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---Unclassified information of enclosures

From: Commanding Officer, USS ENGLAND (DLG-22)  
To: Chief of Naval Operations (OP-09B9)

Subj: Command History; submission of \_\_\_\_\_

Ref: (a) OPNAVINST 5750.12A

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

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

*G. A. Mitchell*  
G. A. MITCHELL

Copy to:  
CINCPACFLT  
COMCRUDES PAC  
COMCRUDES FLOT SEVEN  
COMDESRON THIRTEEN

GROUP 4  
DOWNGRADED AT 3 YEAR INTERVALS  
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Chronology Of Highlights

- 1 JAN In overhaul, Long Beach Naval Shipyard
- 8 FEB Change of Command Ceremony
- 1 MAR Completion of three month overhaul period
- 7 MAR Weapons loadout, Seal Beach
- 11-14 MAR At sea for sonar noise level test and air tracking exercises
- 18-21 MAR At sea for midshipmen training
- 20 MAR Norad exercise
- 27-29 MAR Pacific Missile Range
- 2 APR Annual Supply Inspection
- 5 APR- 8 MAY Refresher Training, San Diego
- 9-10 MAY Pacific Missile Range
- 17 MAY [REDACTED]
- 20-24 MAY Predeployment Exercises
- 24 MAY Weapons loadout, Seal Beach
- 6 JUN Predeployment Inspection
- 17 JUN Departure for WESTPAC
- 22-25 JUN Pearl Harbor, briefings by CINCPACFLT and COMSERVPAC
- 3 JUL Chop to operational control of COMSEVENTHFLT
- 5 JUL Guam
- 9-10 JUL Subic Bay
- 12-19 JUL CTU 77.0.4, Southwest Picket
- 13 JUL COMDESRON 13 transferred to USS COCHRANE (DDG-21)
- 21-28 JUL Subic Bay
- 30 JUL Danang, briefing by COMSEVENTHFLT REP Danang

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Enclosure (1)

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1- 5 AUG South SAR, CTE 77.0.1.2  
5 AUG- 4 SEP North SAR, CTE 77.0.1.1  
12-13 AUG Typhoon evasion  
4 SEP Typhoon evasion  
6-28 SEP Subic Bay  
7 SEP Weapons offload, Naval Magazine Subic  
9-20 SEP In floating drydock AFDM-5 for stern tube repairs  
30 SEP- 3 OCT Plane guard duty with USS AMERICA (CVA-66)  
3 OCT South SAR, CTE 77.0.1.2  
3- 7 OCT Plane guard duty with USS AMERICA (CVA-66)  
8-10 OCT ASW Training  
10-21 OCT Plane guard duty with USS AMERICA (CVA-66)  
22 OCT Subic Bay  
25 OCT- 4 NOV Sasebo, Japan  
7-12 NOV Hong Kong  
13-14 NOV Plane guard duty with USS CONSTELLATION (CVA-64)  
15-17 NOV Flagship for COMCRUDESPAC, RADM Mason FREEMAN  
18-28 NOV Type training with TU 70.8.8  
29 NOV- 1 DEC Plane guard duty with USS CORAL SEA (CVA-43)  
1 DEC Embarked COMDESRON 13 from USS WADDELL (DDG-24)  
2- 3 DEC Subic Bay  
6 DEC Guam  
9 DEC Chop to operational control of COMFIRSTFLT  
13 DEC Pearl Harbor, passed through Customs  
19 DEC Returned to Long Beach

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Basic Narrative

JANUARY

January 1968 found ENGLAND at the Long Beach Naval Shipyard in the second month of a three month overhaul period. On the third at 1000 the Commanding Officer, CAPT EWING, presented awards to two officers and eighteen enlisted men. SF2 HAZELWOOD and FA VALENTINE received the Navy Commendation Medal. LCDR FITZGIBBONS, LTJG GANDER, EMCM MARIANI, and SFC NIELSON received the Navy Achievement Medal. EMCM MARIANI received a CINCPACFLT Letter of Commendation. GMG2 SOMMERVILLE received a CO ENGLAND Letter of Commendation. STCS GRAY, RMCS HORN, RD1 ALLEN, SN1 MUNDAY, MM1 STRACENER, FTM2 MELOSH, and FTM2 STROME received Good Conduct Medals. EN2 LEPORE, DCFN ANDERSON, FN McENNEREY, FN JOHANNES, FN CALLEJA, and FN SULLIVAN received COMCRUDESPAC Letters of Commendation. At the same ceremony the Commanding Officer was presented with the Bay League Championship of the Eleventh Naval District trophy by SN BROWN representing the USS ENGLAND basketball team. The men who played on the winning basketball team were: CDR LANDERSMAN, LTJG GANDER, LTJG WADE, ENS FINDLEY, ST1 BISHOP, FTM1 SECREST, SN GALL, SN BROWN, SN GROVER, SN SAWER, SN KOPPINGER and SN ZENGER.

FEBRUARY

On the second the engineering plant was lit off for dock trials. The fifth, sixth and seventh were devoted to briefings of the prospective Commanding Officer, including an extensive tour of the ship. On the eighth a change of command ceremony was held on the fantail at 1000. CAPT George A. MITCHELL relieved CAPT Robert H.

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EWING of his duties as Commanding Officer. Distinguished guests included RADM T. H. RUDDEN, COMCRUDESFLOT 3; CAPT B. D. GAW, COMDESRON 13; and John E. SULLIVAN, President of the Palos Verdes Peninsula Council of the Navy League. At the time ENGLAND was berthed in the Naval Shipyard.

The ship got underway on the 14th for Machinery Sea Trials. Six days later the ship was underway again, this time for Electronics Trials. That evening the ship moored at pier 3 in the Naval Shipyard for Collimation of the Fire Control Radars.

Winning the Oceanic League title on the 23rd, the ENGLAND basketball team had a 6-0 record after defeating the USS CATSKILL (MCS-1), USS MAHAN (DLG-11), USS ISBELL (DD-869), USS EDSON (DD-946), USS HALSEY POWELL (DD-686), and USS EVERSOLE (DD-789).

The Consolidated Operability Test was held on the twenty-fourth. On the 25th the ship was open to the general public for visiting. Guides were provided, and a large number of visitors toured the ship. On the 26th the ship got underway for continued Operability Testing. Jet aircraft services were provided in the morning and prop aircraft services in the afternoon. The ship returned to pier 3 that evening.

A Radio Frequency Interference Survey was conducted on the 28th off the western side of Santa Catalina Island. On the 29th the ship went to sea for the day for antenna radiation pattern measurements.

MARCH

For the first six days in March the ship remained at pier 3

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in order to backload stores. Backloading commenced on the fourth. On the 7th the ship went to Seal Beach for weapons loadout and from Seal Beach the ship proceeded to pier 15 at the Naval Station Long Beach. On the 11th the ship left Long Beach for sonar noise level tests. On the morning of the 13th the ship ran the San Diego degaussing range. That afternoon, aircraft tracking exercises were held. Mooring at Seal Beach on the morning of the 14th, the ship completed weapons onloading. From Seal Beach the ship went to pier E at the Naval Station. A shipwide prerefrasher training inspection was held on the fifteenth including GQ. On the 16th forty Boy Scouts came aboard for lunch and a tour of the ship.

On the 18th the ship got underway for midshipmen training and Modified Ships Qualification Assistance Trials (MSQAT). Nine midshipmen were aboard. Aircraft tracking drills were conducted and on 20 May battle stations were manned for a NORAD air defense exercise. The ship moored on the afternoon of the 21st in Port Hueneme. General visiting was permitted on the 23rd. On 26 May an elegant luncheon was held for ENGLAND officers at the Port Hueneme Officers Club by Naval Ship Missile Systems Engineering Station (NSMSES) officials. The ship left Port Hueneme on the 27th. Tracking drills were held that day. The ship was on the Pacific Missile Range (PMR) ready to fire missiles on the 28th but HMAS BRISBANE utilized all of the drones. A predawn tracking drill was held on 29 May and later that morning three drones were launched, two for the ENGLAND and one for the HMAS BRISBANE. ENGLAND fired two missiles, both of which were successful. The next commitment for England was an RAVI period and the ship steamed

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home to pier E at Long Beach.

APRIL

An MSQAT critique was held on the first of April. During the week of one to six April final preparations were made for Refresher Training. The annual supply inspection was held on the second and stores were loaded aboard on the third. On the 4th COMCRUDESFLOT 7's staff conducted a [REDACTED] assistance visit. The morning of the fifth found ENGLAND enroute to San Diego where the ship moored outboard of the USS KING (DLG-10) at pier 6. ENGLAND shifted berths on the 8th to bouys 24 and 25. The Training Readiness Evaluation (TRE) was held on the 8th and the ASW TRE was held the following two days. On the 11th CAPT CLARK, Commander Fleet Training Group San Diego visited the ENGLAND.

On the 15th ENGLAND commenced the underway portion of Refresher Training. Drills and exercises of all types were conducted to prepare the ship for combat operations.

MAY

The week of 29 April was devoted to Anti Submarine Warfare Training and culminated in the firing of one ASROC missile and one tube launched ASW torpedo during the successful final ASW battle problem completed on 2 May. On 8 May the ship passed the final battle problem conducted by the Fleet Training Group and proceeded to the Pacific Missile Range for the missile firing portion of refresher training. On the 9th and 10th ENGLAND fired nine missiles, six of which were successful.

ENGLAND passed the [REDACTED] which was held on the 17th. The tempo aboard ship picked up again

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on the 20th, the start of a final week of EASTPAC training. Various exercises were held that week, including a refueling with the USS CACAPON (AO-52) and an anti-PT boat exercise with the USS MADDOX (DD-731). On the 24th the ship went to Seal Beach for a weapons loadout and moored to pier 16 at the Long Beach Naval Station that evening. On the 29th the Ensign and Jack were flown at half-mast for the USS SCORPION and Senator Robert F. KENNEDY.

**JUNE**

On the 1st the Palos Verdes Peninsula Council of the Navy League visited the ship. Various inspections were conducted during the week of the 3rd, culminating in the Predeployment Inspection held on the 6th by COMDESRON 13, which the ENGLAND passed. On the 7th ENGLAND was host ship for the USS GRIDLEY (DLG-21). The ship's picnic took place on the 8th at Gull Park on the Naval Station Long Beach.

Departure for WESTPAC was on the 17th. After a three hour stop at Seal Beach, the ship steamed west toward Hawaii. That evening ENGLAND joined up with the USS COGSWELL (DD-651). On the afternoon of the 19th 37 rounds of ammunition were expended during a 3"/50 gunshoot. Another 3"/50 gunshoot was held on the 22nd with 55 rounds expended. The ship entered Pearl Harbor, Hawaii the same day and berthed at pier M.

While in Hawaii, briefings were given by CINCPACFLT and COMSERVPAC. A bus tour of Oahu was enjoyed by the large number of the crew who took the tour and was both scenic and educational. On the 24th the ENGLAND softball team was beaten by the USS COGSWELL 11 to 8.

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On the 26th the ship got underway for Midway with the USS COGSWELL. Two days later, mail was highlined to the COGSWELL. The COGSWELL refueled at Midway Island on the 29th. Midway was sighted by the ENGLAND on the morning of the 29th but the ship did not stop there. Setting a course for Guam, the ship steamed on. COGSWELL rejoined ENGLAND a few hours later. At 1700 on the 29th the ship crossed the international dateline and 29 June became 30 June.

#### JULY

On the third ENGLAND chopped to the operational control of COMSEVENTHFLT. The fourth of July was celebrated with Independence Day divisional competitions, a barbeque topside and a movie on the fantail. ENGLAND was due to arrive on the fifth around noon at Agana, Guam but at 1000 ENGLAND reversed course and steamed to the scene of two downed aviators 130 miles to the east. The ship was about an hour away from the pilots and making top speed when an Air Force helicopter picked them up. Arriving at Guam at sunset, the ship departed for Subic Bay the same night. The ship arrived in Subic Bay on the morning of the 9th, after transiting the San Bernadino Straits, and moored in the Jason nest outboard the USS Steinaker (DD-863). The ship departed Subic Bay the next morning. On the afternoon of the 10th a school of whales refused to get out of the way of the ship and it was necessary to alter course and go around them. Condition of readiness three was set that evening.

ENGLAND relieved the USS Lind (DD-703) on advance picket station W-6 as CTU 77.0.4 on the 12th of July. The next day Commodore GAW, COMDESRON 13, and his staff were transferred to the USS COCHRANE

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(DEG-21). On the 14th ENGLAND refueled from the USS MANATEE (AO-58). The next day a partially empty aircraft wing tank was found on station and after sending the motor whaleboat out to investigate, it was sunk by small arms fire. ENGLAND's own "radio station" KDLG went into full operation on the 16th under the sponsorship of AFRTS. On the 17th the ship refueled from the USS GUADALUPE (AO-32). Battle stations were manned that afternoon as enemy aircraft came within 100 miles of the ship. While on station ENGLAND refueled 16 helos. The USS DENNIS J. BUCKLEY (DD-808) relieved ENGLAND as CTU 77.0.4 on the 19th. The ship then returned to Subic Bay to pick up some WESTPAC turnover items and undergo training for the upcoming SAR (Search And Rescue) station assignment.

The ship arrived in Subic Bay on the 21st and equipment installation was completed without any difficulty, however the weather became increasingly worse. On the 26th ENGLAND was scheduled to go to sea but with 35 knot winds and heavy seas all exercises were cancelled. The ship did get underway on the 27th but got no further than anchorage E21 in the harbor. The ship left Subic Bay the next day in company with the USS HANSON (DD-832) and USS STERETT (DLG-31) enroute to Danang after landing the SAR helo on the fantail. Various exercises were conducted enroute to Danang including a helter skelter exercise in which ENGLAND streamed fanfare. ENGLAND entered Danang Harbor the morning of the 30th. After six hours of briefings and tours by COMSEVENTHFLT REP Danang the ship left Danang. Anti-PT boat exercises were conducted that night. On the 31st ENGLAND prepared to relieve the USS R.K. TURNER

[REDACTED]

(DLG-20) on South SAR station W-7 as CTE 77.0.1.2.

AUGUST

ENGLAND relieved R.K. TURNER on the first. With ENGLAND on station W-7 was the USS HANSON (DD-832). Battle stations were manned on the first as hostile aircraft came as close as 70 miles to the west. That evening the ship refueled from the USS CHEMUNG (AO-30). On the 5th the ENGLAND and the STERETT exchanged SAR stations, with ENGLAND assuming the STERETT's duties on North SAR station W-3 as CTE 77.0.1.1. With ENGLAND on station W-3 was the USS FURSE (DD-883). On the 6th the ship received supplies from the USS GRAFFIAS (AF-29). The next day ENGLAND refueled from the USS KAWISHIWI (AO-146). On the 8th the USS RICH (DD-820) relieved the USS FURSE (DD-883). ENGLAND refueled from the USS MANATEE (AO-58) and received stores from the USS POLLUX (AKS-4) the next day. On the 12th the heavy weather bill was executed and ENGLAND commenced typhoon evasion. Clem I, ENGLAND's helo, departed for the INTREPID and ENGLAND and RICH joined up with the USS STERETT (DLG-31). The next day the USS FECHTELER (DD-870) joined the formation. By the afternoon of the 13th the weather had become good enough to return to North SAR station W-3. On the 15th Clem I returned.

Battle stations were manned on the 16th when enemy aircraft came within 42 miles of the ENGLAND. That evening the ship refueled from the USS MISPILLION (AO-105). Battle stations were manned twice on the 17th as enemy aircraft came within 60 and 50 miles respectively of the ENGLAND. On the 20th the ship received stores from the USS PICTOR (AF-54). The next day battle stations were manned as enemy aircraft came to within 60 miles of the ENGLAND.

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ENGLAND refueled from the USS MANATEE (AO-58) on the 22nd. Six days later the ship refueled from the USS TAPPAHANOCK (AO-43). In the early morning hours of the 29th search and rescue stations were manned when a pilot went down 53 miles from the ENGLAND at 18° 54' 44" N and 105° 22' E. Clem I was deployed toward the scene but Clem II from the STERETT made the pickup. The next day another pilot went down 30 miles inland at 18° 43' N and 105° 18' E. Clem I was dispatched toward the scene but Protector 74 made the pickup.

The 100th helo landing of ENGLAND's 1968 WESTPAC deployment was made on the 31st by Clem I. On that afternoon the ship refueled from the USS CHEMUNG (AO-30).

#### SEPTEMBER

ENGLAND received stores from the USS GRAFFIAS (AF-29) and supplies from the USS POLLUX (AKS-4) on the first. The next day Labor Day divisional competition and an outdoor barbeque were held. Battle stations were manned as enemy aircraft came within 50 miles of the ship to the west on the third. Soon after general quarters was secured on the third a drone came down 12 miles to the west. The USS RICH (DD-820) and Clem I investigated the area. RICH recovered the drone and proceeded with it to Danang. The USS R.K. TURNER (DLG-20) joined ENGLAND on station W-3 that afternoon.

Turnover with the R.K. TURNER was carried out with Clem I because bad weather prevented using boats. Commencing storm evasion on the morning of the fourth, ENGLAND and R.K. TURNER departed station for rendezvous with the USS STERETT (DLG-31). Clem I went to the R.K. TURNER for another 35 days on SAR station and Clem II came to the ENGLAND for the ride back to Subic Bay. That

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afternoon the ENGLAND was in formation with the USS R.K. TURNER (DLG-20), USS STERETT (DLG-31) and USS WALKINWRIGHT (DLG-28). After being relieved that afternoon by the R.K. TURNER as CTE 77.0.1.1 the ship proceeded independently to Subic Bay. The ship headed south in front of the path of the typhoon.

ENGLAND arrived on the afternoon of the 6th at the Naval Magazine, Subic Bay and offloaded weapons. The next morning the ship moored outboard of the USS OXFORD (AGTR-1) at Alava Pier. On the 9th the ship entered the floating drydock AFDM-5 to seal up a leak in the starboard stern tube which caused a trail of oil to be left behind ENGLAND on the latter half of the SAR station assignment. The ship left the drydock on the evening of the 20th and moored outboard of the USS OKINAGAN (APA 220). The repairs accomplished were of a temporary nature and resulted in the loss of two fuel tanks comprising ten percent of the ship's capacity. On the 23rd Sea Trials were held, and after a weapons onload at the Naval Magazine, Subic Bay the ship returned to the Naval Station where it moored outboard of the USS MARKAB (AR-23).

Typhoon condition II was ordered set by SOPA Subic Bay on the 26th. The ship left Subic Bay on the 28th and rendezvoused with the USS AMERICA (CVA-66) as a part of TG 77.3 for plane guard duty.

#### OCTOBER

ENGLAND relieved COMDESRON 12 in the USS BLANDY (DD-947) as screen commander, CTU 77.3.2, for the USS AMERICA on the 1st. The same day The ship refueled from the USS KAWISHIWI (AO-146). On the 3rd ENGLAND was directed by CTG 77.0 to proceed to South SAR and

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relieve the R.K. TURNER (DLG-20) of its duties. ENGLAND spent most of the day on South SAR before the R.K. TURNER returned that evening. Soon after departure from South SAR the vertical replenishment detail was set and in 14 minutes the ship was replenished by the USS MARS (AKS-1). The ship returned to the AMERICA late that same evening. ENGLAND refueled from the USS KAWISHIWI (AO-146) on the 4th.

While plane guarding at 25 knots on the fifth, noises were noticed in the starboard stern tube area. That afternoon while on ISE the ship went dead in the water and lowered the motor whaleboat. EOD personnel from the AMERICA went over the side and checked the starboard fairwater. It was found to be missing and the fairwater retainer rings were removed.

The ship refueled from the USS KAWISHIWI (AO-146) on the 6th. On the 8th ENGLAND was relieved by the USS MCKEAN (DD-784) and the ship proceeded to ASW training area alpha for three days of ASW training. During the three days of training numerous exercises were conducted including the firing of a dummy torpedo at the USS CATFISH (SS-339). The highlight of the ASW training was the Yankee station transit exercise with the CORAL SEA's task group TG 77.6. ENGLAND returned on the 10th to the AMERICA and while enroute refueled from the USS CHIPOLA (AO-63).

Two days later when following the USS AMERICA (CVA-66) and the USS CAMDEN (AOE-2) in lifeguard station, an IFF antenna for the AMERICA was plucked from the sea by the ENGLAND's motor whaleboat crew. ENGLAND refueled from the CAMDEN later that day and

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also on the 15th and 18th. Stores were received on the 19th from the USS POLLUX (AKS-4).

On the 21st ENGLAND was relieved by the USS WALKER (DD-517) and the ship proceeded to Subic Bay enroute to Sasebo, Japan. ASROC missiles were offloaded in Subic Bay on the 22nd to the USS DIXIE (AD-14). That afternoon ENGLAND was underway for Sasebo and encountered heavy seas and high winds much of the way. On the 25th the ship moored to Pier India in Sasebo, the first real WESTPAC liberty and shopping port. On Navy Day, the 27th, general visiting was permitted and 1,389 Japanese visited the ship.

NOVEMBER

The ship left Sasebo on the 4th after a send off by the Mayor of Sasebo. Three days later the ship arrived in Hong Kong, but only after an unexpected port call at Kaohsiung, Republic of China. TM2 Gillespie became ill on the morning of the 6th. Stopping outside the harbor at Kaohsiung, the Captain's gig took Gillespie in to port where he was sent to the Naval Station Hospital for treatment.

While in Hong Kong the ship was moored to bouy "A"30 across the channel from Victoria. Hong Kong liberty was enjoyed by all. While visiting Hong Kong, ENGLAND men had not a single incident or shore patrol report. For this ENGLAND received the "Meritorious Conduct Ashore Award" given by Servicemen's Guides of Hong Kong.

Departing Hong Kong on the morning of the 12th, ENGLAND arrived on Yankee station with the USS CONSTELLATION (CVA-64) and assumed plane guard duties the next day. While enroute to Yankee station ENGLAND refueled from the USS CHEMUNG (AO-30). On the 14th

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an unrep was conducted with the USS CAMDEN (AOE-2). By the afternoon of the 14th ENGLAND was enroute to DaNang to pick up COMCRUDESAC. The next morning COMCRUDESAC, RADM Mason FREEMAN, arrived on board by highline from the USS WADDELL (DDG-24) and ENGLAND became his proud flagship for three days. During those three days COMCRUDESAC was highlined to and from the USS GALVESTON (CLG-3), USS BERKELEY (DDG-15) and USS BRUSH (DD-745), and was transferred by helo to and from the USS STERETT (DLG-31). COMCRUDESAC departed by helo to the USS CONSTELLATION (CVA-64) on the 17th. On the morning of the 18th ENGLAND refueled with the USS NETCHES (AO-47). Soon after returning to the CONSTELLATION ENGLAND was detached from TG 77.7 and assigned to TU 70.8.8. That night the ship anchored in DaNang Harbor and picked up COMDESRON 11 who became CTU 70.8.8. After five days of type training with the USS S.N. MOORE (DD-747), USS CARPENTER (DD-825), USS BRUSH (DD-745), and the USS G.K. MACKENZIE (DD-836) COMDESDIV 362 arrived aboard from the USS INGERSOLL (DD-652) and COMDESRON 11 departed via highline to the GALVESTON. The Commanding Officer, USS ENGLAND (DLG-22) became CTU 70.8.8 and was assisted by COMDESDIV 362. Three replenishments were conducted with the USS HASSAYAMPA (AO-145) on the 21st, 24th, and 29th when the ship was assigned to TU 70.8.8. COMDESDIV 362 departed the ship by highline to the USS STRAUSS (DDG-16) on the 28th and the next day ENGLAND joined up with the USS CORAL SEA (CVA-43).

## DECEMBER

ENGLAND was detached from TG 77.6 on the 1st and rendezvoused with the USS WADDELL to pick up COMDESRON 13. That afternoon

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ENGLAND steamed four boilers, maximum speed enroute to Subic. After refueling in Subic Bay on the 2nd the ship moored overnight at the Naval Station and departed on the afternoon of the 3rd for Guam. The ship arrived in Guam on the 6th and left the same day. ENGLAND's fifth birthday was celebrated the next day with a matinee movie on the mess decks. On the 9th ENGLAND chopped to the operational control of COMFIRSTFLT. The next morning the ENGLAND, USS INGERSOLL (DD-652), and USS COGSWELL (DD-651) refueled from the USS CHIPOLA (AO-63). On the 11th at 2200M the ship crossed the international dateline and calanders were turned back a day.

The ship was in Pearl Harbor for customs and refueling on the 13th. ENGLAND departed Pearl Harbor that same day with the USS BRAINE (DD-630), USS COGSWELL (DD-651) and USS INGERSOLL (DD-650) enroute to Southern California. On the 19th the BRAINE, COGSWELL and INGERSOLL were detached. ENGLAND returned to her home port of Long Beach that day, mooring to Pier 15 at the Naval Station. A one month's RAV began the next day.

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Enclosure (2)  
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FF4-5  
5400  
Ser 64/11  
29 April 1970

FIRST ENDORSEMENT on CO, USS ENGLAND (DLG 22) ltr 5400 ser 117 dtd 10 April 70

From: Commander Cruiser-Destroyer Force, U. S. Pacific Fleet  
To: Director of Naval History (OP-09B9)

Subj: Ship's History for calendar year 1969 and through decommissioning  
on 10 April 1970; forwarding of

1. Forwarded for inclusion in USS ENGLAND (DLG 22) Ship's History.

  
H. W. SEGAL  
By direction

Copy to:  
CINCPACFLT  
CO, USS ENGLAND (DLG 22)

U.S.S. ENGLAND (DLG-22)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

1969 - APR 1970

DLG22/GJF:bu  
5400  
Ser: 117  
10 April 1970

From: Commanding Officer, USS ENGLAND (DLG-22)  
To: Director of Naval History (OP-09B9)  
Via: Commander, Cruiser-Destroyer Force, U.S. Pacific Fleet

Subj: Ship's History for calender year 1969 and through decommissioning on 10 April 1970; submission of

1. From 1 January through 19 January 1969 ENGLAND continued to remain in port Long Beach while Surface Missile System (SMS) ORDALTS were being installed. On 20 January ENGLAND moved to the Long Beach Naval Shipyard for a Restricted Availability until 21 February. On 22 February ENGLAND returned to the mole piers at Long Beach where she remained until 23 March, while additional SMS ORDALTS were accomplished.
2. ENGLAND got underway for the first time during 1969 on 24 March for a SECNAV Guest Cruise and remained at sea until 27 March. ENGLAND then remained in port until 1 May for upkeep and a Tender Availability with the USS BRYCE CANYON (AD-36).
3. During the month of May ENGLAND had two days of ISE, six days of ASW operations and successfully completed an NTPI. On 27 May, CAPT George A. MITCHELL was relieved by CAPT Oliver L. NORMAN, Jr. as Commanding Officer.
4. During June and July ENGLAND made a midshipman Cruise to include port visits to San Francisco, Monterey, Hawaii and San Diego, and missile shoots at both the Pacific Missile Range off Point Mugu and the Island of Kauai.
5. The months of August and September were devoted to upkeep in Long Beach, Plane Guarding for the USS RANGER (CVA-61) off the northern coast of California, ASW school ship, and a STRIKEX from 16-23 September (at which time ENGLAND also fired missiles at the Pacific Missile Range).
6. The month of October saw ENGLAND once again involved in ASW school ship, Plane Guarding with USS HORNET (CVS-12) and upkeep in Long Beach. Though the month of November only allowed ENGLAND to be at sea for two days (one day of ISE and one day of Submarine Target Vessel (STV)), it was a very busy month since she received her INSURV inspection, preparatory to her forthcoming modernization, during this month.
7. Except for three days (26 January ISE and 27, 28 January STV) ENGLAND spent the entire months of December 1969 and January 1970 in Holiday/Leave/Upkeep status in Long Beach. Commencing on 1 February, ENGLAND started making preparations for her transit to Bath, Maine and changed operational control to COMCRUDESPEC on 16 February.

8. On 20 February, ENGLAND commenced her transit to Bath, Maine. Included in the transit were: port visits to Acapulco, Rodman (and transit of the Panama Canal), Charlotte Amalie, San Juan and Fort Lauderdale; a change of operational control to COMSECONDFLT on 3 March; offloading of all ammunition at the Naval Weapons Station in Charleston; and arrival at Bath, Maine on 27 March.

9. On 10 April 1970, in accordance with CNO MSG 312155Z MAR 70, USS ENGLAND (DLG-22) was placed "Out of Commission, Special", by CAPT Oliver L. NORMAN, Jr., Commanding Officer.

  
D.H. SPROUSE  
By direction