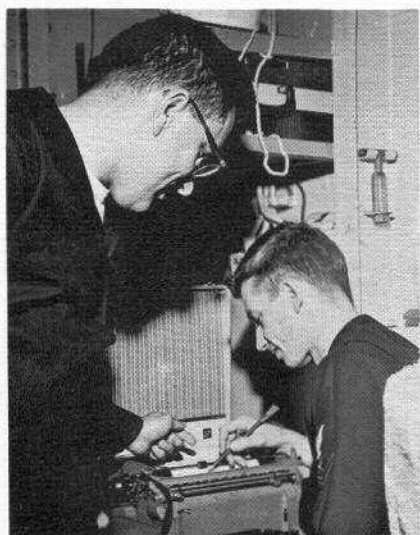


D.R. MCNISH



C.L. NEWTON

OC DIVISION





D.J. CALVERT



B.J. COBURN



C.A. DEW



R.L. DILLER



K.R. DUNN



R.R. KEEL



R.T. LANE



J.J. LOFANO



M.E. MAHONEY

OC DIVISION



T.C. RIEGEL



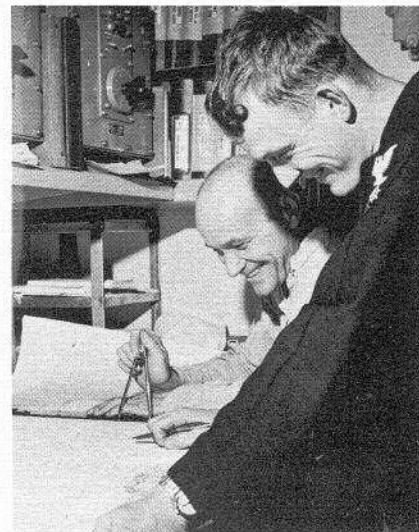
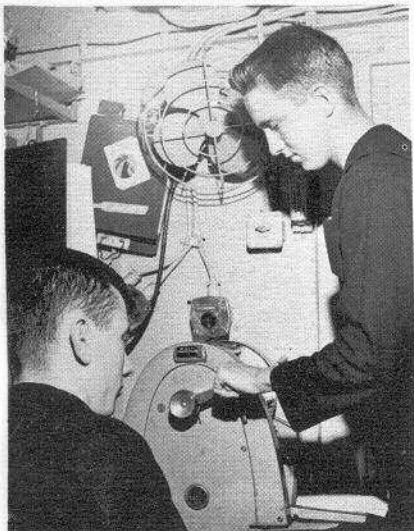
A.J. ROCHE



E.C. SMITH



B.F. STONE





H.D. ADAMS



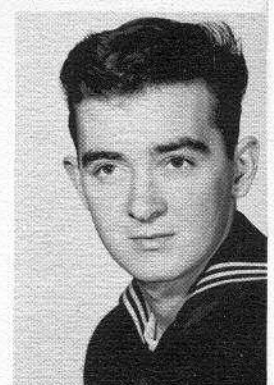
A.B. ANGELINE



R.J. ARNETT



G.E. ASKEW



J.R. BAILEY



K.R. DILG



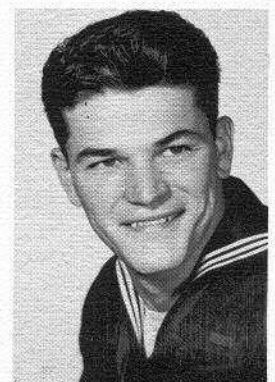
J.F. EVERIDGE



F.W. FOGLE



J.R. FOLEY



K.E. FREESE

MACHINERY DIVISION



D. HAUGH



G.A. JANCZYNSKI



L.J. LEE



L.A. LEIKER



D.A. MACDONALD



A.G. PHILLIPS



W.A. POPP



J.W. SABINSKI



R.H. SCHARTEL



L.W. SHIMP



B.G. BAKER



D.C. BECHDEL



R.H. BUBENHEIM



G.M. BURKEY



J.M. CURVEY



P.L. GABLE



R.A. GAFFKE



L. GUILLOTTE



J.L. HALL



D.H. HANSEN

MACHINERY DIVISION



J.E. MCALLISTER



G.L. MCCAIN



P.M. MCTEVIA



L. MEEKS



T.H. MILES



R.C. SLAVENS



F.J. SOBCZAK



W.L. REYNOLDS



W.A. SYKES



L.A. VALLINA



R.J. ANDERSON



A.J. BRADLEY



W.R. BURGESS



D.W. BURROW



J.W. DENNIN



M.C. KOEHLER



J.G. MAURER



D.L. PAGE



T.M. PARRISH

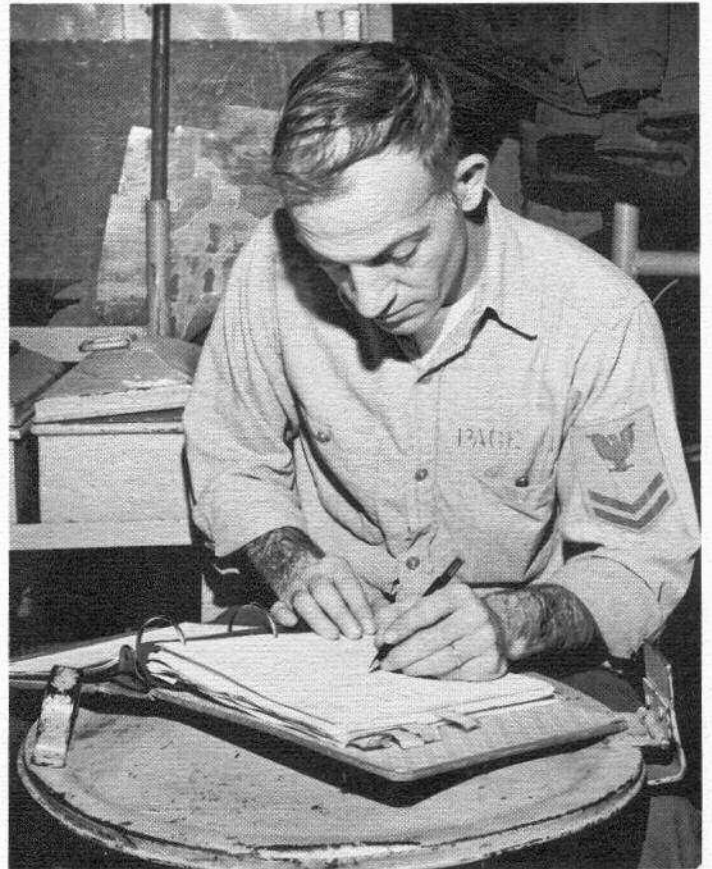


S.L. PENNY



E. WILLIAMS

REPAIR DIVISION





K.H. DEVLIN



D.L. GALLOWAY



J.W. GREENE



O.J. GROVES



J.D. HUTINGER



J.J. SCRIBNER



R.M. SOSNOWSKI



J.D. SPARKS



P.K. THIELEN

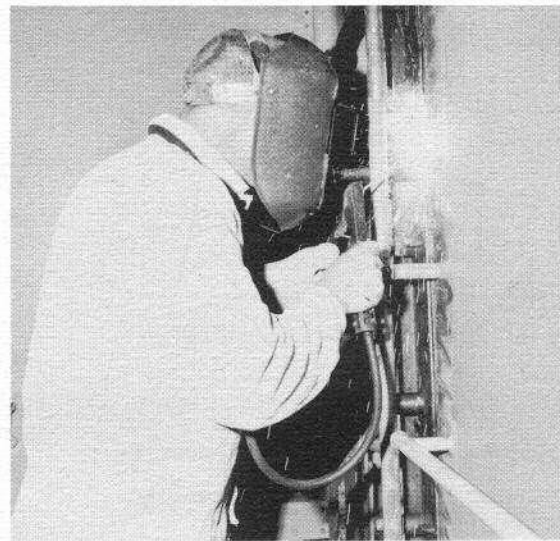
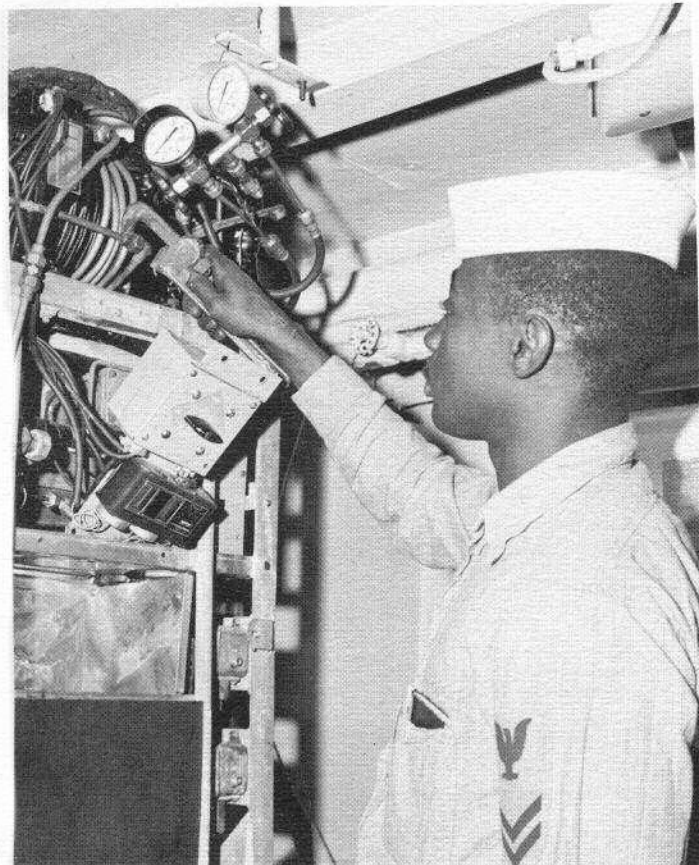


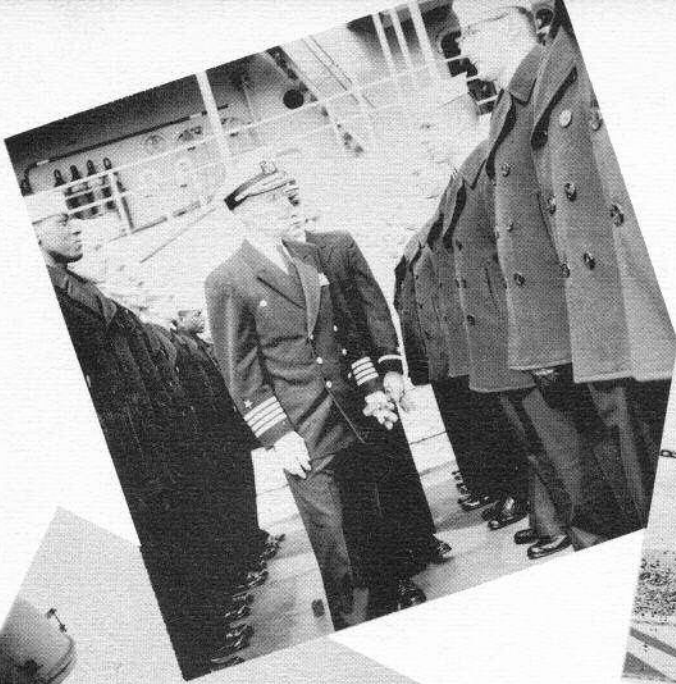
H.B. WESTGATE

REPAIR DIVISION



J.W. WIRTH





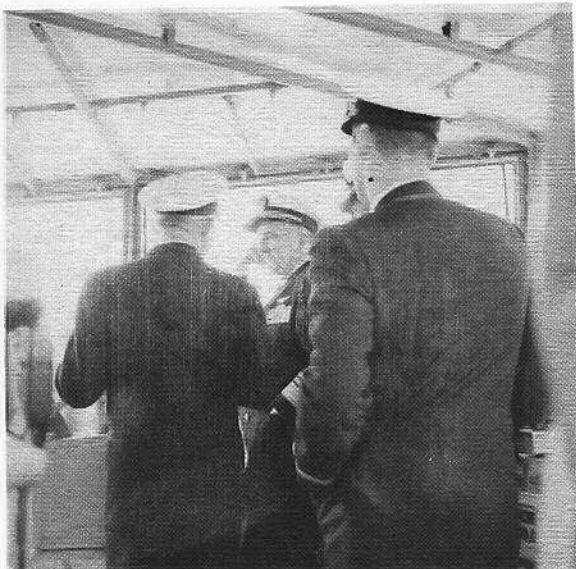
**PREPARATION
& UNDERWAY**



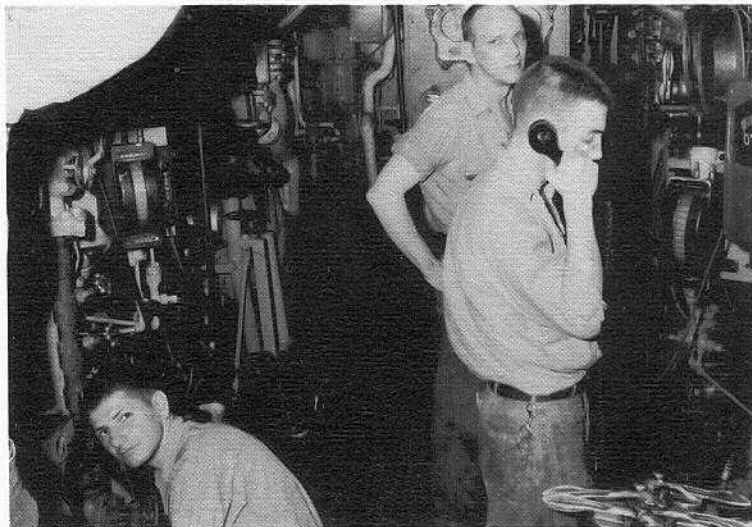
You sure you set the fuse for two o'clock?



I bet you say that to all the boys....



I'm not leaving till I get my Honorary Destroyerman Card



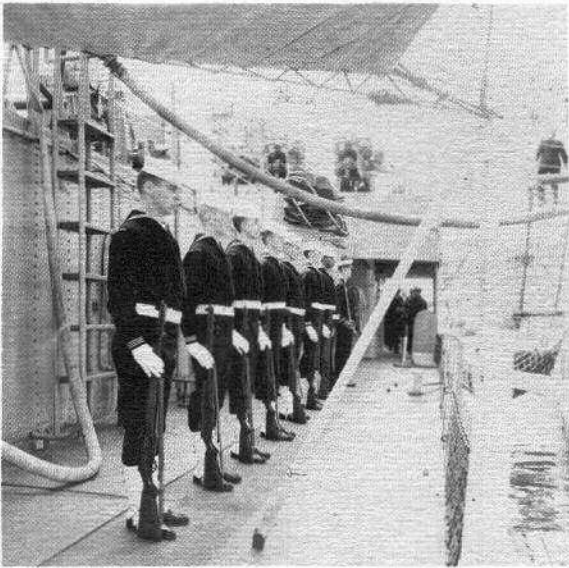
No, this isn't the Monticello



Did you see that guy hit the water?



Going once, Twice...Sold!



Pride of the Port Side



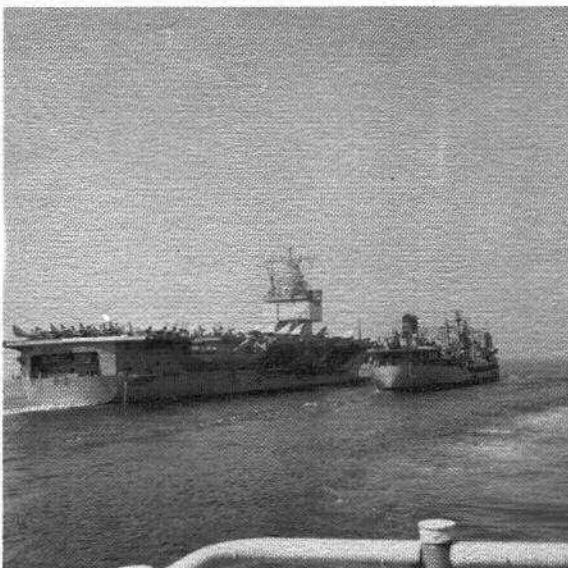
Coffee, Tea, or Milk?



We can't be lost already



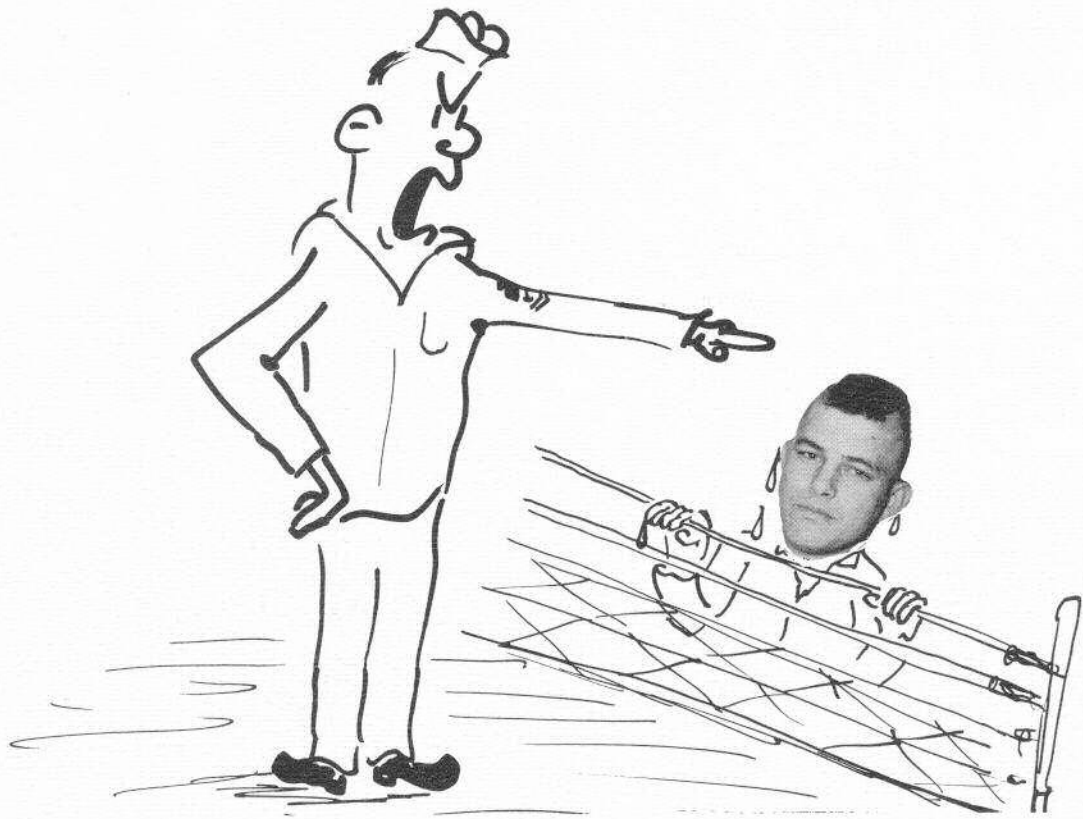
First guy that smiles is out of the parade



Check your water and core?



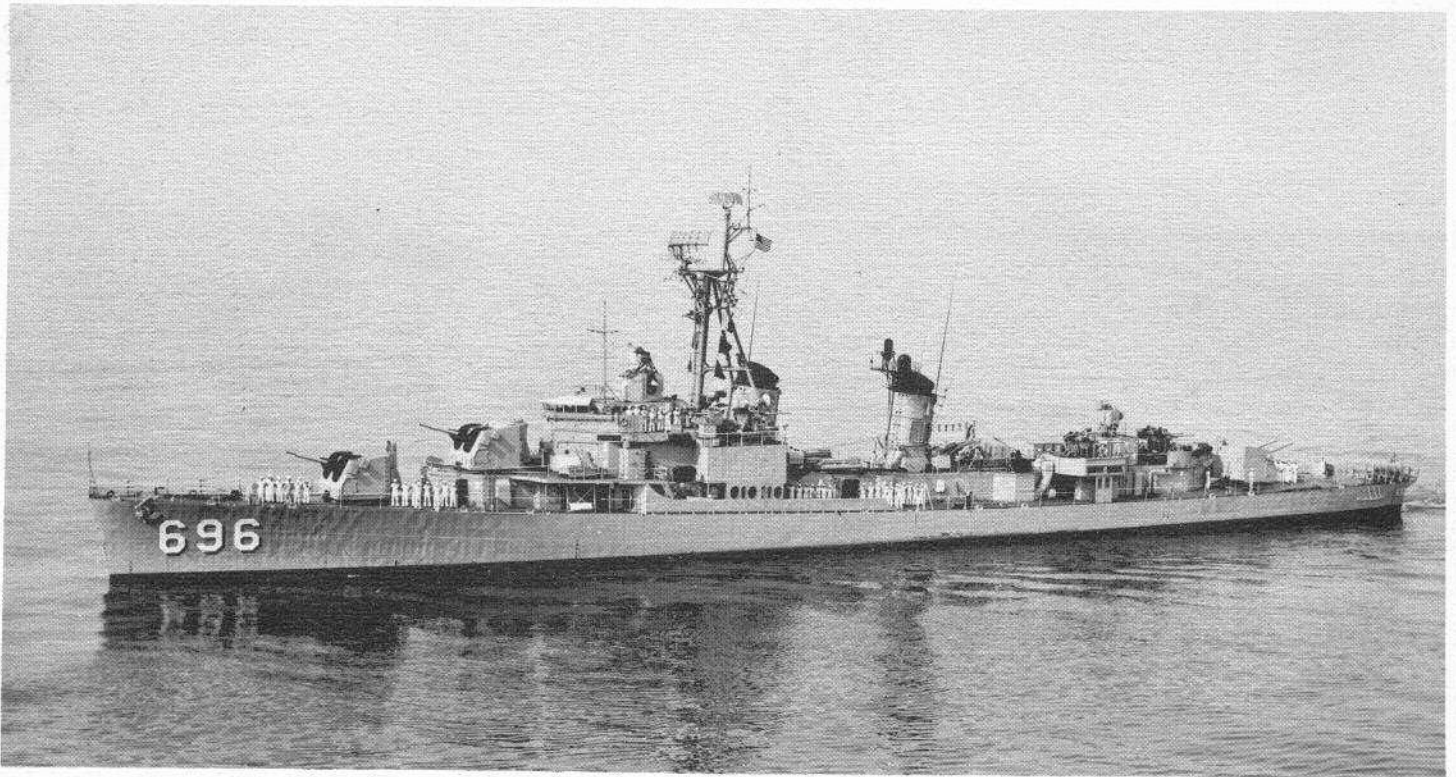
Highline your credit card



...And next time wait For The Boat!

AT SEA

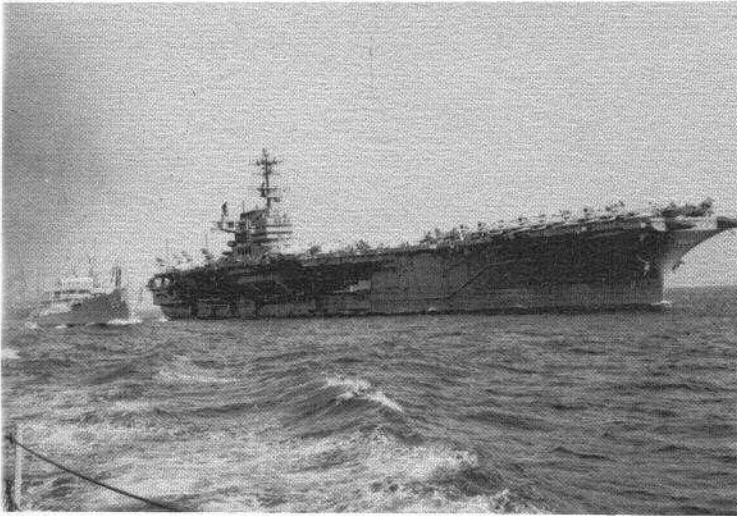
Destroyers are traditionally known as the "Greyhounds" of the fleet because of the dash and smartness with which they perform their assigned tasks. These tasks are of an almost infinite variety and encompass nearly every facet of the evolutions of a modern fleet. Among the many tasks are anti-submarine warfare, anti-air warfare, shore fire bombardment, screening carriers and cruisers against submarines, rescue destroyer duties and replenishment at sea.



Anti-submarine warfare (ASW) is one of the most important functions of a destroyer and the job she does best. A destroyer at sea continually employs her sonar to search beneath the surface for enemy submarines. Upon gaining sonar contact she maneuvers toward the sub and attacks with either torpedoes, hedgehogs, or depth charges.

A destroyer virtually bristles with guns, always ready to deliver fire upon "bogey" (enemy aircraft) should they threaten the force. A destroyer can sustain a high rate of fire for extended periods and is an effective ship for anti-air warfare.

When troops invade a beach the destroyer will normally steam close in to provide the support of her main battery guns against enemy installations on the beach as necessary. This is one of the most vital wartime missions of a destroyer and one which she has always performed well.

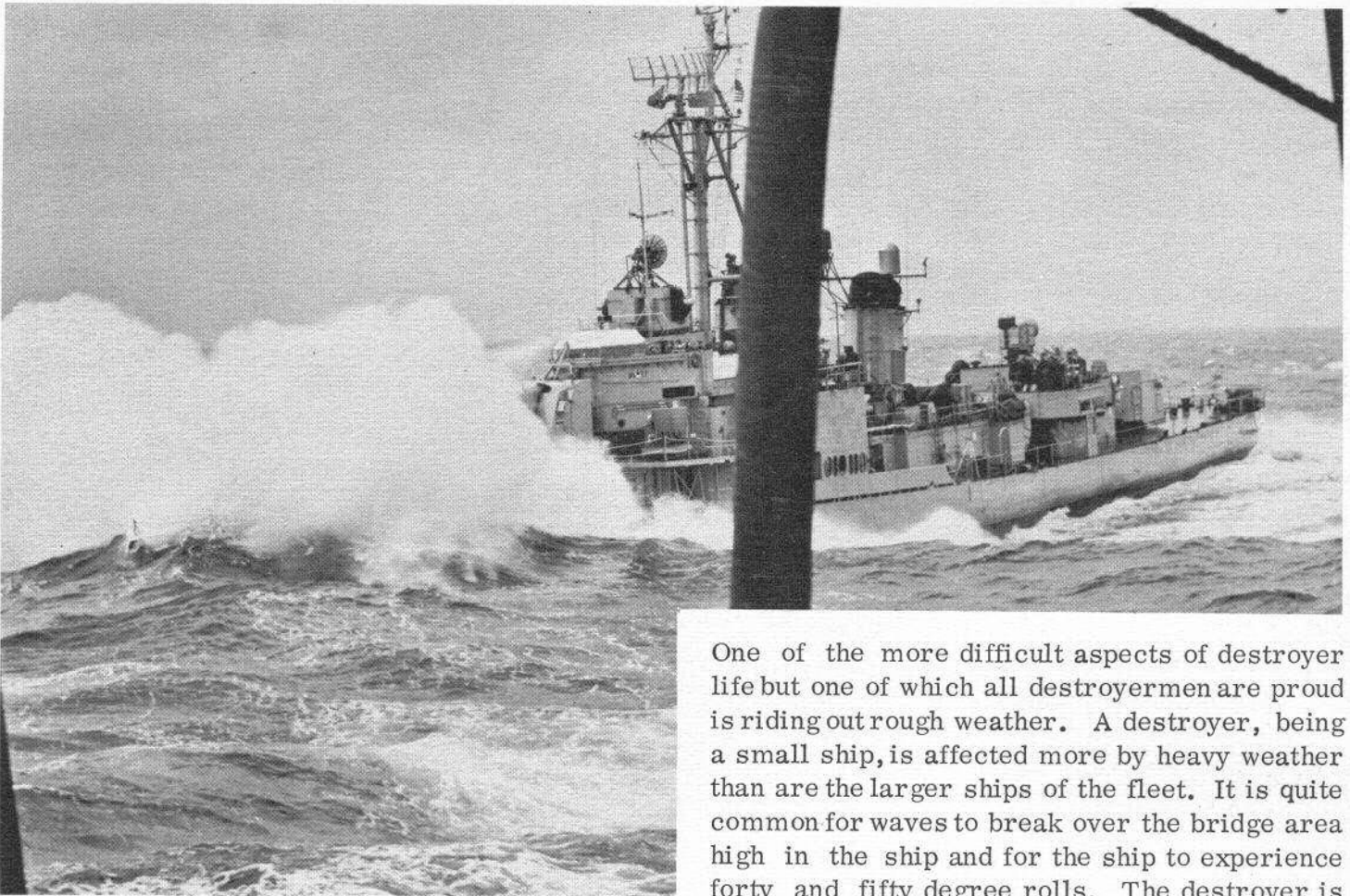


Whenever an aircraft carrier conducts flight operations, a destroyer is always near ready to come quickly to the rescue should an aircraft crash near the carrier. If this should happen, it would be merely a matter of a few short minutes before the pilot would be safely on board.



All naval vessels, destroyers included, have the ability to remain at sea almost indefinitely so long as they are able to refuel and replenish their stores at regular intervals. Their "bullets, beans, and black oil" are all delivered at sea from the auxiliaries of the fleet - the AO (oiler), AF (refrigerated stores ship), AKS (dry stores

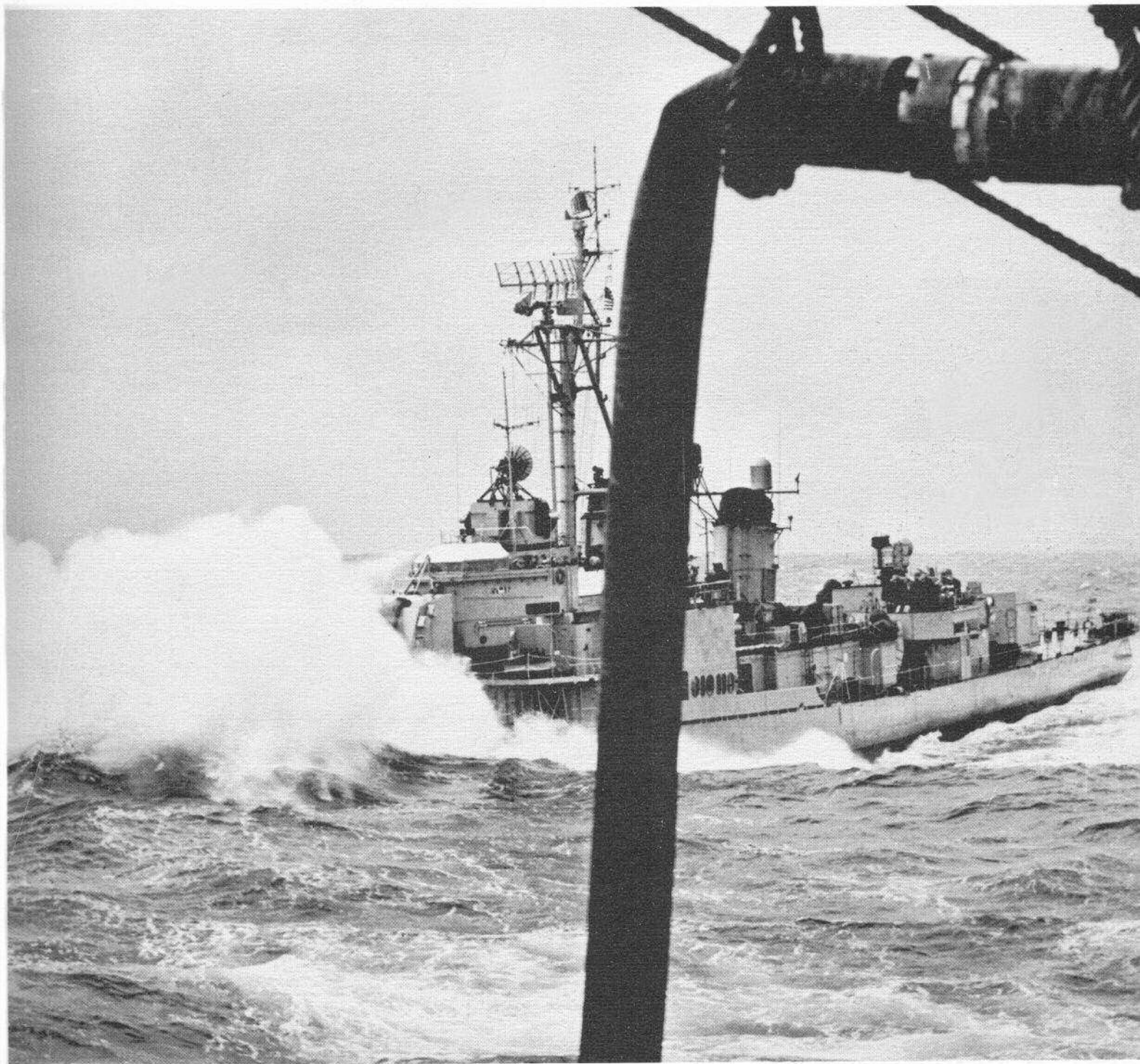
ship), and AE (ammunition ship). This is accomplished by a now standard procedure whereby the destroyer steams close aboard (within 100 feet) the auxiliary ship and receives oil via long fuel hoses or stores via wire high-lines rigged between the ships.



One of the more difficult aspects of destroyer life but one of which all destroyermen are proud is riding out rough weather. A destroyer, being a small ship, is affected more by heavy weather than are the larger ships of the fleet. It is quite common for waves to break over the bridge area high in the ship and for the ship to experience forty and fifty degree rolls. The destroyer is built for this weather, however, and normally comes through unscathed.

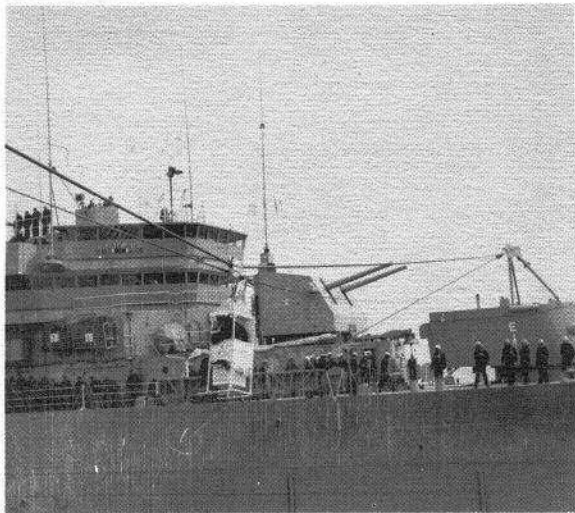
Destroyer life at sea is not easy but destroyermen are proud of enduring the hardships and difficulties which they meet and prouder yet of being part of the "Greyhounds of the Fleet".



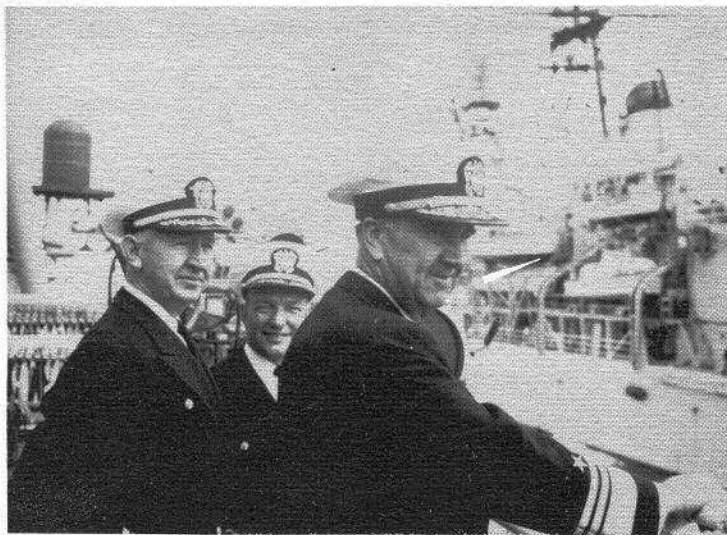


Commander, Sixth Fleet

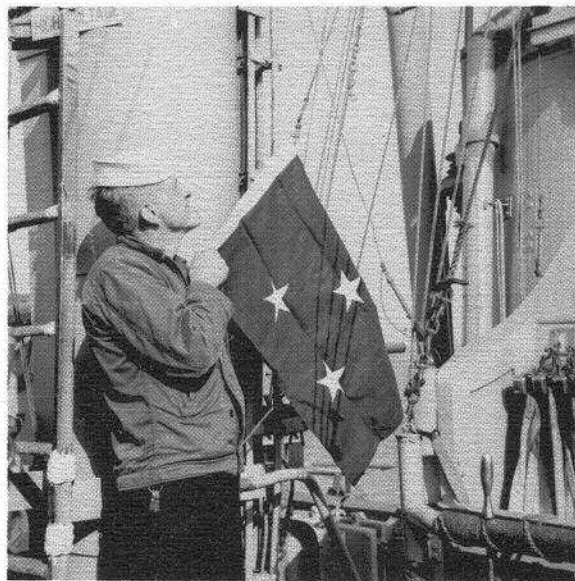
One of the chief high-lights of the deployment was the visit of Commander, Sixth Fleet, Vice Admiral William E. GENTNER, to ENGLISH shortly after our arrival to the Mediterranean. The Admiral was high-lined from his flagship, USS SPRINGFIELD (CLG 7) and remained on board for about two hours.



While on board Admiral GENTNER took a thorough tour of the ship visiting nearly every space and meeting most of the officers and crew. He appeared favorably impressed by destroyers in general and ENGLISH in particular.



After receiving plaques from ENGLISH and Destroyer Division 22, the Admiral returned to his flagship bearing the title, "Honorary Destroyerman."





ABOUT THE DECKS

ENGLISH, like every destroyer, is administratively divided into four departments, each of which has its own specialists and its own areas of responsibility. These four departments are Operations, Weapons, Engineering, and Supply. Each department is in turn divided into divisions with their own specific areas of responsibilities and specific functions to perform.

The following pages show to a small extent the duties carried out by the individual departments and their respective divisions.



Radiomen keep the flow of messages going to and from the ship.

OPERATIONS DEPARTMENT

The Operations Department is responsible basically for determining what missions the ship is to perform, seeing that the ship is at the proper place at the proper time to perform them, and insure that these missions are performed. Two divisions accomplish the Operations task - OC and OI.

OC is the communications division composed primarily of radiomen and signalmen but with yeomen, quartermasters, postal clerks, and hospital corpsmen included.

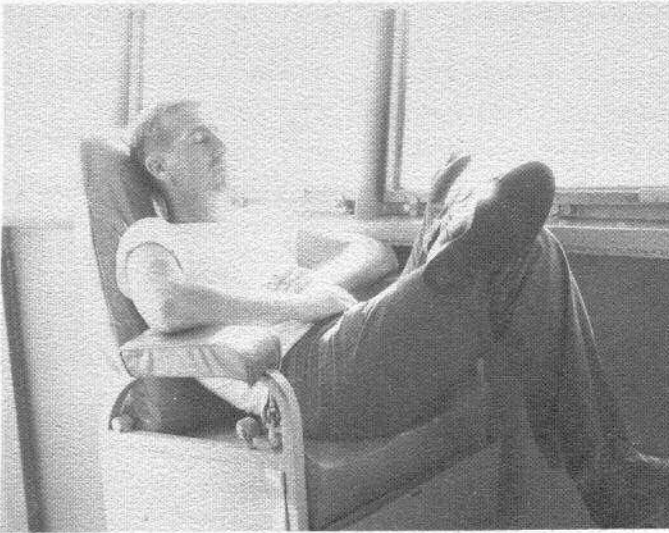


The hospital corpsmen are always on duty in the event of accident or sickness.



The postal clerk does his part in contributing to the ship's morale.



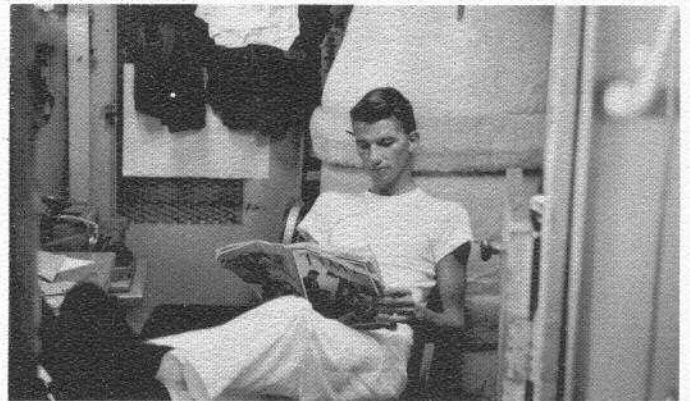


Signalmen are ever ready for any contingency.

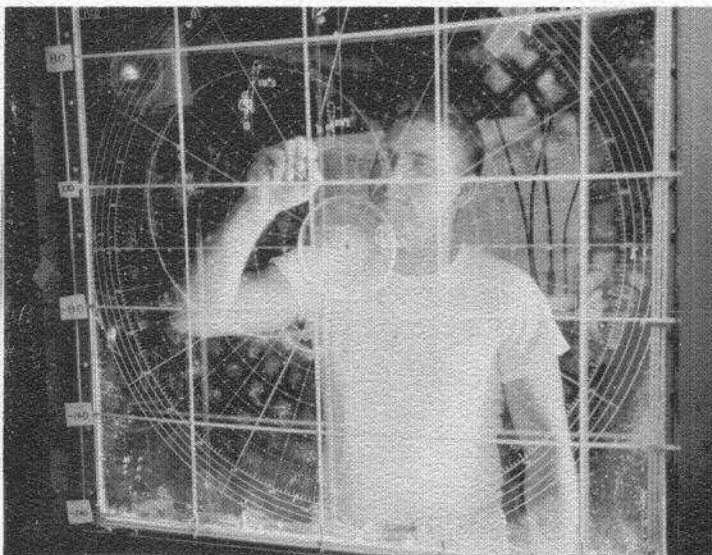


Quartermasters aid the Navigator in details of Navigation

OI is the information division responsible for collecting, evaluating, and disseminating the many facets of information which are available to the ship. The focal point of this is CIC (Combat Information Center) manned continuously by radarmen.

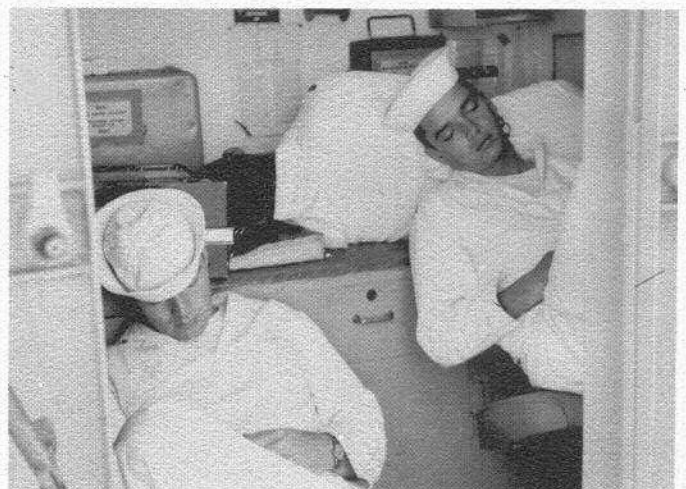


Yeomen accomplish the never ending tasks of maintaining shipboard records and preparing the ship's correspondence!



A constant flow of information, evaluated and processed by the personnel in Combat, keeps the ship informed.

Included also in OI division are electronic technicians responsible for the maintenance and repair of all electronic equipment on board.



Alert ET's man the workbench.

According to this, we ARE supposed
To rendezvous with the CARRIER
IN THE MIDDLE of the Sahara!



ENGINEERING DEPARTMENT

The Engineering Department provides in simplest terms the means for moving the ship. It is responsible for the entire engineering plant as well as the upkeep of innumerable and varied systems aboard ship. Two divisions of the engineering department are M and R.

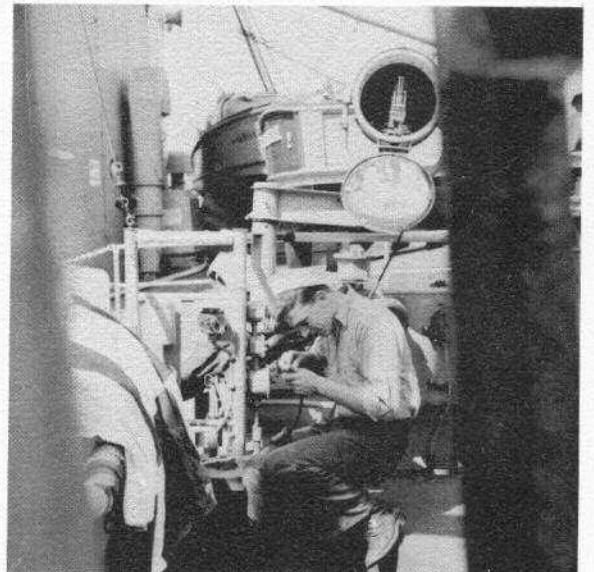


I'm not coming out till the morale improves.



M Division is composed of machinist's mates and boilerman. Machinist's mates maintain the turbines and shafts as well as the other vital components of the engine room. Boilermen are responsible for the boilers which furnish all power for the ship.

R (repair) division is composed of many ratings - shipfitter, electricians, machinery repairmen, etc., who perform the never ending repairs required in a man-of-war. Additionally, this is the group of men primarily responsible for keeping the ship afloat in wartime when material casualties occur.





GREENE MUST BE SHOWING THE FLICK AGAIN!



WEAPONS DEPARTMENT

The Weapons Department provides the "punch" to perform routine missions. Guns, torpedoes, depth charges, hedgehogs - these are all kept in a constant state of readiness by the Weapons Department. Additionally, the topside appearance of the ship is the responsibility of the Weapons Department. Three divisions perform these tasks - 1st, 2nd and Fox.

1st Division is composed of boatswain's mates and seamen. These men man most of the weapons stations during battle as well as performing a variety of routine jobs - anchoring, refueling, manning the motor whaleboat, and keeping the topside areas clean.

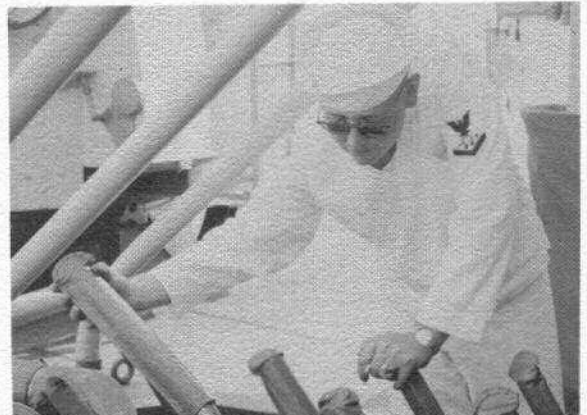


2nd Division consists of gunner's mates who maintain the ship's guns and man them during firing, and fire controlmen who maintain the gun directors which lock-on targets, solve the fire control problem, and aim the guns in the correct direction. The maintenance and repair of the ship's gunnery systems is the responsibility of this division.



I think this makes the big booming noise.

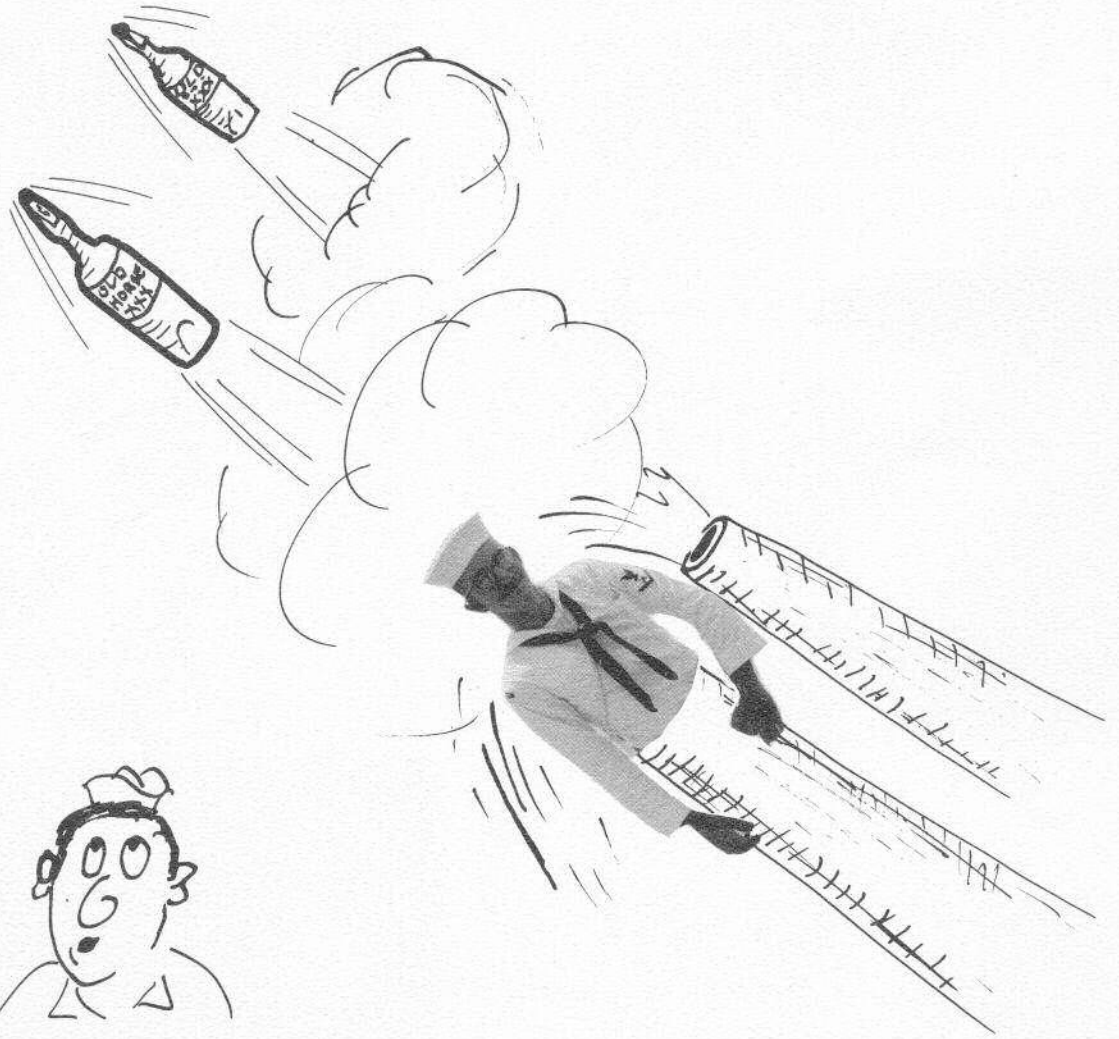
Fox Division is composed of sonarmen whose primary responsibility is searching for the destroyer's arch enemy, the submarine, with powerful waves of sound which are transmitted beneath the ship and carefully listened to for signs of the "enemy below." Torpedomen, also of Fox Division are responsible for the maintenance and operation of the depth charges and torpedoes.



What's this thing do?

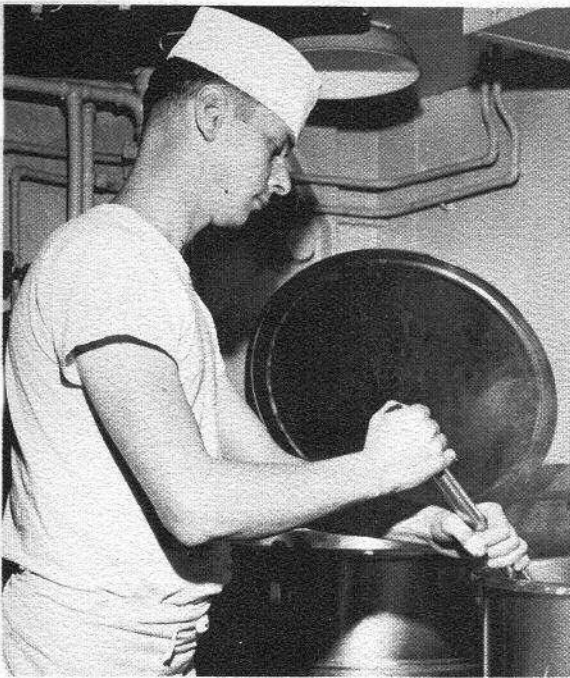


Wanna' buy a depth charge, Joe?

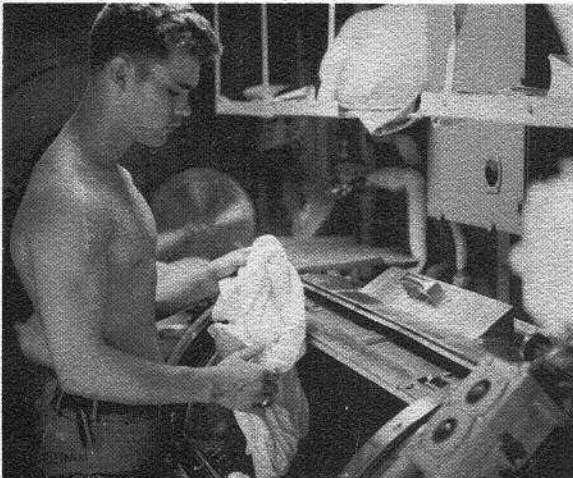


SUPPLY DEPARTMENT

The Supply Department has only one division - S Division - which performs a variety of tasks, including the procurement of the ship's food, repair parts, and new equipment. Additionally, Supply personnel provide the necessities and comforts of life for the men on board. The cooks prepare the ship's meals, laundrymen keep the crew in clean uniforms, the barber performs his duties, and of course, the ship's store operator keeps the ship supplied with toothpaste, stationary, and "gee-dunk".

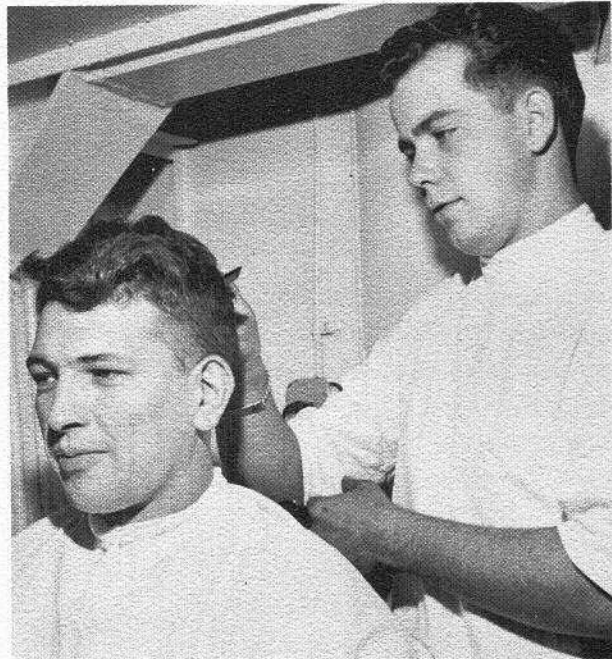
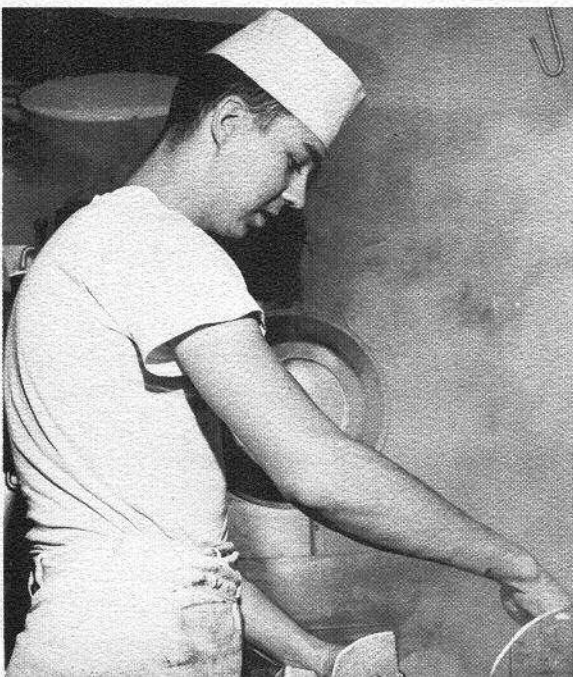


Double Bubble, Toil and Trouble...

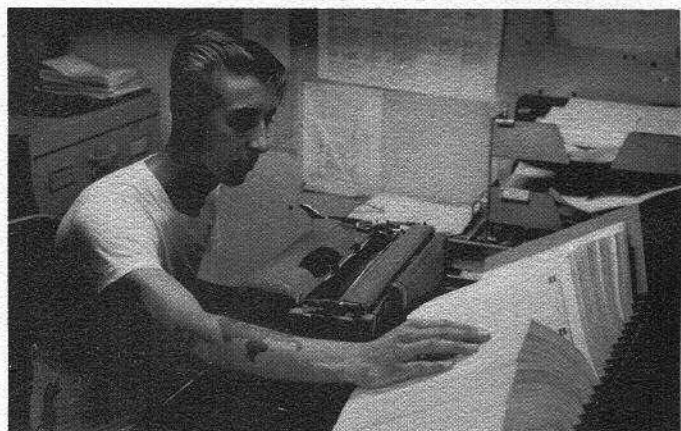


Think I'll use soap next time

Turn it off...
Turn it off!

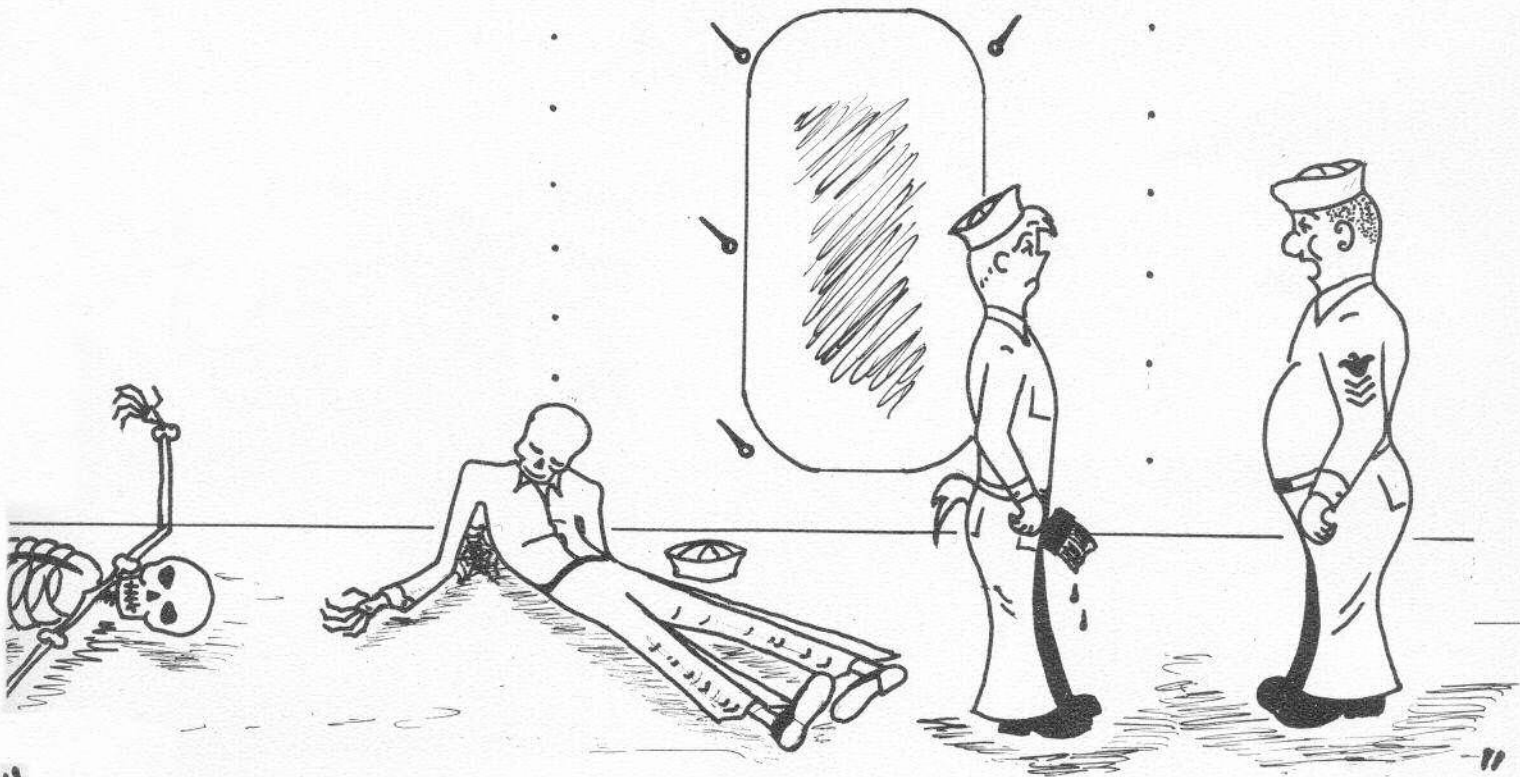


Watch the curls!



Now what's that stock number for Bagels!

And perhaps one of the most important responsibilities of the Supply Department is payday. The combined efforts of the Supply Officer and the disbursing clerk result in payday on the 1st and 15th of every month, whether in port or underway.



"THE CHOW AIN'T BAD, BUT THAT LINE IS HELL!"



According to this chart you should have a size 32 waist

THE CHIEFS



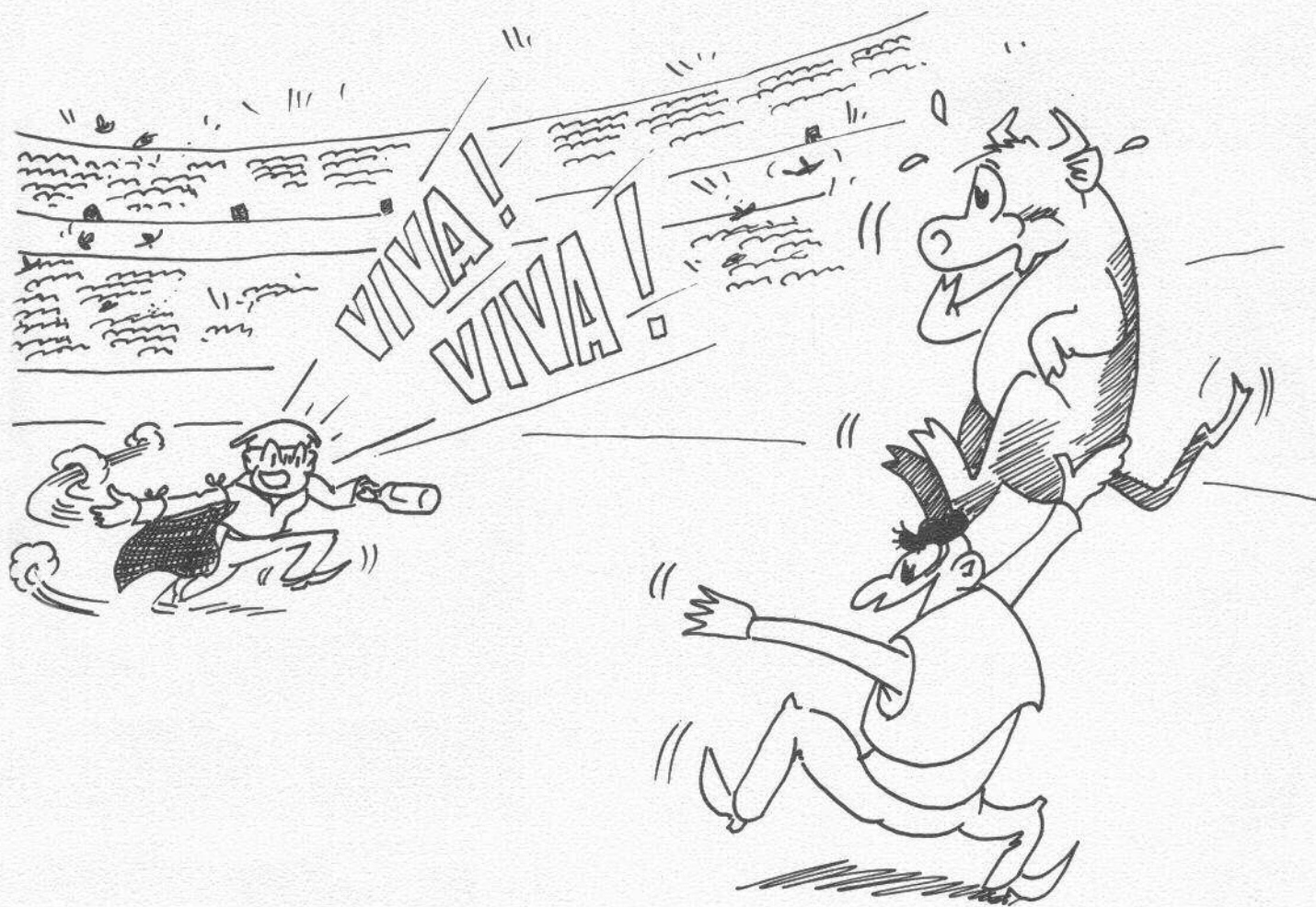
Just checkin'



Still tastes like bilge water

IN PORT

Perhaps the most enjoyable and certainly the most memorable part of a Mediterranean cruise is the time spent visiting the countries of Southern Europe. In the course of the cruise ENGLISH visited ten ports in five different countries - Mallorca, France, Italy, Greece, and Malta. These visits varied from two to ten days and in each country there were numerous tours available both to points of local interest as well as extended tours to other areas.



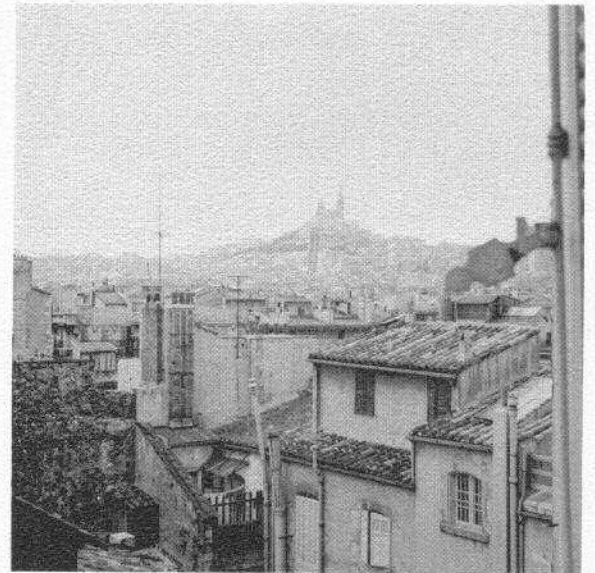
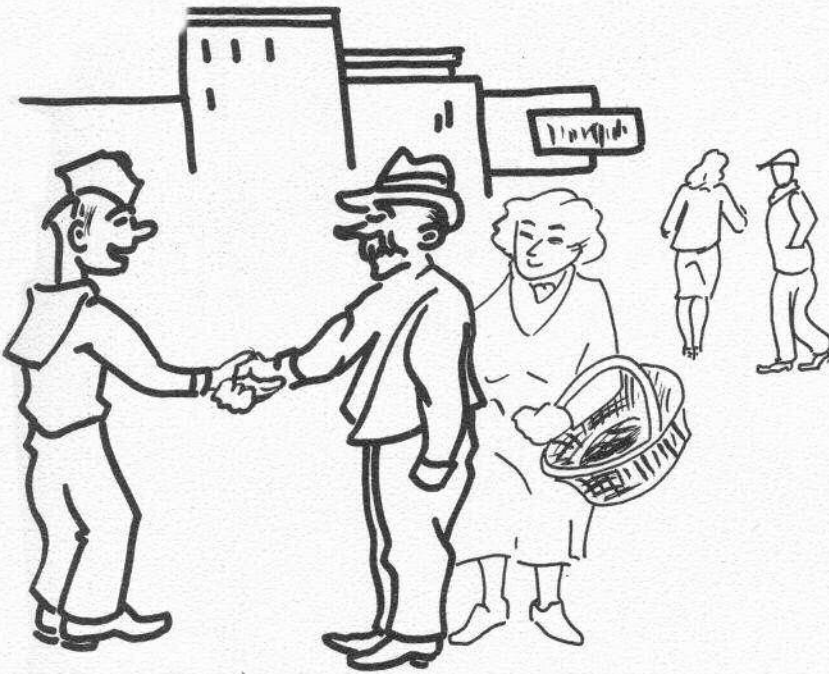
Rota, Spain



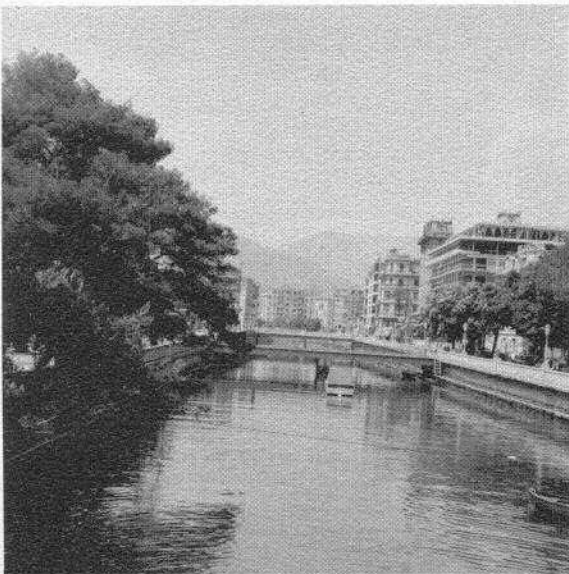
Naples, Italy



Malta



Marseilles, France



Rapallo, Italy

Visiting foreign countries and observing their people and customs is one of the most educational experiences available to a person. Of particular pride to ENGLISH was the friendship and warmth extended by the citizens of all countries visited. The men of ENGLISH learned much about the free world and helped, it is felt, to further the bond between free men everywhere.

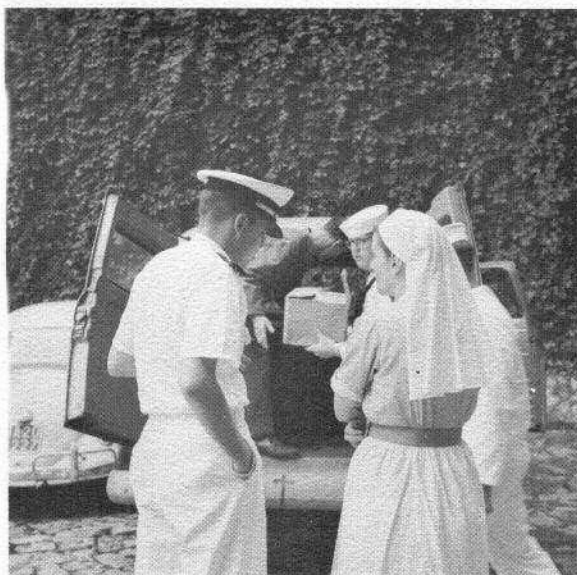
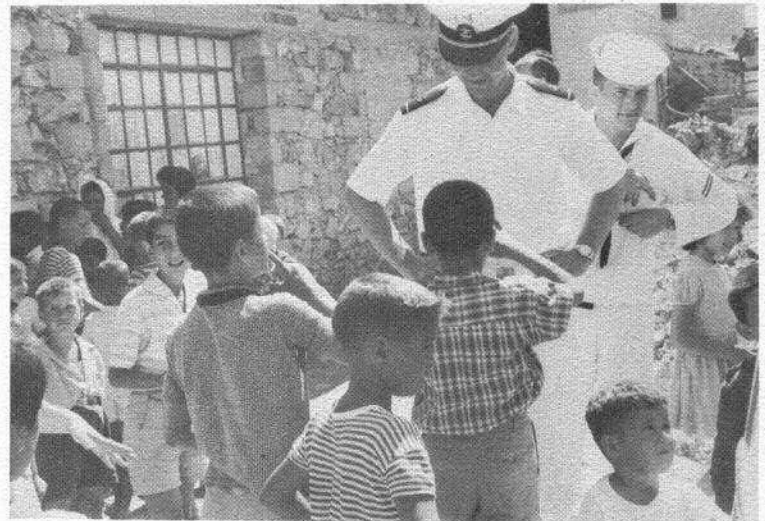
PIO COMMITTEE



Enroute to the Mediterranean and throughout the cruise several raffles and bingo games were held with all profits going to the PIO fund for use in various projects.

Prior to arrival in the Mediterranean a PIO (people-to-people) committee was formed of volunteers from the ship. The purpose of the committee was to plan and carry out goodwill projects in the various ports of call throughout the cruise with the final goal of helping in some small way to project to our European neighbors a true image of the American Navyman and of the American citizen.

The first step was the loading on board of Project Handclasp material prior to leaving Norfolk in March 1963. These materials included encyclopedias, dictionaries, magazines, children's clothing, linens, and cosmetics, all of which had been contributed to Project Handclasp by various American manufacturers.





Distribution of the Project Handclasp materials proved to be a difficult but satisfying undertaking. Among the recipients of material were a college in Palermo, Sicily; an orphanage, the Salvation Army, and a hospital in Naples; a university and a boys home in Athens, Greece; and an orphanage in Rapallo, Italy.

Perhaps the most satisfying and enjoyable project accomplished by the Committee was the painting and refurbishing of two large rooms for an orphanage in Rapallo. Those working on the project were treated to two delicious meals and detected a great warmth of appreciation from the orphanage.



Less difficult but equally satisfying were the various groups of orphans and students who were given a tour of the ship and treated to refreshments in the mess hall.

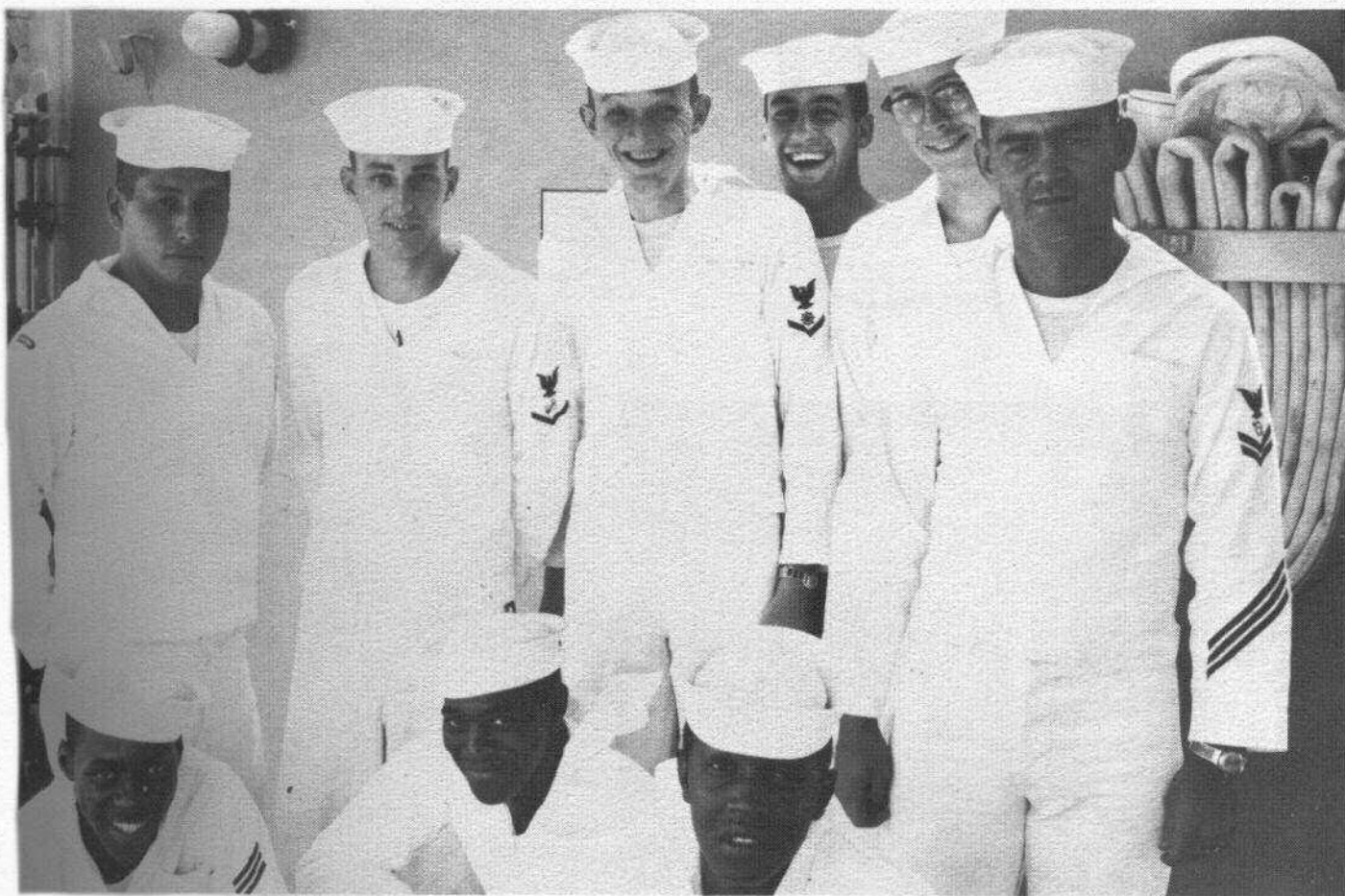


Committee members ended the cruise with a feeling of having indeed done something to enhance the cause of international understanding and friendship.

BASKETBALL

The ENGLISH basketball team played only a few games during the cruise, but did succeed in winning the first-place trophy in one instance. The occasion was a four-team tournament sponsored by St. Francis College of Rapallo. Participants were teams from USS NORRIS (DD 859), USS MAUNA LOA (AE 8), ENGLISH, and St. Francis College.

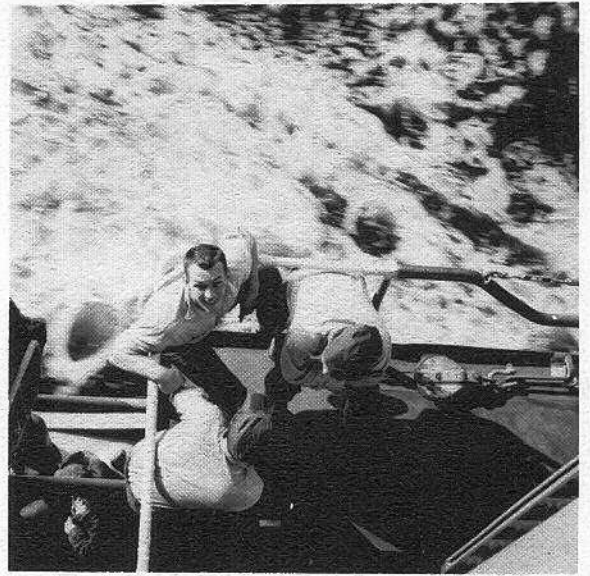
ENGLISH beat St. Francis in the final game and repeated in a return engagement. A large trophy was presented the ship by St. Francis College and in return members of the St. Francis team were invited aboard ship and received Destroyer men tie clasps and Honorary Destroyer men certificates.



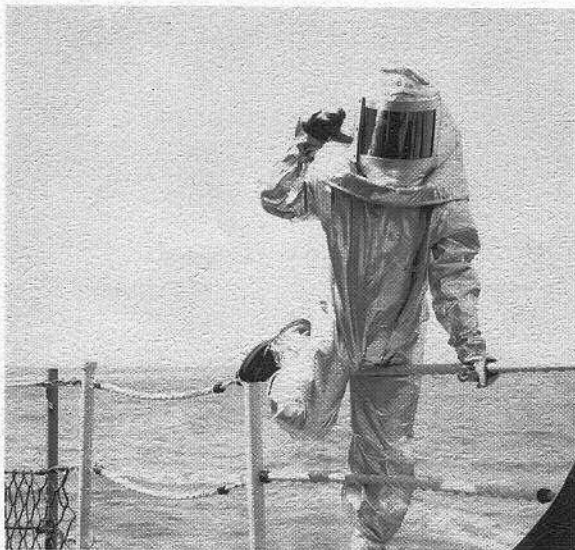


Two bucks on the Nash

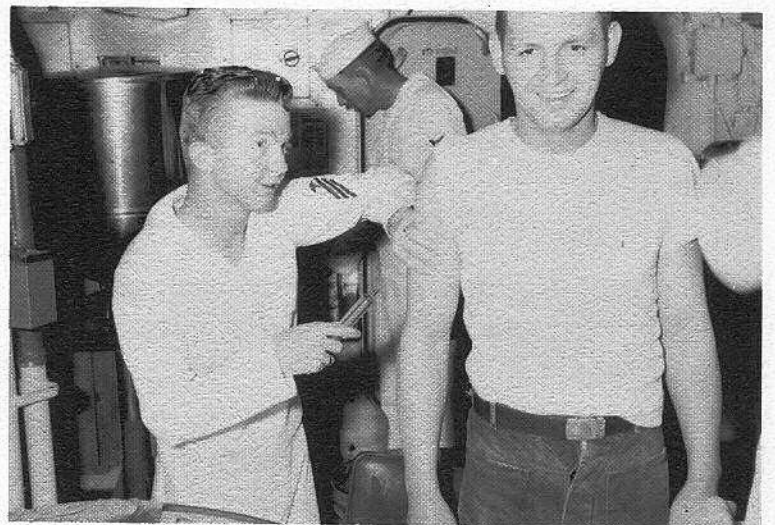
QUIPS & QUOTES



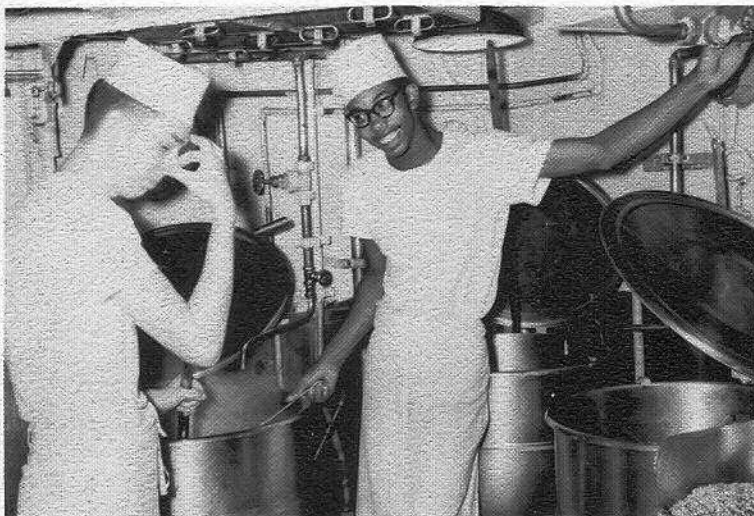
Did somebody say Louisiana?



I was in the neighborhood and just thought I'd drop in



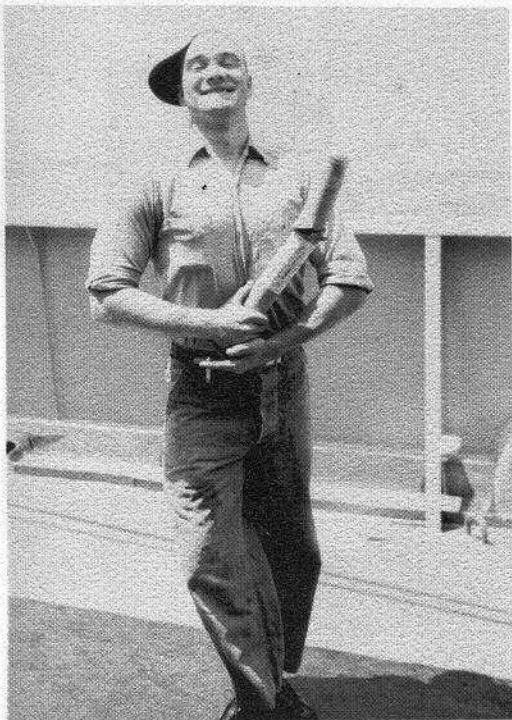
Now, if you had attended the lectures...



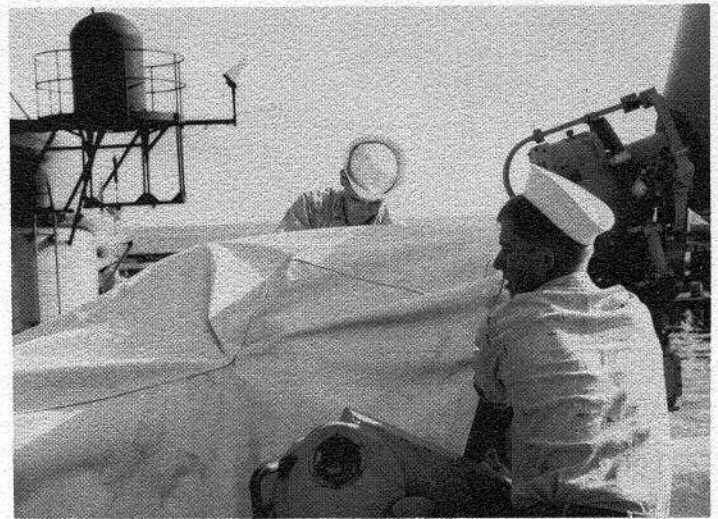
Aah! Just Right



Three days on bread and water



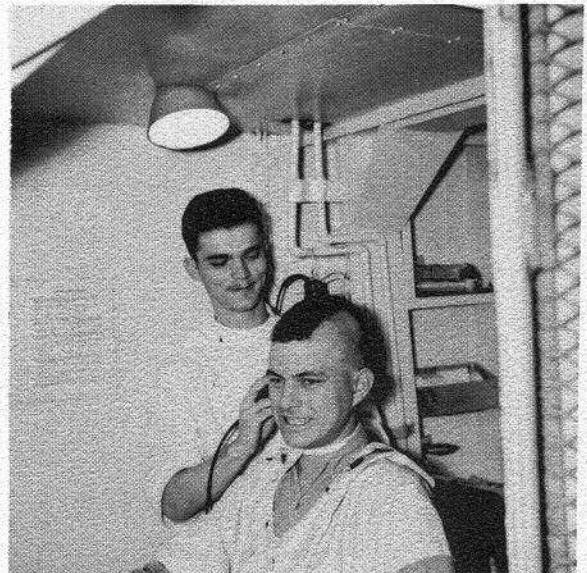
Queen for a Day



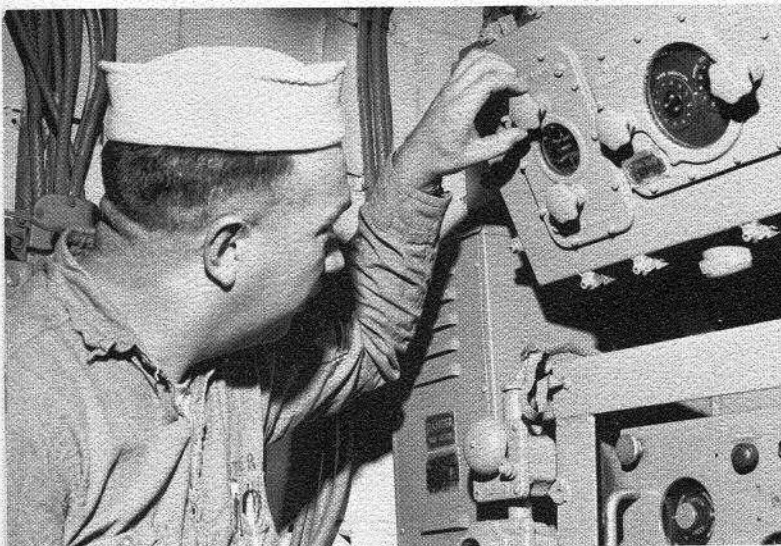
You can come out now, the inspections over!



Hey Joe, wanna' give to Navy Relief?



I only asked for a trim



Maybe this turns it on



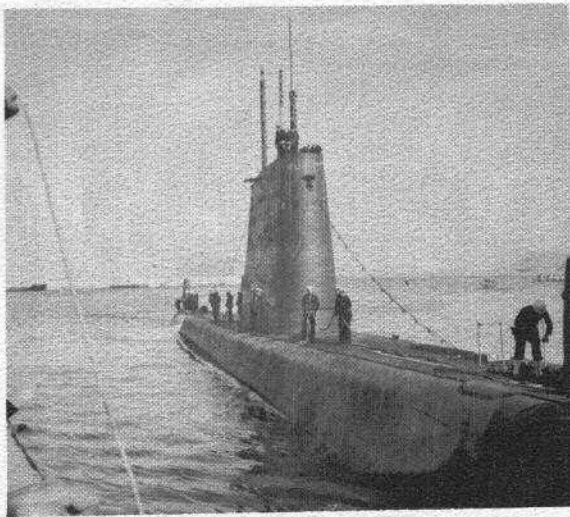
But her name can't be Claude!



Are you sure your names not Oakhem?



Oh, You don't mean it!



Sonar has possible contact on our port side.



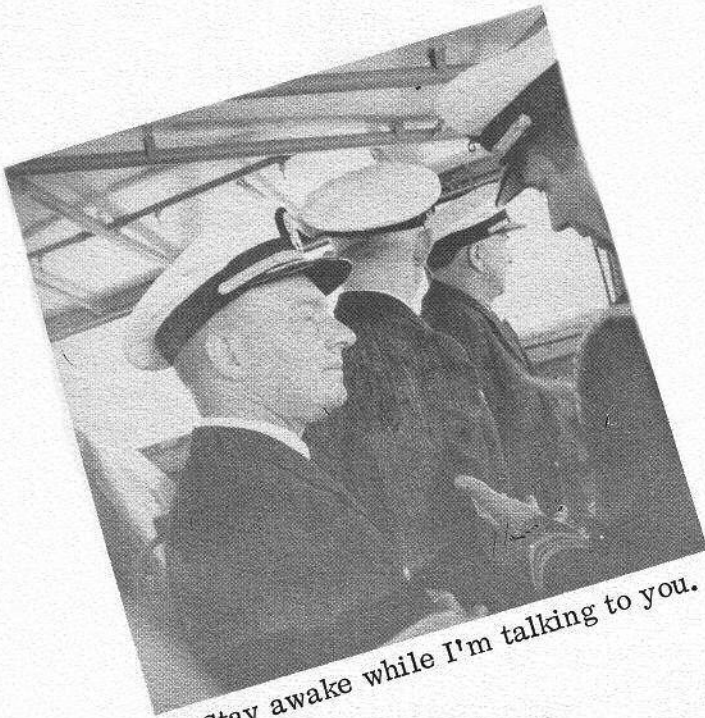
First we cut off his arms and legs...



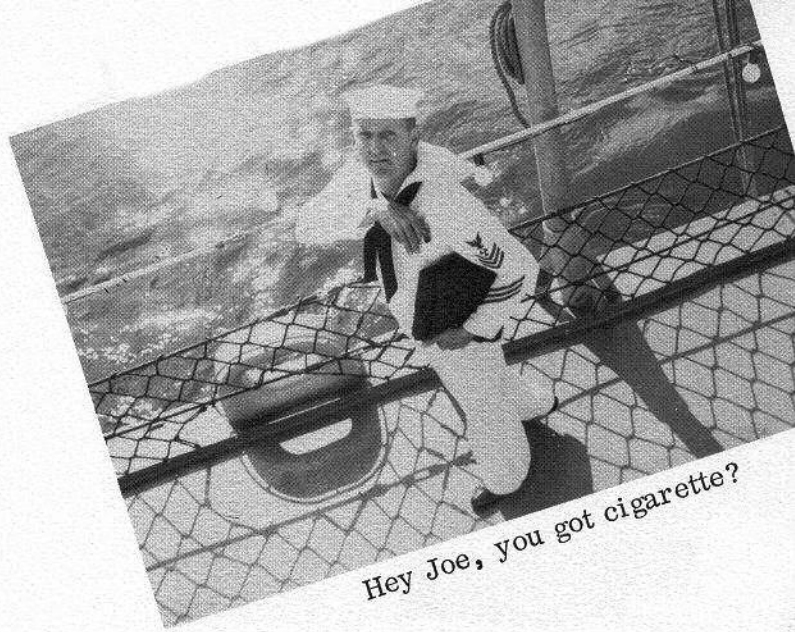
Congratulations Peach...
Oh, you're crying



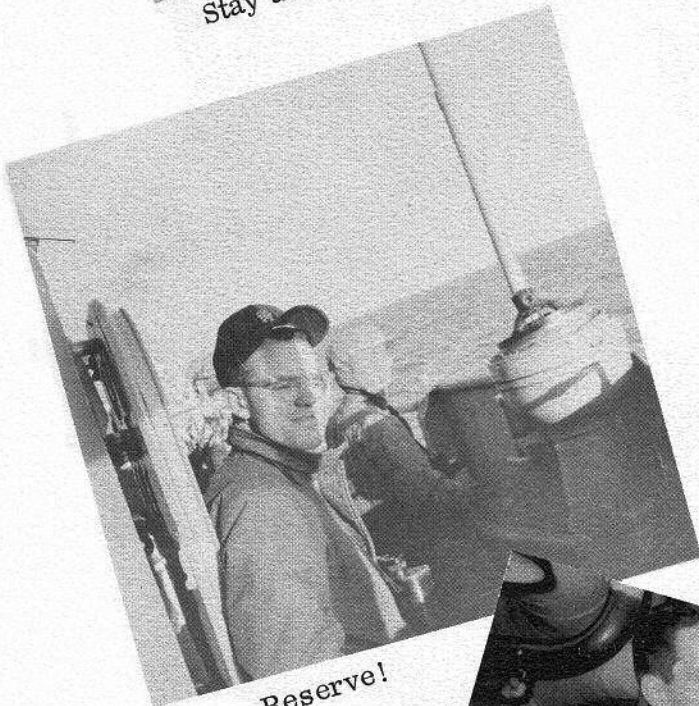
Yaah, so what. I haven't been arrested all week.



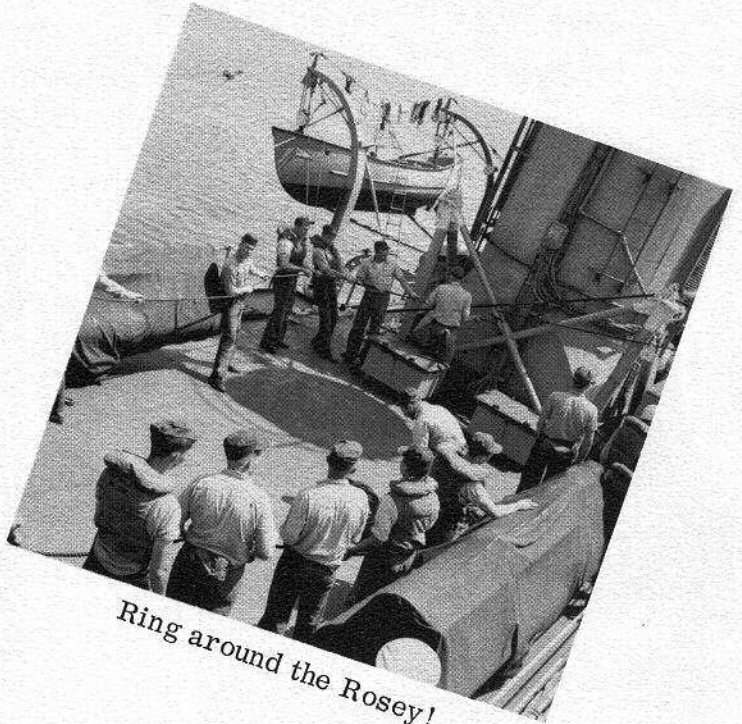
Stay awake while I'm talking to you.



Hey Joe, you got cigarette?



Reserve!



Ring around the Rosey!



Next time it moves I paint it.



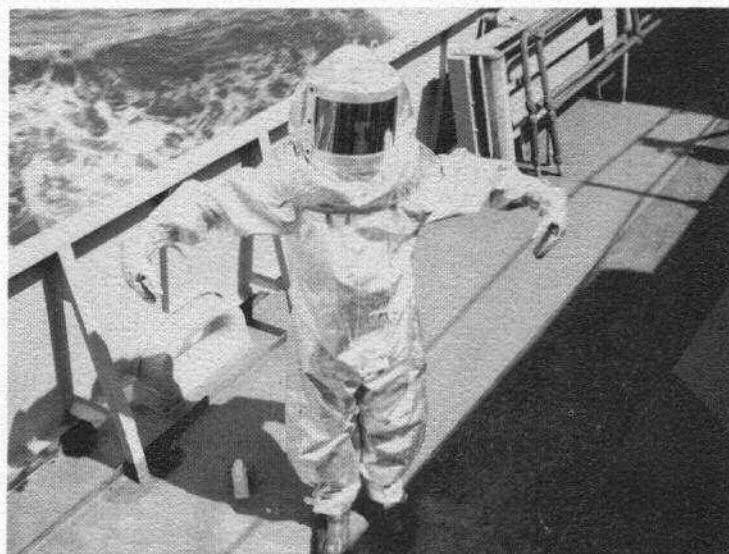
But I was only five minutes late!



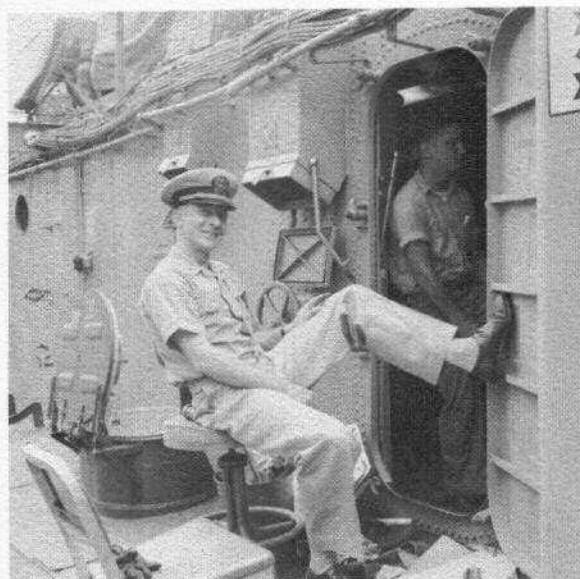
Give me that or I'll hit ya'



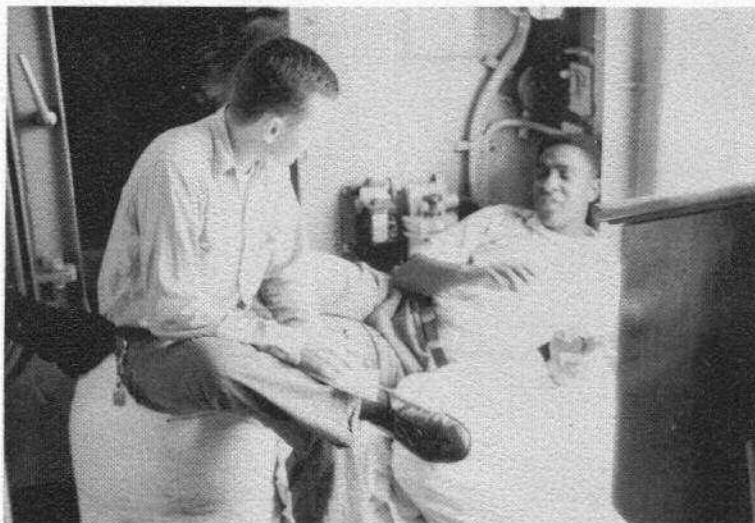
See no evil, Hear no evil, Speak no evil



Too much starch again



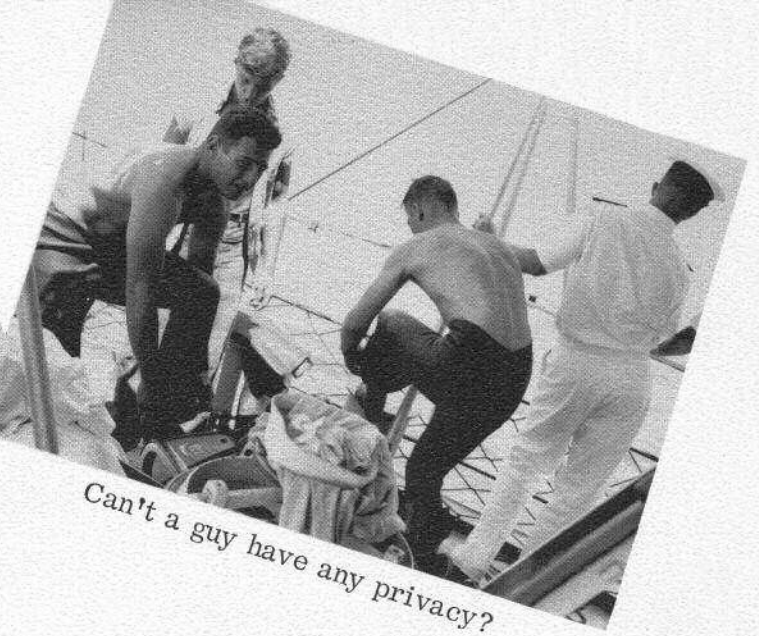
What, me worry!!



And every night I have this terrible dream...



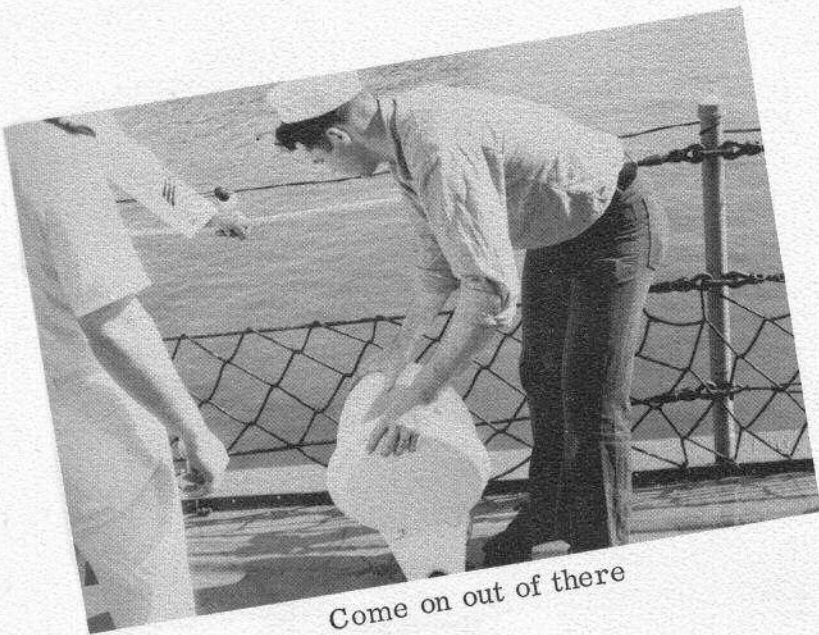
Now, sweepers, sweepers...



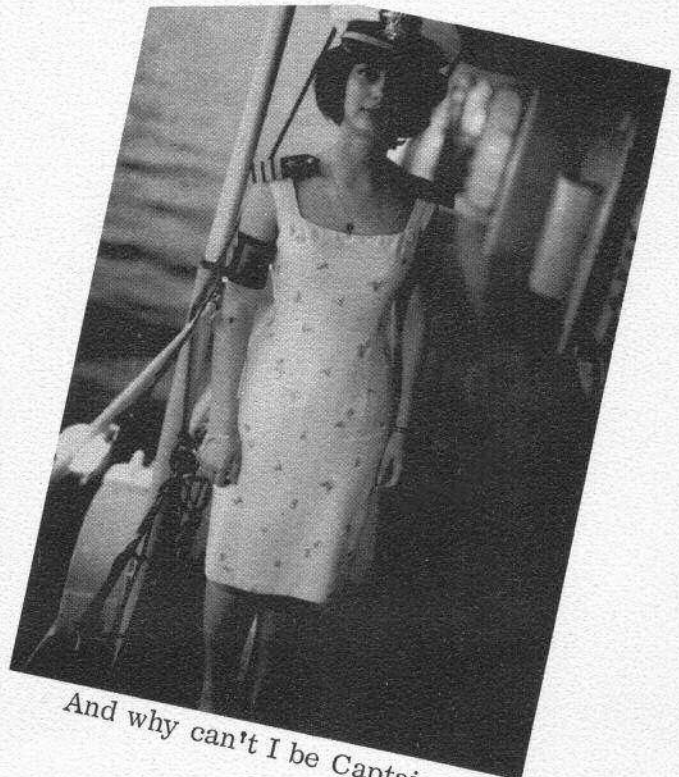
Can't a guy have any privacy?



You're both nice, but...



Come on out of there



And why can't I be Captain?



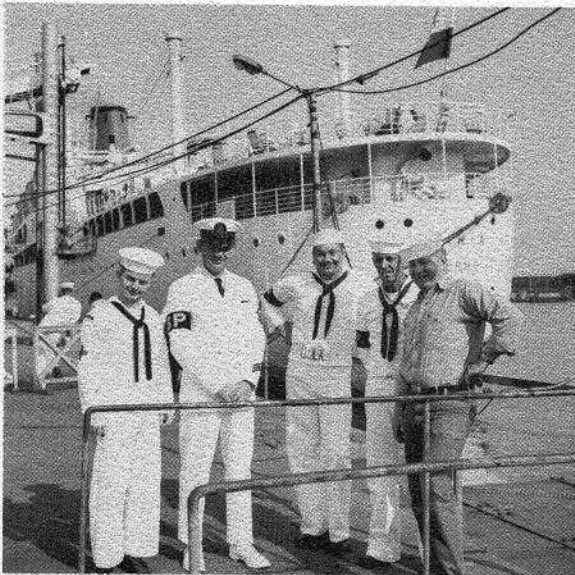




Don't worry, our wives will never know!



Are we being moved to a prison camp for good behavior?



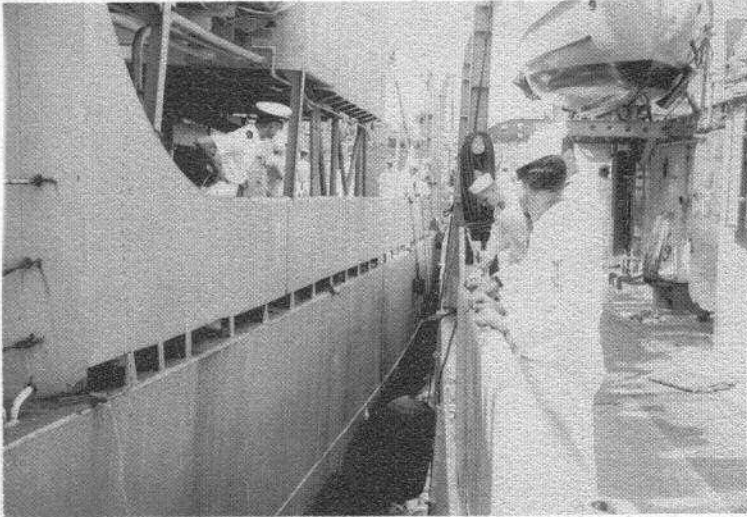
One picture for the papers, then we arrest him.



That damn seagull again



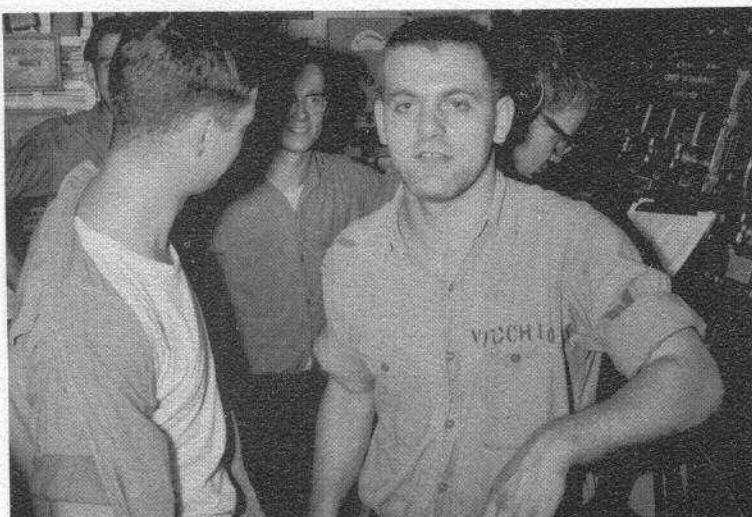
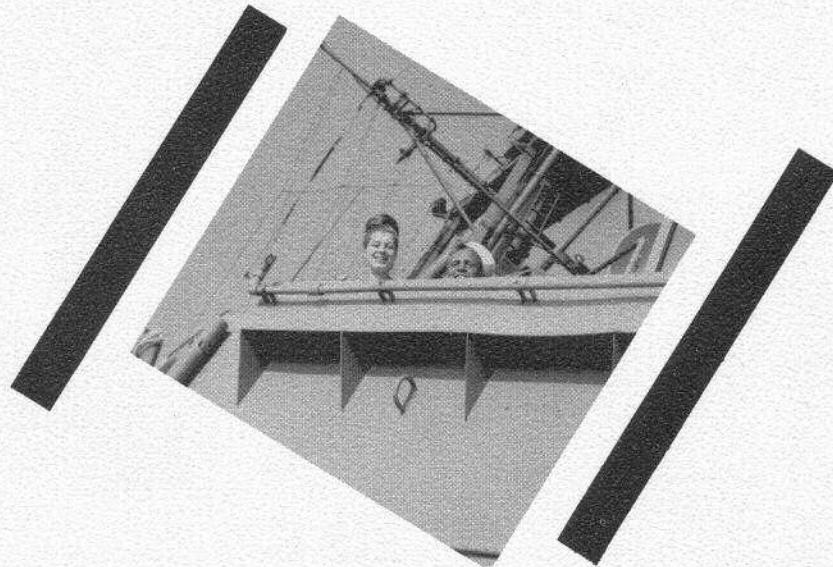
Travel, Excitement, Adventure?



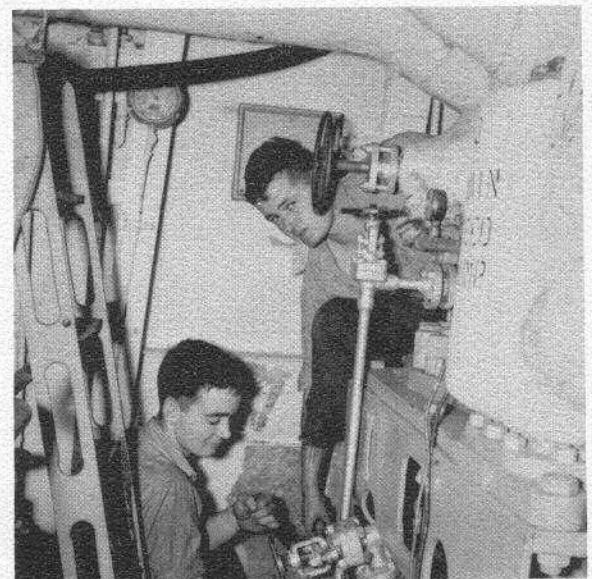
Commence pumping



If they had had a preventive maintenance program...



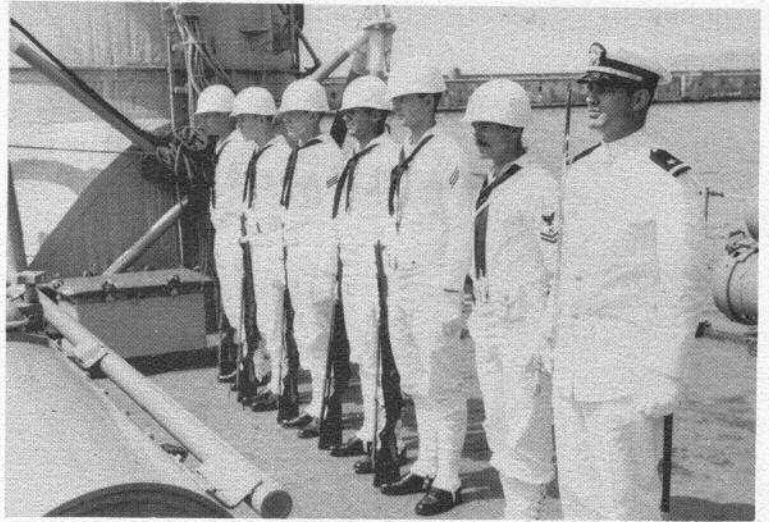
Alright, break it up until I get my picture taken



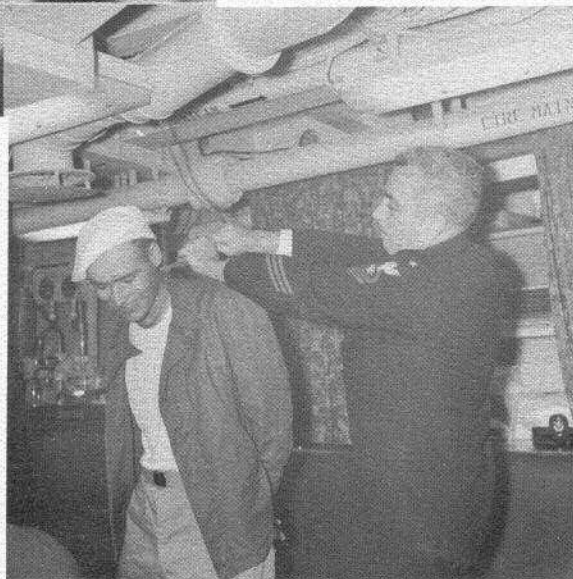
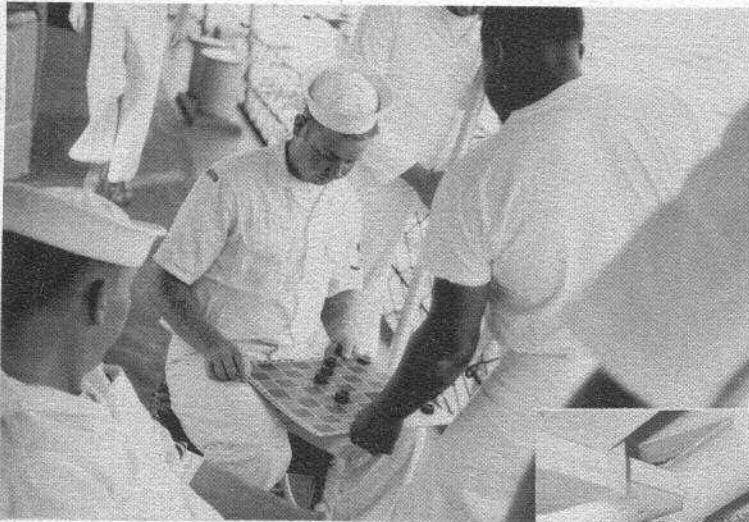
We've been found out, Bailey!



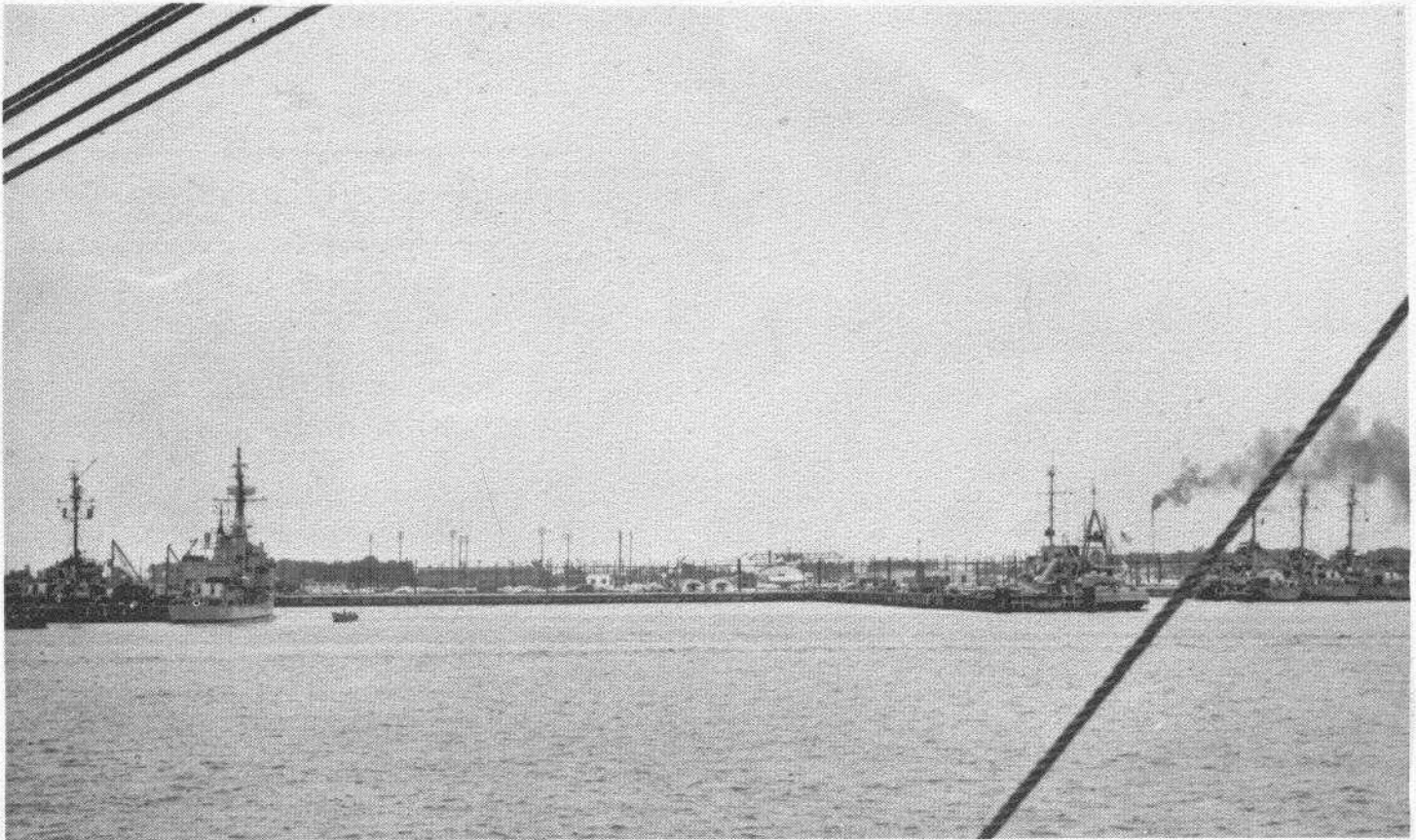
Now, don't bite him again!



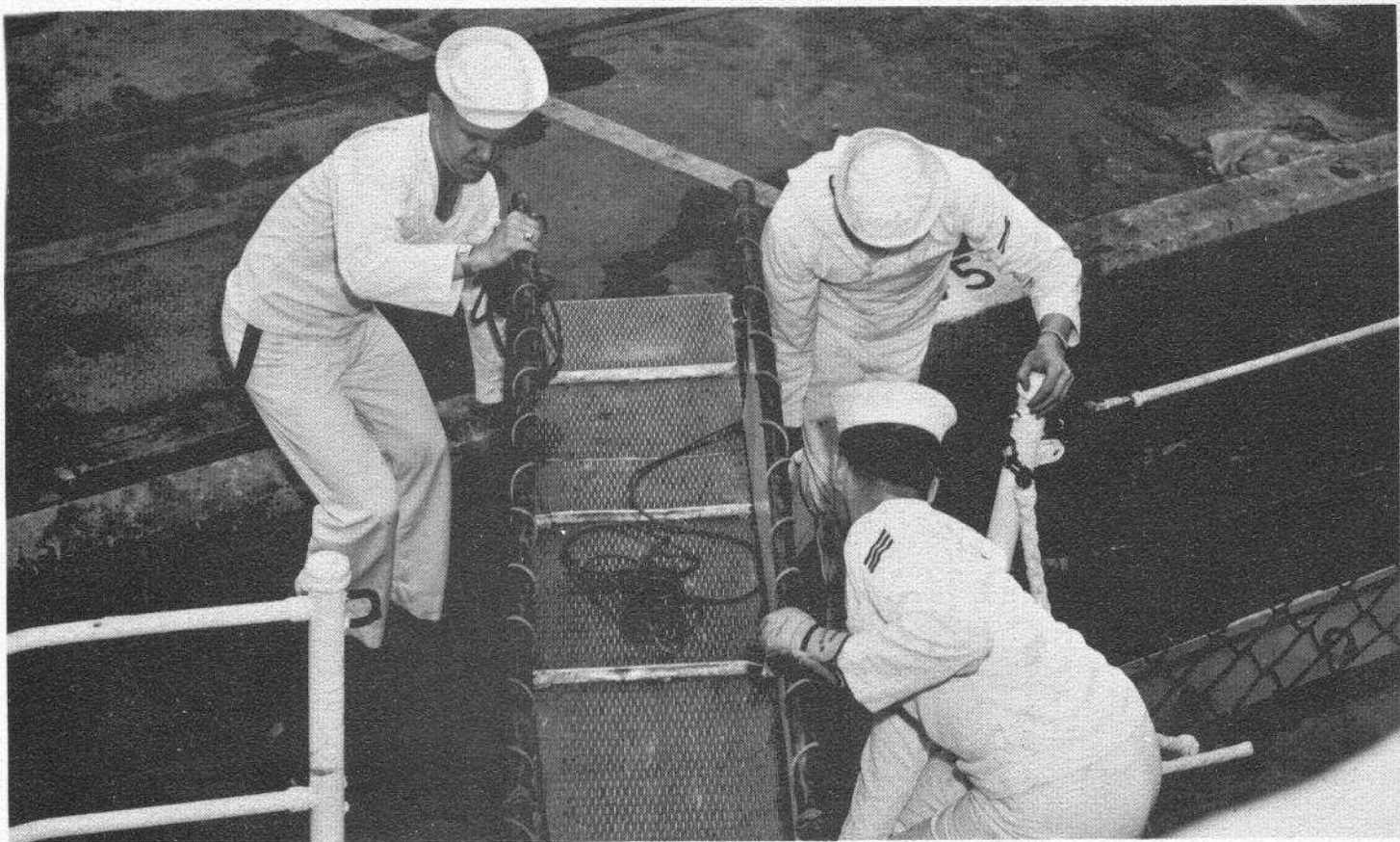
Howdy's Rangers



Don't laugh while I'm hanging you!

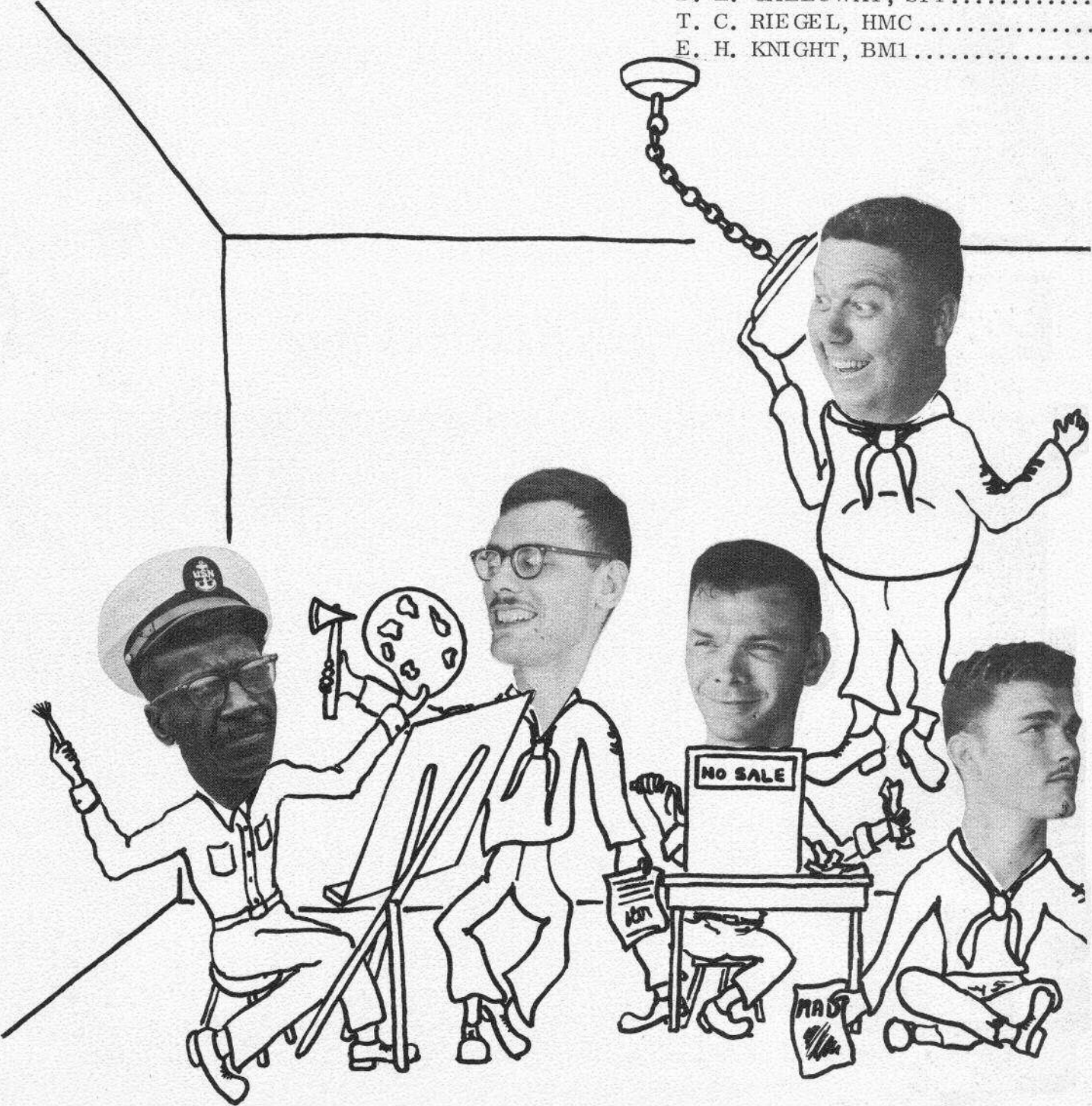


...AND HOME



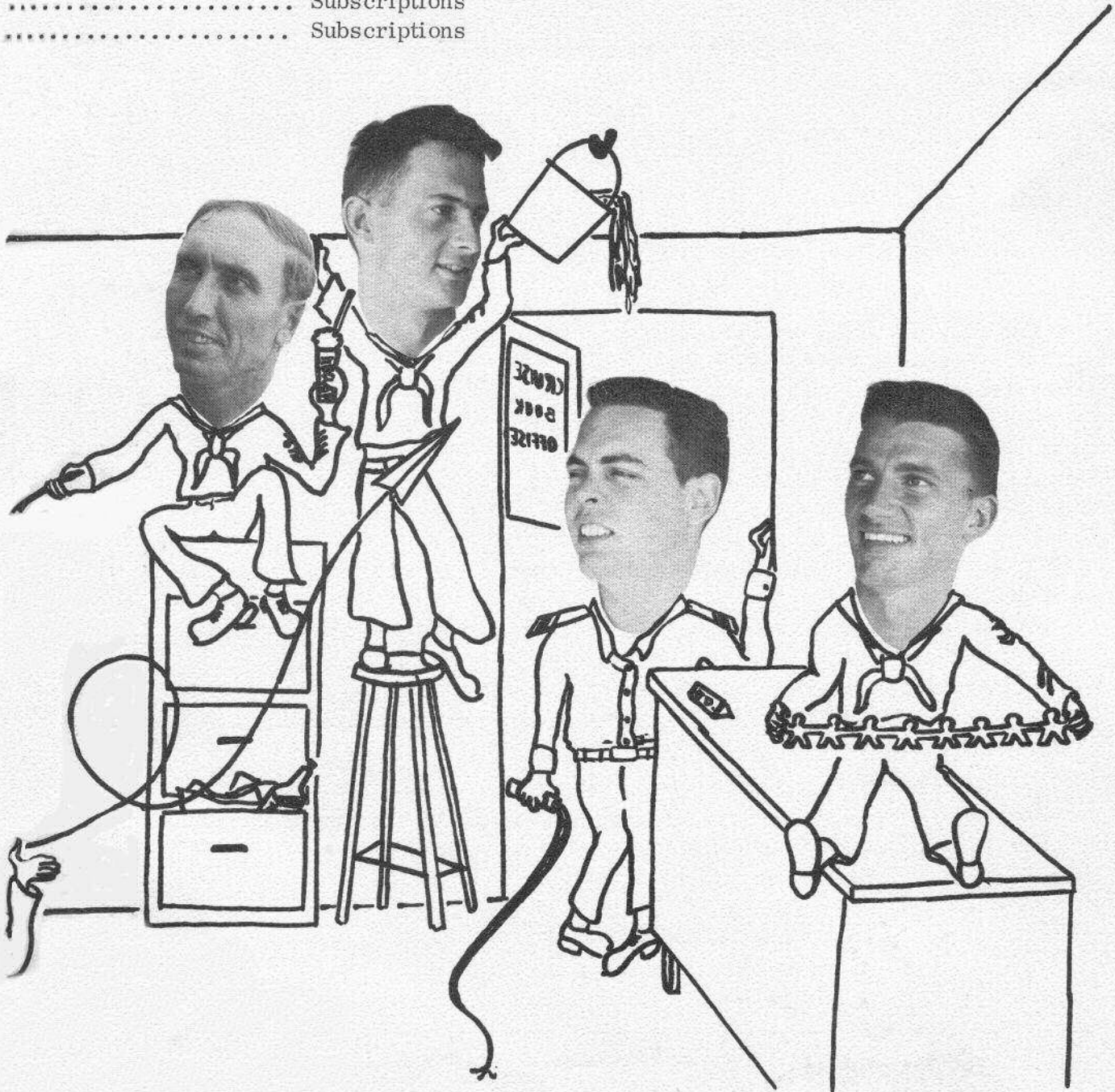
YE OLDE CRUISE BOOZ

- LTJG D. S. MANN
- R. L. BOLT, YN2
- G. T. KASZER, ETN3
- T. W. McCLAIN, SMC
- R. B. BURLESON, FTG2
- G. T. WHEELAHAN, SH3
- D. L. GALLOWAY, SF1
- T. C. RIEGEL, HMC
- E. H. KNIGHT, BM1



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- Staff Advisor
- Editor
- Layout
- Illustrations
- Illustrations
- Cover
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- Subscriptions
- Subscriptions





USS ENGLISH earned four Battle Stars on the Asiatic-Pacific Area Service Medal while participating in the following operations:

- 1 Star/Luzon Operation
 - Formosa Attacks - 3, 4, 9, 15, 21 January 1945
 - Luzon Attacks - 6, 7 January 1945
 - China Coast Attacks - 12, 16 January 1945
 - Nasei Shoto Attack - January 1945
 - 1 Star/Iwo Jima Operation
 - FIFTH Fleet Raids against Honshu and the Nansei Shoto - 1, 16, 25 February and 1 March 1945
 - Assault and occupation of Iwo Jima - 15 February and March 1945
 - 1 Star/Okinawa Gunto Operation
 - Assault and occupation of Okinawa Gunto - 24 March - 30 June 1945
 - FIFTH and THIRD Fleet Raids in support of Okinawa Gunto Operation - 17 March, 30 May 1945
 - 1 Star/THIRD Fleet Operations against Japan - July - 15 August 1945
- She was awarded the Navy Occupation Service Medal for the Period 11 October, 31 December 1945 in Asia; and 16 September 1949 - 17 January 1950 in Europe.

STATISTICS

OVERALL LENGTH ----- 377 Feet
 BEAM ----- 41 Feet
 SPEED ----- 34 Knots
 DISPLACEMENT ----- 2200 Tons

AND MAY THERE BE NO SADNESS
OF FAREWELL

WHEN THAT WHICH DREW FROM OUT
THE BOUNDLESS DEEP

TURNS AGAIN HOME.



