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DEPARTMENT OF THE NAVY

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

5750
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14 MAY 1991

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)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Photograph of USS SPRUANCE (DD-963), B & W 8" x 10"
(2) Welcome Aboard pamphlet

1. This report is submitted per reference (a) and covers the period of 01 January through 31 December 1989.

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 Tomahawk Missiles 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.

Organizational Structure:

Immediate Senior in Command:

Commander Destroyer Squadron Eight	
Captain Glynn Q. Lane	01 JAN 89 - 20 JUN 89
Captain Joseph F. McCarton	20 JUN 89 - 31 DEC 89

Operational Commanders Embarked During the Year:

Commander Destroyer Squadron Fourteen	
Captain Thomas P. Collins	24 JAN - 03 FEB
Commander Destroyer Squadron Two Zero	
Captain William H. Wright	13 MAR - 22 MAR
Commander Destroyer Squadron Fourteen	
Captain Thomas P. Collins	03 MAY - 22 MAY
Commander Destroyer Squadron Three Two	
Captain Richard E. Pearsall	19 JUN - 01 AUG

Units under SPRUANCE'S operational/administrative control:

Helicopter Anti-Submarine Squadron Light (HSL)

HSL 44, DET 6

Helo tail code: MAGNUM 444

13 MAR - 22 MAR

03 MAY - 22 MAY

19 JUN - 01 AUG

Name of Commanding Officer:

Commander Travis W. Parker, Jr.

01 JAN - 10 FEB 89

Commander Christopher E. Weaver

10 FEB - 31 DEC 89

Biography of Commanding Officers:

CDR TRAVIS WOOD PARKER, JR.

Commander Wood Parker was commissioned via the Navy ROTC Program when he graduated from Auburn University in 1970. His first tour was as Supply Officer of USS BULWARK (MSO-425). He then served as a Division Officer aboard USS FORREST SHERMAN (DD-931), and his Department Head tour was aboard USS PAUL (FF-1080).

His first shore tour was from 1975 to 1978 as a Navy ROTC Instructor at Miami (Ohio) University, where he earned a Master's Degree in International Relations. He then served as Flag Secretary for Commander, Cruiser Destroyer Group 12 from 1978 to 1980, followed by a year as a student at the Naval War College.

Commander Parker served as Executive Officer of USS MOOSBRUGGER (DD-980) from 1981 to 1983, and then was selected as a White House Fellow. He served his fellowship as a Special Assistant to the Secretary of Transportation, and in 1984 reported to the Strategic Concepts Group in the Office of the Chief of Naval Operations. In 1985, CDR Parker became the Administrative Aide to the Secretary of the Navy, and served in that position until February 1987.

CDR Parker's Awards include the Legion of Merit, Meritorious Service Medal, Navy Commendation Medal, and Navy Achievement Medal.

He and his wife, Emelie, have three daughters--Marie, Helen, and Myra.

CDR CHRISTOPHER EDWARD WEAVER

CDR Christopher Edward Weaver was born 4 July 1949 in Harrisonville, Missouri. Appointed to the U.S. Naval Academy in 1967, he graduated and received his commission with the Class of 1971.

CDR Weaver's initial assignment to USS MARVIN SHIELDS (DE-1066), homeported in San Diego, CA, included duties as Navigator, First Lieutenant, and Combat Information Center Officer. In May 1974, he was transferred to duty under instruction at the Naval Destroyer School in Newport, RI.

Upon graduation from Destroyer School in May, 1975, CDR Weaver was assigned as Weapons Officer in USS CAPODANNO (FF-1093), homeported in Mayport, FL. This tour of duty included Mediterranean and West African/Middle East deployments. He detached from CAPODANNO in January 1977 for reassignment as Engineer Officer in USS BOULDER (LST-1190). While serving in BOULDER, CDR Weaver participated in numerous amphibious exercises

as well as a Mediterranean deployment.

CDR Weaver was reassigned in November 1978 to the Naval Military Personnel Command, Washington, D.C. as a Surface Junior Officer Assignment Officer and Surface Assignment Branch Shore Coordinator.

From April 1982 to November 1983, CDR Weaver served as Executive Officer in USS SAMUEL ELIOT MORISON (FFG-13). During his tenure, the ship participated in OPERATION URGENT FURY in water near the Caribbean Island of Grenada. In January 1984, CDR Weaver assumed command of USS EXULTANT (MSO-441) where he served until July 1986. While under his command, EXULTANT participated in various out-of-area mine countermeasures exercises as well as a major service life extension overhaul. From August 1986 to July 1988, he was assigned as Charman of Seamanship and Navigation at the U.S. Naval Academy.

CDR Weaver's decorations include the Meritorious Service Medal, Navy Commendation Medal (two stars), National Defense Medal, Armed Forces Expeditionary Medal, and Vietnam Campaign and Service Medals.

CDR Weaver is married to the former Christine Diane Gilmore of Canton, Ohio. They have two daughters, Katherine Ellen and Carolyn Scott, and a son, John Christopher.

Homeport: Naval Station, Mayport, Florida

1989 Sailor of the Year: CTM2(SW) Lee Zeidler

II. CHRONOLOGY

01 JAN - 24 JAN	INPORT Mayport, FL
03 JAN	Nuclear Weapons Assist Team (NWAT)
03 JAN - 23 JAN	IMAV with SIMA, MAYPORT
13 JAN	Break COMDESRON FOURTEEN pennant
17 JAN	COMDESRON EIGHT 3-M Assist visit
24 JAN	EMBARK COMDESRON FOURTEEN
24 JAN - 25 JAN	UNDERWAY for AUTEC Range
25 JAN - 28 JAN	AGROUND on Andros Island
28 JAN	Removed from reef
29 JAN - 03 FEB	Under tow by USNS MOHAWK and USS GRASP enroute to Pascagoula, MS
02 FEB	CTM2(SW) Zeidler named Sailor of the Year
03 FEB - 24 FEB	INPORT Ingalls Shipyard, Pascagoula, MS
03 FEB	DEBARK COMDESRON FOURTEEN
05 FEB	CDR C.E. Weaver reports
06 FEB	Drydocked
10 FEB	CDR C.E. Weaver assumes command
11 FEB	COMCRUDESGRU TWELVE visit
14 FEB	Safety standdown
20 FEB	Undocked
23 FEB	Conducted dock trials, Fast cruise, and OCSOT
24 FEB	UNDERWAY for sea trials and TRANSIT to Mayport, FL

27 FEB - 22 MAR	INPORT Mayport, FL
08 MAR - 10 MAR	Nuclear Weapons Assist Team (NWAT)
13 MAR	EMBARK COMDESRON TWO ZERO/HSL 44 Det 6
13 MAR - 22 MAR	UNDERWAY for Tail Proficiency Training
17 MAR	RAS with USNS NEOSHO
22 MAR - 03 APR	INPORT Mayport, FL
22 MAR	DEBARK COMDESRON TWO ZERO/HSL 44, DET 6
23 MAR	Aviation Certification (AVCERT) Assist Visit
03 APR - 07 APR	UNDERWAY JAX OPAREA
07 APR - 02 MAY	INPORT Mayport, FL
10 APR	Towed Array cable changeout
11 APR	Nuclear Tactical Proficiency Inspection (NTPI)
14 APR	NGFS Mobile Training Team
02 MAY	EMBARK HSL 44, DET 6
02 MAY - 04 MAY	UNDERWAY for transit to Norfolk, VA
03 MAY - 04 MAY	ANCHORED Norfolk, VA
03 MAY	EMBARK COMDESRON FOURTEEN
04 MAY - 22 MAY	UNDERWAY for OPERATION SOLID SHIELD
14 MAY	FAS USS CALOOSAHATCHIE
18 MAY	FAS USS CALOOSAHATCHIE
22 MAY - 07 JUN	INPORT Mayport, FL
22 MAY	DEBARK COMDESRON FOURTEEN/HSL 44, DET 6
23 MAY	Preventive Maintenance System (PMS) inspection
07 JUN - 09 JUN	EMBARK Gas Turbine Module Training Team (GTMTT)
07 JUN - 09 JUN	UNDERWAY JAX OPAREA (GTMTT)
09 JUN - 13 JUN	INPORT Mayport, FL
13 JUN - 14 JUN	UNDERWAY JAX OPAREA for Propulsion Monitoring Team (PMT)
19 JUN	EMBARK COMDESRON THREE TWO
20 JUN - 17 JUL	UNDERWAY for OPERATION ROJO 1-89
20 JUN	EMBARK HSL-44, DET 6
23 JUN	FAS USNS PAWCATUCK
26 JUN	FAS USNS PAWCATUCK
28 JUN	FAS USNS PAWCATUCK
16 JUL	FAS USNS PAWCATUCK
17 JUL - 21 JUL	INPORT Greenock, Scotland
21 JUL - 01 AUG	UNDERWAY for TRANSIT to Mayport, FL
24 JUL	FAS USNS PAWCATUCK
28 JUL	FAS USNS PAWCATUCK
01 AUG - 16 AUG	INPORT Mayport, FL
01 AUG	DEBARK COMDESRON THREE TWO/HSL 44, DET 6
16 AUG - 17 AUG	UNDERWAY JAX OPAREA for Helicopter Deck Landing Qualifications (DLQ)
17 AUG	Generator control system malfunction results in loss of two of three generators
17 AUG - 21 AUG	INPORT Mayport, FL
21 AUG - 25 AUG	UNDERWAY JAX OPAREA for Combat Systems Assessment (CSA)
25 AUG - 08 SEP	INPORT Mayport, FL
31 AUG - 06 SEP	IUC inspection

08 SEP - 10 SEP	UNDERWAY for TRANSIT to Naval Weapons Station, Yorktown, VA
09 SEP	Burial at Sea
10 SEP - 13 SEP	INPORT Yorktown, VA for ammunition offload
13 SEP - 14 SEP	UNDERWAY for TRANSIT to Philadelphia Naval Shipyard
14 SEP - 15 SEP	INPORT Philadelphia, PA
15 SEP - 11 DEC	DRYDOCKED Philadelphia Naval Shipyard for Drydocked Shipyard Restricted Availability (DSRA)
05 OCT	Low visibility/Heavy weather standdown
14 NOV	Aviation Certification (AVCERT)
27 NOV - 30 NOV	HARPOON Material/Safety Certification
04 DEC	Fast Cruise/NGFS Team Trainer
11 DEC	UNDOCK
11 DEC - 13 DEC	INPORT Philadelphia, PA
13 DEC - 14 DEC	UNDERWAY for TRANSIT to Earle Naval Weapons Station
14 DEC - 15 DEC	INPORT Earle, NJ for weapons onload
15 DEC - 18 DEC	UNDERWAY for TRANSIT to Mayport, FL
18 DEC - 31 DEC	INPORT Mayport, FL
18 DEC	Commence Holiday Standdown

III. NARRATIVE

USS SPRUANCE began 1989 on a high note, successfully meeting the requirements of the Nuclear Weapons Assist Team (NWAT). During the first post-deployment IMAV, SPRUANCE underwent shipwide improvements in material condition, including conversion of the Twin Agent Hose Reel fire-fighting systems in the main engineering spaces to AFFF-only. All-hands involvement yielded high marks in several inspections and assist visits, including a Sewage Disposal Assist, a Food Service Visit, a Gun System Material Review, a Disbursing Audit, a 3-M Assist, and a 923 Course.

SPRUANCE also hosted a large variety of guests, including several elementary school tour groups on week day field trips and hundreds of curious civilians during a weekend as Naval Station Mayport's "Visit Ship."

Upon completion of the IMAV, SPRUANCE embarked PMT and sailed for the AUTEK range on the 24 January. The next night, after joining USS BOONE (FFG-28) and an SSN near Andros Island in the Caribbean, SPRUANCE suffered the greatest tragedy in her service: in high seas and winds, SPRUANCE ran hard-aground on a coral reef, approximately one mile from Andros.

Ship's force's repeated attempts to refloat SPRUANCE met with failure and she remained aground for three days before being pulled from the reef by two ocean-going tugs, USNS MOHAWK and USS GRASP. Following an underwater hull inspection, SPRUANCE was taken under tow by the USS GRASP and began the slow journey to Ingalls Shipyard in Pascagoula, Mississippi. During the transit, COMDESRON EIGHT initiated a thorough investigation into the grounding which ultimately resulted in relief of the Commanding Officer, Navigator, and Officer of the Deck for cause.

SPRUANCE moored at the East Bank of Ingalls Shipyard on 03 February and entered their floating drydock three days later. Close examination in the Ingalls drydock revealed irreparable damage to both propellers, a severely dented sonar dome banjo, and a broken antenna on the forward mast, snapped by high winds encountered throughout the first night aground.

On 05 February, CDR Christopher E. Weaver reported on board and commenced a five day turnover, ending with his relief of CDR Travis W. Parker as Commanding Officer. RADM Guilbault, COMCRUDESGRU TWELVE, visited on 11 February to observe the progress of repairs. SPRUANCE left the drydock on 20 February with two new propellers, but carried the dents in her sonar dome banjo to a later drydock availability. The cost of repair was estimated at one million dollars.

On 24 February, after completing a fast cruise and dock trials, SPRUANCE departed Pascagoula for a successful set of sea trials, arriving in Mayport three days later.

SPRUANCE completed a successful NWAT visit on 08 March, then departed one week later for Tail Proficiency Training (TPT 4-89) with COMDESRON TWO ZERO embarked. Also on board was HSL 46 Det 6 with their Lamps MK III helicopter, Magnum 444. TPT 4-89 provided extensive Anti-Submarine Warfare (ASW) training including cross-deck opportunities with an SSN. SPRUANCE returned to Mayport on 22 March and began an AVCERT Tech Assist the next day.

The "First and Finest" was underway again on 3 April for training in the JAX OPAREA including detect-to-engage scenarios, a precision anchoring, and a gunnery firing. SPRUANCE returned to homeport on 7 April where the crew replaced the AN/SQR-19 Towed Array Cable, deeply scored by a fish hook during TPT. More inspections and assists followed, including a successful NTPI and the NGFS Mobile Trainer.

May began with a fast cruise on the 1st and a sortie through a simulated minefield 24 hours later. SPRUANCE then transited north to Norfolk and anchored near Norfolk Naval Base where COMDESRON FOURTEEN embarked by small boat. The next day, SPRUANCE began her participation in SOLID SHIELD '89, transiting yet another simulated minefield in a task group of ships bound for Morehead City and Onslow Bay. Following a side-trip to anchorage near Virginia Beach, VA, SPRUANCE assumed patrol of a designated fire support area, awaiting a call-for-fire in support of an amphibious landing.

Upon return to homeport on 22 May, SPRUANCE was greeted by a 3-M inspection team. During the week of 25 May, SPRUANCE completed a JOTS/TEPEE rework, an Ammunition Administration assist visit, and installation of the DC Wire Free Communication System.

GTMTT arrived 05 June, training watchstanders and inspecting Engineering administrative programs over a four day period which included a short underway time devoted to Basic Engineering Casualty Control Exercises (BECCEs) and Main Space Fire drills. SPRUANCE was underway for one night during PMT's four-day visit from the 12th to 16th.

SPRUANCE broke COMDESRON THREE TWO's pennant mid-day the 19th in preparation for departure on SPECOPs the next day. Under the direction of Commodore Pearsall, SPRUANCE, USS JOHN L HALL, and

USNS PAWCATUCK sailed for the North Atlantic to participate in Operation ROJO 1-89. Over the next four weeks, the ROJO taskforce conducted ASW operations against real-world targets, ranging over an area stretching from the coast of Ireland to the Straits of Gibraltar.

At the conclusion of ROJO, the taskforce arrived in Greenock, Scotland on 17 July. The crew relaxed, competed in athletics with local teams, and toured historic Glasgow and Edinburgh. SPRUANCE bid farewell to Scotland and sailed on the 21st for the transit to Mayport.

Two short underway periods in the JAX OPAREA occupied SPRUANCE during August. The first trip was cut short by catastrophic damage to two of SPRUANCE's three generators. With major electrical equipment secured, SPRUANCE returned to port for repairs. During the second underway period, SPRUANCE completed a successful Combat Systems Assessment. August closed out with the beginning of COMDESRON EIGHT'S Intermediate Unit Commander's (IUC) inspection.

SPRUANCE passed the IUC inspection with flying colors and sailed for Yorktown, VA on 08 September for a pre-shipyard weapons offload. The transit was marked by a burial-at-sea ceremony in which CDR Weaver presided over the interment of two military members.

SPRUANCE arrived in Philadelphia on 14 September and entered drydock the next day, beginning a three month DSRA. The major objective of the availability was the replacement of the sonar dome rubber window and its metal banjo plate which had been severely damaged in January's grounding.

Ship's force concentrated on the installation of equipment ORDALTs, material improvement and preservation, and training. The ship's black upper masts and stacks were painted haze-grey to conform with new regulations for the uniform appearance of USN ships. On 05 October, SPRUANCE participated in a Navy-wide low-visibility/heavy weather standdown.

In November, SPRUANCE successfully completed an AVCERT assist on the 14th, and a Harpoon Material/Safety Certification on the 27th. Throughout the availability, the crew took advantage of weekend NALO flights to Mayport for family visiting and relaxation.

As major industrial work neared completion in early December, SPRUANCE intensified preparations for underway operations. A fast cruise on the fourth simulated underway watchstanding and an NGFS team trainer prepared SPRUANCE gunners for upcoming qualifications. In rapid order, SPRUANCE undocked on the 11th, completed dock trials on the 12th, and sailed the 13th for a weapons onload at Naval Weapons Station, Earle, NJ.

On 15 December, SPRUANCE departed Earle with a full combat loadout. Returning to Mayport on the 18th, the crew manned the rails with a special guest, Santa Claus, on the focsle. Holiday standdown commenced upon arrival.

With her January tragedy nearly forgotten through eleven months of consistent success and praise, the men of SPRUANCE ended 1989 with their families at a festive Christmas party at Mayport's Chief Petty Officer's Club.

Statistical Data:

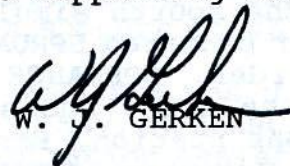
- a. Gallons of F-76 (diesel fuel, marine) burned: 3,813,547
Gallons of JP-5 used: 0
Gallons of JP-5 delivered to Helicopters: 40,286
- b. #1A Gas Turbine Module Hours: 910.4
#1B Gas Turbine Module Hours: 1147.9
#2A Gas Turbine Module Hours: 1341.5
#2B Gas Turbine Module Hours: 710.5
- #1 Gas Turbine Generator Hours: 2504.1
#2 Gas Turbine Generator Hours: 3669.2
#3 Gas Turbine Generator Hours: 1725.8
- c. Ammunition Expended:

<u>TYPE</u>	<u>ROUNDS</u>
TOMAHAWK	0
HARPOON	0
SEASPARROW	0
MK-46 TORPEDOES	1
5"54	204
20mm	1100
.50 CAL	4500
M-60	2200
M-14	2900
.12 GAUGE	840
.45 CAL	5600
GRENADE CTG (LINE GUN)	52
SRBOC	2

- d. Helo Statistics
- Total Landings: 654

IV. SUPPORTIVE DOCUMENTS.

The enclosures listed above are the supporting documents.


W. J. GERKEN