



DEPARTMENT OF THE NAVY

USS SPRUANCE (DD 963)
FLEET POST OFFICE
MIAMI 34093-1201

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(Unclassified upon removal of Enclosure (17))

From: Commanding Officer, USS SPRUANCE (DD 963)
To: Director of Naval History (OP-09BH)
Subj: USS SPRUANCE (DD-963) COMMAND HISTORY (OPNAV REPORT 5750-1)(U)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) CDR Gottschalk's Biography
(2) CDR Parker's Biography
(3) Photograph of USS SPRUANCE (DD-963), B & W 8" x 10"
(4) Welcome Aboard pamphlet
(5) Change of Command Booklet
(6) Cruisebook - Retrospect
(7) March Familygram
(8) April Familygram
(9) May Familygram
(10) June Familygram
(11) July Familygram
(12) August Familygram
(13) September Familygram
(14) October Familygram
(15) November Familygram
(16) December Familygram
(17) End of Deployment Report - USS SPRUANCE MSG 261600Z OCT 88 (Confidential)

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to conf file*

1. This report is submitted per reference (a) and covers the period 01 January through 31 December 1988.

I. COMMAND COMPOSITION AND ORGANIZATION

Mission:

The Primary missions of USS SPRUANCE are Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASUW/Strike Warfare). ASW encompasses the detection, localization, identification, and destruction of hostile submarines. ASUW/Strike Warfare involves the offensive employment of the Tomahawk Missile fired from the Vertical Launching System against land based or ship targets. USS SPRUANCE is also capable of Naval Gunfire Support, Anti-Air Warfare for self-protection, Command, Control and Communications, and humanitarian missions such as rescue and evacuation operations.

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Organizational Structure:

Immediate Senior in Command:

Commander Destroyer Squadron Eight
Captain Glynn Q. Lane, Jr. 01 JAN - 31 DEC 88

Operational Commanders Embarked During the Year:

Commander Submarine Group Two
Rear Admiral Larry G. Vogt 10 JAN-23 JAN 88

Commander Cruiser Destroyer Group Two
Rear Admiral Richard D. Milligan 21 MAR-30 MAR 88

Commander Cruiser Destroyer Group Twelve
Rear Admiral Roland G. Guilbault 07 DEC-14 DEC 88

Commander Destroyer Squadron Fourteen
Captain David P. Yonkers 01 APR-04 MAY 88
Captain John P. Collins, Jr. 04 MAY-08 MAY 88
06 JUN-25 OCT 88

Units under SPRUANCE's operational/administrative control:

Helicopter Anti-Submarine Squadron Light (HSL)
HSL 44, DET 6
Helo tail code: MAGNUM 445 01 JAN-19 JAN 88
HSL 44, DET 8
Helo tail codes: MAGNUM 444 25 APR-25 OCT 88

Name of Commanding Officer:

Commander Glenn F. Gottschalk 01 January-27 February 1988
Commander Travis W. Parker, Jr. 27 February-31 December 1988

Biography of Commanding Officers:

See Enclosures (1), (2) and (4).

Homeport: Naval Station, Mayport, Florida

1988 Sailor of the Year: CTM2(SW) Lee E. Zeidler

II. CHRONOLOGY

01 JAN-04 JAN INPORT Mayport, FL
04 JAN-07 JAN UNDERWAY Jacksonville Operations Area
(JAX OP AREA)
Rast Landing Qualifications and Deck Landing
Qualifications (RLQs & DLQs)
07 JAN COMCRUDESGRU TWELVE - CHANGE OF COMMAND
07 JAN-11 JAN INPORT Mayport, FL
10 JAN EMBARK COMSUBGRU TWO & STAFF
EMBARK COMDESRON TWENTY-SIX & STAFF
11 JAN-23 JAN UNDERWAY - FLEETEX 1-88

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19 JAN Embarked helo, MAGNUM 445, crashed over the
side with the loss of LT MICHEAL WALKER, USN,
Pilot and the helicopter.
23 JAN-24 JAN INPORT Roosevelt Roads, PR
23 JAN DEBARK COMSUBGRU TWO & STAFF
DEBARK COMDESRON TWENTY-SIX & STAFF
24 JAN-28 JAN TRANSIT Roosevelt Roads, PR to Mayport, FL
28 JAN-10 FEB INPORT Mayport, FL
28 JAN-29 JAN Nuclear Weapons Assist Team (NWAT)
04 FEB-05 FEB Nuclear Weapons Acceptance Inspection (Nwai)
09 FEB-12 FEB Tomahawk Tactical Qualification Testing
(TTQT)
10 FEB-12 FEB UNDERWAY JAX OP AREA
12 FEB-15 FEB INPORT Mayport, FL
27 FEB USS SPRUANCE - CHANGE OF COMMAND
28 FEB-22 APR IMAV with SIMA, MAYPORT
07 MAR-10 MAR IUC INSPECTION
15 MAR-16 MAR TRANSIT to Naval Weapons Station,
Charleston, SC
Operational Test Launch (OTL) Certification
16 MAR-18 MAR INPORT Naval Weapons Station, Charleston, SC
Weapons Onload
18 MAR TRANSIT to Naval Station, Charleston, SC
18 MAR-21 MAR INPORT Naval Station, Charleston, SC
21 MAR EMBARK COMCRUDESGRU TWO
21 MAR-30 MAR UNDERWAY to Gulf of Mexico for Tomahawk
Operational Test Launch (OTL)
26 MAR-27 MAR OTL of a Tomahawk missile from the Vertical
Launching System
30 MAR-31 MAR INPORT Naval Weapons Station, Charleston, SC
30 MAR DEBARK COMCRUDESGRU TWO
31 MAR TRANSIT to Mayport, FL
31 MAR-20 APR INPORT Mayport, FL
01 APR EMBARK COMDESRON FOURTEEN
07 APR-08 APR HARPOON QUAL CERT
13 APR-15 APR IUC INSPECTION - RE-INSPECTION
18 APR DESRON FOURTEEN STAFF moves aboard
20 APR TRANSIT to Naval Weapons Station, Charleston,
SC
20 APR-21 APR INPORT Naval Weapons Station, Charleston, SC
21 APR-22 APR TRANSIT to Mayport, FL
22 APR-25 APR INPORT Mayport, FL
25 APR *** COMMENCED SIX MONTH DEPLOYMENT ***
LANT/MED/IO 2-88
25 APR-06 MAY UNDERWAY/TRANSIT to Atlantic Ocean
04 MAY COMDESRON FOURTEEN - CHANGE OF COMMAND
06 MAY TRANSIT Straits of Gibraltar
CHOP to COMSIXFLT
06 MAY-12 MAY TRANSIT Mediterranean Sea
08 MAY COMDESRON FOURTEEN DEPARTED for BALTOPS
Conference

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08 MAY-09 MAY TUNISIAN PASSEX
11 MAY FAS USS MILWAUKEE (AOR-2)
12 MAY-13 MAY ANCHORED at Port Said, EGYPT
13 MAY-14 MAY TRANSIT Suez Canal
CHOP TO CINCPACFLT
14 MAY-16 MAY TRANSIT Red Sea
15 MAY FAS USS MILWAUKEE
16 MAY-17 MAY TRANSIT Straits of Bab El Mandeb/Gulf of Aden
CHOP TO COMMIDEASTFOR
17 MAY-20 MAY TRANSIT North Arabian Sea
19 MAY FAS USS MILWAUKEE
20 MAY-09 JUN RELIEVED USS TRUXTON (CGN-35) as Straits of
Hormuz Eastern Patrol Area (SOHEPA) Gate
Guard in the Gulf of Oman
22 MAY FAS USS MILWAUKEE
25 MAY FAS USS MILWAUKEE
26 MAY FAS USS MILWAUKEE
01 JUN FAS USS MILWAUKEE
06 JUN RAS USNS PONCHATOULA (T-AO-148)
RETURN of COMDESRON FOURTEEN
09 JUN DEBARKED COMDESRON FOURTEEN to the USS
DAHLGREN (DDG-42)
RELIEVED by USS DAHLGREN as SOHEPA Gate Guard
11 JUN-16 JUN MOORED alongside USS O'BRIEN (DD-975) and USS
SAMUEL GOMPERS (AD-37) which was anchored at
Ras Al Haad for TENDER AVAILABILITY (TAV)
16 JUN UNDERWAY
16 JUN-17 JUN ANCHORED at Ras Al Haad
17 JUN-19 JUN TRANSIT to SOHEPA
UNREP USNS PONCHATOULA
19 JUN-03 JUL UNDERWAY in SOHEPA
19 JUN EMBARK COMDESRON FOURTEEN from USS DAHLGREN
19 JUN-11 JUL RELIEVED USS DAHLGREN as SOHEPA Gate Guard
22 JUL RAS/FAS USNS PONCHATOULA
28 JUL VERTREP USNS SPICA (T-AFS-9)
03 JUL ANCHORED Fujairah, UAE
03 JUL-11 JUL UNDERWAY in SOHEPA
04 JUL SPRUANCE's helo MAGNUM 444 transported
critically ill Polish national from the Greek
fishing vessel AEGEAN to Fujairah, UAE.
07 JUL FAS USNS PONCHATOULA
08 JUL Good will crew member exchange with HMS
BEAVER (F93)
11 JUL RELIEVED by USS DAHLGREN as SOHEPA Gate Guard
11 JUL-13 JUL TRANSIT to Ras Al Haad
11 JUL RAS/FAS USNS PONCHATOULA
13 JUL-19 JUL MOORED alongside USS JOHN HANCOCK (DD-981)
and USS EMORY S. LAND (AS-39) which was
anchored at Ras Al Haad for TAV

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19 JUL UNDERWAY
ANCHORED Ras Al Haad
20 JUL-22 JUL UNDERWAY North Arabian Sea
UNREP USNS SPICA
FAS USNS PONCHATOULA
22 JUL-23 JUL TRANSIT to SOHEPA
23 JUL-27 JUL RELIEVED USS DAHLGREN as SOHEPA Gate Guard
27 JUL RELIEVED as SOHEPA Gate Guard by the USS
VINCENNES (CG-49)
27 JUL-03 AUG UNDERWAY North Arabian Sea
27 JUL FAS USS MILWAUKEE
29 JUL FAS USNS PONCHATOULA
02 AUG CHOP to CINCPACFLT
FAS USS MILWAUKEE
03 AUG TRANSIT Gulf of Aden/Straits of Bab El Mandeb
03 AUG-06 AUG TRANSIT Red Sea
04 AUG RAS USS MILWAUKEE
05 AUG ANCHOR Port Suez, EGYPT
06 AUG-07 AUG TRANSIT Suez Canal
07 AUG CHOP to COMSIXFLT
07 AUG-09 AUG TRANSIT Eastern Mediterranean Sea
09 AUG TRANSIT Straits of Messina, Northbound
09 AUG-10 AUG TRANSIT to Naples, Italy
10 AUG-16 AUG MED MOOR Naples, Italy
16 AUG TRANSIT to Straits of Messina
17 AUG UNREP USNS HENRY KAISER (T-AO-187)
TRANSIT Straits of Messina, Southbound
17 AUG-19 AUG NATIONAL WEEK EXERCISE
19 AUG TRANSIT Straits of Messina, Northbound
20 AUG COMSIXFLT - CHANGE OF COMMAND: Pass in Review
off coast of Naples, ITALY
20 AUG-22 AUG TRANSIT to Palma, SPAIN
20 AUG UNREP USS SAN DIEGO (AFS-6)
21 AUG FAS USNS USS WACCAMAW (T-AO-109)
22 AUG-28 AUG INPORT Palma de Mallorca, SPAIN
22 AUG Hindered from lowering accommodation ladder
to pier by Green Peace protesters.
28 AUG UNDERWAY for the North Atlantic Ocean
COMMENCE TEAMWORK 88
FAS USNS WACCAMAW
29 AUG TRANSIT Straits of Gibraltar
29 AUG-30 AUG IBERLANT PASSEX
30 AUG-24 SEP UNDERWAY North Atlantic Ocean
30 AUG CHOP to CINCLANTFLT
FAS USS MILWAUKEE
02 SEP CHOP to NATO/CINCUSNAVEUR
04 SEP FAS USS MILWAUKEE
12 SEP FAS RFA GOLD ROVER (A-271)
13 SEP FAS RFA GOLD ROVER
14 SEP FAS RFA OLMEDA (A-124)

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18 SEP	FAS RFA OLMEDA
20 SEP	FAS FGS SPESSART (A-1442)
22 SEP	FAS USS DETROIT (AOE-4)
24 SEP-26 SEP	TRANSIT Skaggerak, Kattegat, Great Belt of Denmark and the Baltic Sea to Helsinki, Finland
26 SEP-28 SEP	INPORT Helsinki, FINLAND
26 SEP	LUNCHEON hosted by Deputy CINCUSNAVEUR for the U. S. Ambassador to Finland, the Finnish Ambassador to the U. S.
28 SEP-30 SEP	TRANSIT Baltic Sea and Great Belt of Denmark to Aarhus, DENMARK
30 SEP-03 OCT	INPORT Aarhus, DENMARK
03 OCT-04 OCT	TRANSIT Great Belt of Denmark to Baltic Sea
04 OCT-07 OCT	BALTOPS 88
07 OCT-08 OCT	TRANSIT Great Belt of Denmark to Kiel, WEST GERMANY
08 OCT-11 OCT	INPORT Kiel, WEST GERMANY (FEDERAL REPUBLIC OF GERMANY)
11 OCT	TRANSIT Kattegat and Skaggerak
12 OCT	FAS USS SAVANNAH (AOR-4)
11 OCT-13 OCT	TRANSIT North Sea
13 OCT	TRANSIT English Channel
13 OCT-25 OCT	TRANSIT Atlantic Ocean for Mayport, FL
19 OCT	FAS USS SAVANNAH
21 OCT	FAS USS SAVANNAH
22 OCT	PASS Bermuda - pick up Propulsion Examining Board
22 OCT-23 OCT	OPERATIONAL PROPULSION PLANT EXAM
25 OCT	*** COMPLETED SIX MONTH DEPLOYMENT ***
25 OCT-28 NOV	INPORT Mayport, FL
15 NOV	Commence Post Deployment Standdown
28 NOV	AWARDS CEREMONY with COMCARGRU SIX
28 NOV-02 DEC	Secured from Post Deployment Standdown
02 DEC-04 DEC	UNDERWAY JAX OP AREA for RLQs/DLQs
04 DEC-06 DEC	TRANSIT to NAVWEPSTA Charleston, SC
06 DEC-09 DEC	INPORT NAVWEPSTA Charleston, SC
09 DEC	Weapons Off Load
09 DEC-12 DEC	TRANSIT to Mayport, FL
12 DEC-14 DEC	UNDERWAY JAX OP AREA
14 DEC-31 DEC	Dependents Cruise
15 DEC	INPORT Mayport, FL
15 DEC	UNDERWAY JAX OP AREA for RLQs/DLQs
15 DEC	INPORT Mayport, FL
15 DEC	AWARDS CEREMONY with COMCRUDESGRU TWELVE
15 DEC	Commence Holiday Standdown

III. Narrative

The first days of the year were busy ones for USS SPRUANCE as the ship got underway on 04 January for RAST Landing

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Qualifications and Deck Landing Qualifications (RLQs/DLQs) training for the SH-60B Helicopter pilots.

The following command and control equipment systems: JOTS, POST, and TEPEE were installed prior to the ship getting underway for FLEETEX 1-88.

COMSUBGRU TWO and COMDESRON TWENTY-SIX and their staffs embarked SPRUANCE for FLEETEX 1-88 in preparation for an early deployment in April. The main purpose of the FLEETEX for SPRUANCE was to act as an ASW outer perimeter asset for the carrier battle group.

During the FLEETEX the ship's embarked helicopter MAGNUM 445 crashed over the side during the dark night of 19 January. The crash resulted in the loss of LT MICHAEL WALKER, USN, Pilot, and the aircraft. The other pilot and the aircrewman were rescued by USS SPRUANCE personnel using the motor whale boat. The investigation of the crash showed that pilot error lead to the crash.

On 27 February CDR Travis W. Parker relieved CDR Glenn F. Gottschalk, in a ceremony on the ship's flight deck where CAPT David P. Yonkers, CDS 14, was the guest speaker and CAPT Glynn Q. Lane, CDS 8, attended.


The ship conducted an IMAV with the assistance of SIMA, Mayport from 28 February to 22 April while being out of port a fare portion of the time preparing for the April deployment.

The ship conducted the first Operational Test Launch from a fleet unit of the Tomahawk Cruise Missile from a Vertical Launcher on 26 March 1988 with RADM Richard Milligan, COMCRUDESGRU TWO, embarked. The launch took place in the Gulf of Mexico where one simulated TLAM was launched and followed by two F-14 chase planes.

SPRUANCE commenced the deployment as the first Mayport based ship underway breaking out with the USS FORRESTAL (CV-59) on 25 April 1988. SPRUANCE's assignment, to screen the battle group breakout as the long range ASW asset sprinting ahead of the group.

SPRUANCE proceeded in company with the USS FORRESTAL, USS ELMER MONTGOMERY (FF-1082), USS SEMMES (DDG-18), USS DAHLGREN (DD-43), USS PHARRIS (FF-1094) and USS MILWAUKEE (AOR-2) across the Atlantic Ocean, Mediterranean Sea, Red Sea and Indian Ocean in route to the North Arabian Sea.

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On the transit of the Atlantic Ocean the ships in the battle group were conducting INCSEA exercises, General Quarters, or battle station and firing the guns and conducting basic engineering casualty control exercises.

Upon arrival in the North Arabian Sea SPRUANCE proceeded to the Straits of Hormuz Eastern Patrol Area (SOHEPA) where she relieved USS TRUXTON (CGN-35) as the gate guard ship for the mouth of the straits. Here SPRUANCE was used due to her Outboard capability as an intelligence gathering platform and a capable combat ready unit. USS SPRUANCE aggressively monitored and reported merchant and naval shipping in the straits identifying units, their ports of origin and destinations. SPRUANCE also routinely monitored several ships of the Soviet Union which usually remained anchored in the northwestern corner of the patrol area. The Identification of shipping was enhanced many fold by the use of the LAMPS MK III helicopter assigned to the ship. Use of this SH-60B helo usually took the form of a dawn and dusk flight around the patrol area. The helo's Tactical data link (SQR-4) proved extremely useful.

SPRUANCE monitored a small group of Iranian ships, including a SAM class frigate that exited the Straits of Hormuz to conduct exercises. SPRUANCE gathered significant intelligence about the group.

Daily in SOHEPA SPRUANCE experienced the reconnaissance of the Iranian P-3 or C-130, whichever had the duty for the day. SPRUANCE tracked the reconnaissance flights and warned the plane away when it was approached too close.

SPRUANCE was at anchor at Fujairah, UAE to receive fuel when the USS VINCENNES (CG-49) shot down the Iranian civilian airline. SPRUANCE got underway and returned to her patrol area immediately after the incident. At that time SPRUANCE's NATO Sea Sparrow Missile System for air defense was not operational. COMCARGU SIX embarked on USS FORRESTAL in the North Arabian Sea sent the USS SEMMES to provide air defense for SPRUANCE while tensions were heightened in the area.

SPRUANCE would routinely refuel from USS MILWAUKEE or USNS PONCHATOUA. SPRUANCE would often receive mail, parts and personnel at this time. The helo would also make periodic runs to the USS FORRESTAL to pick up mail.

The SPRUANCE was relieved twice by USS DAHLGREN as the SOHEPA Gate Guard to conduct Tender Availabilities with the USS SAMUEL GOMPERS (AD-37) and the USS EMORY S. LAND (AS-39). Each of these availabilities were a good opportunity for the crew to catch some



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rest and conduct the much needed maintenance required for the deployment. The only other real opportunity to receive maintenance support would be Naples, Italy.

SPRUANCE was finally relieved of her duties in SOHEPA by the USS VINCENNES and proceeded with the FORRESTAL battle group to return to the Mediterranean Sea. After entering the Mediterranean Sea SPRUANCE proceeded toward her first liberty port of Naples, Italy where she Med Moored giving the crew a chance to set foot on land. This was a working port for the Boatswain's Mates as they worked dilligently to paint the entire exterior of the ship, taking advantage of an excellent opportunity since there was not the high humidity that dominated the days in the North Arabian Sea area. The crew took advantage of many tours to see Italy and relax for a time.

In Naples the ship accomplished some major repair work. The rotor for NR. 2 Gas Turbine Generator was replaced which had not operated since near the beginning of the deployment. The AN/SQR-19 Tactical Towed Array sonar (Tail) was replaced (it had caught a fish hook in the eastward transit at the Mediterranean at the commencement of the deployment). Major repair was accomplished to a clutch work normally accomplished by a shipyard repair activity was done by crewmembers with the assistance of a NAVSEA Technical Representative.

Upon departing from Naples, SPRUANCE headed for the eastern Mediterranean to participate in an exercise called National Week in which the ship was very successful in conducting ASW operations.

SPRUANCE departed from National Week exercises early to join the USS FORRESTAL (CV-59) and USS JOHN F. KENNEDY (CV-67) for the COMSIXFLT change of command off of the coast of Naples.

Immediately following the change of command ceremony SPRUANCE set a course bound for Palma de Mallorca, SPAIN. An unusual welcoming party met SPRUANCE on the pier at Palma. Members of the Green Peace movement waited on the pier displaying their banners opposing nuclear weapons as SPRUANCE pulled up. They would not allow SPRUANCE crewmembers to set up the accommodation ladder on the pier by pushing the ladder back off of the pier. SPRUANCE had prior warning that they may be welcomed in this way and had prepared and trained hose teams to spray the protesters with salt water from their firehoses. The hosing down did little to discourage the Green Peace proponents. The incident was not resolved until several SPRUANCE crewmembers went down the ladder and pulled the ladder into proper position. There was no scuffling between groups of people. Green Peace did get press in the local papers though many local people and authorities were not happy with the protesters.

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Palma proved for many to be a very enjoyable liberty port. Several crewmembers took leave to visit with their wives who flew over from the states. Many crewmembers took advantage of tours offered for different points of interest.

Upon getting underway from Palma, SPRUANCE prepared for TEAMWORK '88. TEAMWORK took SPRUANCE to far northern reaches of the Atlantic Ocean. The ship commenced operations south of Iceland and proceeded north through the Greenland-Iceland-United Kingdom (G-I-UK) toward the fjords of Norway's northern cape. In the transit process SPRUANCE conducted ASW and ASUW exercises with units from NATO countries such as CANADA, ENGLAND, DENMARK, WEST GERMANY, THE NETHERLANDS and NORWAY. The exercises took SPRUANCE above the Arctic Circle and many crewmembers were initiated into the Order of the Blue Nose.

In these exercises the tremendous advantages of the AN/SQR-19 Tactical Towed Array Sonar and the SH-60B helicopter (LAMPS MK III) with Data Link (AN/SQR-4) integrated with the AN/SQQ-89 Sonar System were proven. The ship continually conducted ASW and ASUW exercises. The Over-the-Horizon-Targeting capabilities of the LAMPS MK III also proved very effective as a part of the Tomahawk Weapon System in the ASW picture.

At the close of TEAMWORK '88 SPRUANCE immediately proceeded toward Helsinki, FINLAND for a formal visit, the first by a U. S. warship in two years. SPRUANCE prepared and served a formal luncheon onboard hosted by the Vice Admiral Edward H. Martin, Deputy Commander-in-Chief Naval Forces Europe, for the U. S. Ambassador to Finland and the Finnish Ambassador along with the Commander-in-Chief of the Finnish Navy.

CO of USS SPRUANCE accompanied by COMDESRON FOURTEEN attended a ceremony honoring Marshal Mannerheim and the Cross of Heroes. COMDESRON FOURTEEN placed a wreath at each of the memorials.

The crew enjoyed many events sponsored by the Finnish Navy and met many people in Helsinki.

Upon departing Helsinki, SPRUANCE headed to Aarhus, DENMARK. The visit here was to smooth final details of BALTOPS '88 and provide liberty for the crew.

BALTOPS '88 proved to be a fast paced exercise in shallow water ASW and ASUW in close proximity to eastern block naval units.

BALTOPS concluded with a liberty port visit in Kiel, West Germany.

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Upon departing Kiel, SPRUANCE made its final preparations for embarking the Propulsion Examining Board off the coast of Bermuda to finish a fast paced deployment with an Operational Propulsion Plant Exam on the return to homeport. SPRUANCE conducted a successful OPPE, earning an above average in administrative programs.

Throughout the deployment 72 crewmembers earned Enlisted Surface Warfare Pins and 7 officers earned Surface Warfare Pins.

Upon SPRUANCE's return to homeport, the engineers changed out Gas Turbine Engine 2A and its power turbine.

SPRUANCE conducted a well deserved post-deployment standdown from 25 October until 28 November when SPRUANCE departed for Charleston for a weapons offload.

RADM Leighton Smith, COMCARGU SIX, presented 27 Navy Achievement Medals and twelve LETTERS OF COMMENDATION to SPRUANCE personnel during an awards ceremony on the flight deck on 15 November 1988. RADM Roland Guilbault, COMCRUDESGRU TWELVE, presented awards to SPRUANCE personnel at a ceremony conducted on 15 December 1988.

SPRUANCE ended her busy year coming full circle by getting underway for two days to conduct RAST Landing and Deck Landing Qualifications prior to the commencement of the Christmas Holiday Standdown.

Statistical Data:

- a. Gallons of F-76 (diesel fuel, marine) burned: 5,717,684.
Gallons of JP-5 used: 1,235.
Gallons of JP-5 delivered to Helicopters: 108,473.
- b. #1A Gas Turbine Module Hours: 2,246.5
#1B Gas Turbine Module Hours: 1,797.6
#2A Gas Turbine Module Hours: OLD 1,730.4
NEW 91.4
#2B Gas Turbine Module Hours: 2,018.4
#1 Gas Turbine Generator Hours: 4,675.9
#2 Gas Turbine Generator Hours: 3,036.6
#3 Gas Turbine Generator Hours: 3,932.3
- c. Ammunition Expended:

TYPE
TOMAHAWK
HARPOON
SEASPARROW

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	ROUNDS
-	1
-	0
-	1

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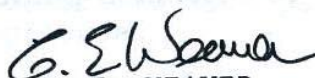
TYPE		<u>ROUNDS</u>
ASROC	-	0
MK-46 TORPEDOES	-	0
5"54	-	573
20 mm	-	8500
50 CAL	-	7618
M-60	-	12950
M-14	-	12290
12 GAUGE	-	946
45 CAL	-	9002
GRENADE CTG (LINE GUN)	-	35
SRBOC	-	15

d. Helo Statistics

Total landings: 1660

IV. SUPPORTIVE DOCUMENTS.

The enclosures listed above are the supporting documents.


C. E. WEAVER

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