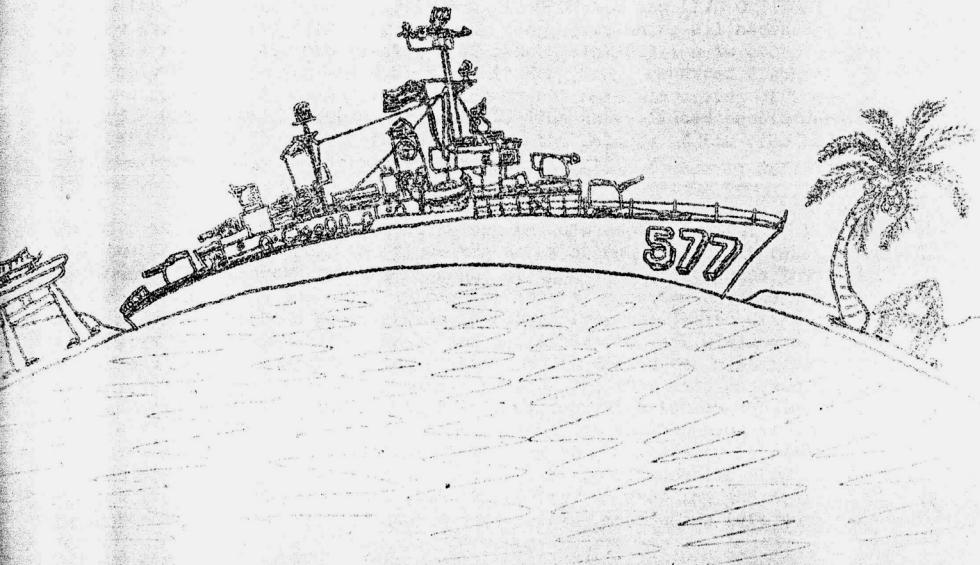


USS SPRUSTON (DD-577)
CARE OF FLEET POST OFFICE SAN FRANCISCO, CALIF.

FAMILY

GRAM



JUNE 1966

Since the last letter, we completed our first patrol, again spending over thirty days at sea. This time, however, our stint of "birdfarm chasing" was unbroken by naval gunfire support and other assignments; we spent the entire time supporting an attack carrier which launched strikes in North and South Vietnam. The skies were sunny, the seas calm and the winds very light most of the time, so much of our plane guard steaming was at very high speeds. I am proud to say that our engineering plant, in its 24th year of service, performed flawlessly. The efforts and leadership of LT GRUNWALD, the Chief Engineer, and C.A. PARSONS, BFC, L.R. ADKINS, MMC, L.W. STORTS, MMC, and W.I. PAULDING, MMC, continue to enable us to keep up with the newest and most modern ships in the Fleet.

Hong Kong, B.C.C., the fabled city of the Orient, was our next port of call. Our visit was not entirely for rest and recreation, however, as we were designated to act as "station ship." In that capacity, we were charged with furnishing support for all other U.S. ships that called during our ten day stay. D.J. LEI, PC3 and W.G. WOODS, SN, coordinated mail delivery and pick up; F.D. ROACH, IC1, supervised the movie exchange onboard (we carried an inventory of over 120 "sea prints"); LT FITCH, L.R. ADKINS, MMC, J.A. BLACK, STCS, C.E. REYNOLDS, CSCS, J.H. SMITH, SML, J.D. STEPHENS, FTOL, and B.A. MCKNIGHT, BTL, assumed duties as permanent Shore Patrol; LT COFFMAN guided the efforts of boarding officers, LT GRUNWALD and LTJG OTTINGER, who boarded each Navy ship that visited Hong Kong, furnishing all necessary information required for the visits; LTJG SCHOLL, in addition to coordinating all supply functions for the U.S. ships in Hong Kong, rendered disbursing services for several smaller ships which do not have Disbursing Officers onboard. BALZA, DK1, assisted Mr. SCHOLL. The above-listed people were kept very busy during the entire visit, but the balance of the crew had ample opportunity to enjoy the fabulous Hong Kong liberty. Many took advantage of the New Territories tour. The New Territories is an area on the Chinese mainland, adjacent to the island of Hong Kong, which is leased to the British. The tour is an especially fascinating one because of the insight it furnishes into the Chinese culture. One views the acres of recently built resettlement apartments, constructed for the hundreds of thousands of refugees that have fled Red China since the early 1950s; the tourist sees the Chinese cemetery with the remains placed above ground in stone jars; the Walled City, where the women live and work, but from where the men depart to work elsewhere, sending the income back to their families. This tour is one of the most informative and interesting one in the Far East. Many of the crew also enjoyed the tour of Hong Kong Island, including Tiger Balm Gardens, the fabled Repulse Bay, and the floating restaurants of Aberdeen Bay. But the shopping is what most of you women would appreciate best about Hong Kong. Whatever you want, chances are that it's available in Hong Kong at about one-half of what you'd pay for it in the States! What with the tours, the shopping and meals at some of the internationally-renowned restaurants, most of us left Hong Kong

with very happy hearts but very "depressed" wallets. Dodging around Typhoon Irma, we sailed for Subic Bay. Five days of rain kept us from getting much work done there, and on 25 May, we headed up to Yokosuka, steaming through fairly rough seas for part of the time. And now, following what we consider to be a successful cruise, we're homeward bound.

During the tour with the U.S. SEVENTH Fleet, we've sailed over 55,000 miles, performing such duties as plane guard for an attack carrier and naval gunfire support ship (over 1300 rounds of 5"/38 ammunition fired!), and special surveillance ship. We've replenished food, fuel, stores, and ammunition underway often; during the cruise we went alongside various replenishment ships some 67 times. Never did we experience a personnel injury - a real tribute to the efforts of D.I. CLEMENTS, BMC and J.A. BLACK, STCS, in charge of the replenishment stations, under the supervision of ENS FRINTY, ENS CRAWFORD, ENS WALDRON and, of course, our Weapons Officer, LT FITCH. During the trip, we distilled well over 1,600,000 gallons of water, ate over 25,000 lbs of meat, expended over 1300 rounds of main battery ammunition. Enough statistics? We're proud of the fact that the SPROSTON has done her job alongside the newest, most modern ships afloat. And the SPROSTON, as you well know, is not just a steel hull; her success has been the result of a team effort by your Navy-men.

And what of your Navyman? What has he been doing?

We've been continuing the SPROSTON Olympics, having conducted two sessions recently. In early May, CARRASCO, SN, PENHALL, GMG3, and MAIDL, SN, copped top honors, with M, 1st and OC Divisions winning the competition overall. Late that month, CARRASCO, and PENHALL were joined by MIZE, MM3 as the leaders of the second session. M, 1st and 3rd Divisions lead the way for this one. As of now, SPROSTON Olympic records are as follows:

Pushups	PENHALL, GMG3	58
Situps	MAIDL, SN	240
Pullups	MANN, MM3	16
Broad Jump	PEARSON, SFP3	9'6"
Jump/Reach	DERUE, MMFN	25"
One Arm Press		
Heavy Weight	BULLIVANT, FN	110 lbs.
Middle Weight	GERGER, QM3	80 lbs.
Light Weight	MIZE, MM3	90 lbs.

In early May, W.T. GOODMAN, EM3 was honored as SPROSTON's Man of the Year for 1965. He was nominated by virtue of his having been selected as a SPROSTON Man of the Month during 1965, and then was elected by a vote of the crew. GOODMAN received an engraved watch to commemorate the event.

We've had several Man of the Month selections since the last Family-gram. For March, W.L. ROSHAU, SK3, was selected from among the other nominees H.G. PITTMAN, SFP3, R.C. MUNDY, RD2, D.R. HUTTON, BM2. In April R.W. GRAY, MM2 got the nod over D.J. BURLEIGH, QMSN, P.J. HARTSOUGH, STGSN, C.R. CARLSON, SN. In May, C.G. BILL, MM2, R.C. KELSEY, SA, F. DEDIOS, SD1, and R. MALDONADO, YN3 were nominated, with MALDONADO achieving the final selection.

Recently, we conducted our first reenlistment under the new variable reenlistment bonus (VRB). Certain rates (for example sonarman, fire controlmen, mechanic mates, etc.) are termed "critical" because the Navy has difficulty reenlisting these personnel in sufficient numbers. In order to retain more of these skilled personnel in the Navy, a variable reenlistment bonus is offered. Depending on how critical the rate is, a multiple of 2, 3, or 4 times the normal reenlistment bonus is offered, up to a total of \$10,000 for the first reenlistment. C.S. BILL, MM2, for example, shipped over and will receive a total of over \$6,000 in bonus and allowances. J.F. HYNDS, ETG, who has more than 20 years of service (and therefore not eligible for VRB), shipped over for four years. In other personnel changes, A.D. DOMINGO, SH1, completed 20 years of active duty and left the ship for retirement with the Fleet Reserve. ENS WILSON, a former enlisted man commissioned from the ranks via Officer's Candidate School, has reported aboard for duty in the Engineering Department. LTJG MILLIS, recently relieved as Damage Control Assistant by ENS NIEMEYER, has departed the ship, having been selected for the U.S. Navy Destroyer School, Newport, Rhodes Island. And LTJG DULIA will shortly depart for duty on the USS BON HOMME RICHARD (CVA-31).

In late May, each division nominated a man to be honored as SPROSTON's Man of the Cruise. Personnel were nominated as follows:

First Division	HUTTON, BM2	R Division	MCHIRIDE, EM3
Second Division	PENHALL, QMG3	M Division	GRAY, MM2
Third Division	SWICK, SN	B Division	MANGUNE, BT1
OC Division	FERNANDEZ, HML	Supply Division	BALZA, DK1
OI Division	LEI, PC3		

The ballots were counted and MANGUNE, BT1 was elected, with HUTTON, BM2 and BALZA, DK1 being the runners up. MANGUNE, BT1, is the petty officer in charge of the after fire room. He has had to endure, with his "gang", excruciatingly high temperatures (1200+!) off Vietnam and has been one of the unsung heroes of the cruise. It is due to him and others like him that the SPROSTON was able to keep up the pace of the cruise. He is especially deserving - as a representative of our hardworking ETs - of this honor.

But of course the biggest news is the results of the February advancement in rate examinations. WOW! Of the number who took the test, a whopping 64% passed and 73% have been advanced! The following men were the crest of this wave to the rate indicated:

AMPROSE, R.F., QMG3	HILL, A.R., SK2	RANDALL, G.E., QMG
BECKER, G.W., MM3	KULAS, M.J., EM3	ROBERTS, E., SM3
BILL, C.G., MM2	LAW, E.L., QMG3	ROHMAL, W.L., SK3
BOFF, R.W., QMG3	LEWIS, R.L., RD3	STEWART, S.L., SFM3
BROCK, P.E., SH3	LIPINSKI, D.V., SM3	WARD, G.D., BT2
CARRIGAN, T.J., CS3	LOREE, J.M., RD3	ZADLAV, V., QMG
EATON, B.J., RM3	MARTIN, S.R., RM3	ZELINSKI, E.V., CS1
GEORGES, B.W., BT3	MERRYMAN, S.L., CS3	DORRIS, W.B., QMG3
GERGER, B.L., QM3	MIKE, H.M., MM3	GARMON, D.R., BT3
GLENN, R.E., STG2	MUNOZ, R., DC1	GETTING, D.M., BT2
GLOVER, B.O., RD2	NELSON, T.J., STG3	KELCHER, G.R., MM3
GOOLMAN, W.T., EM3	PAULEY, G.L., FOC	WHITE, E.J., CS2

GOLLE, D.E., RM2
HARRIS, D.C., BMQ3
HAYES, E.W., BT3
HIGGINS, B.W., BT3

ADAMS, M.H., RM2
HARRIS, B.H., ETR3
PITMAN, J.D., SFP3
BRACKEN, R.C., SK3

FAIR, C.M., RM2
MCKNIGHT, D.A., BR
EVITS, L.D., BT2
DEPRIES, R.L., RM2

In addition, by special shipboard examinations, the following personnel were advanced to pay grade E-3:

BENFER, R.C., SN
GODWIN, V.A., SN
WEIDNER, K.R., SN
KINNEY, M.D., RDSN
DAVID, P.R., TN
HATCH, P.J., SN
HAUSER, S.E., FN
SCHNEIDER, R.W., FN

KING, W.S., FN
PRITCHARD, T.L., FN
ROMERO, B., FN
SEGURA, F., FN
STEEN, R.W., FN
HOLT, S.M., SN
PICKENS, J.B., FN
DEJESUS, A.A., TN

TEAFF, A.G., FN
VIVES, J.R., SN
ANDERSON, J.L., SN
ELMORE, E.C., SN
EMHREY, T.J., SN
COCHRAN, P.L., RMSN
RICHARD, L.M., FN


Special E-4 advancement examinations, and regular E8/E9 (Senior Chief and Master Chief) examinations were recently given; we are awaiting the results hoping that our men will fare equally well as they did in February.

Several weeks ago, we were advised that our own SPROSTON Family-gram has won a Merit Award in a quarterly Navy-wide judging of public information publications. The Family-gram was one of the twenty-nine publications recognized; in its special category, our publication was one of two that received awards. We are proud of this unsolicited recognition. Some of you may have wondered who does the art work for the covers. Our artist is R.C. MUNDY, RD2. MUNDY hails from Oahu, appropriately enough and is also responsible for a large (8' x 10') canvas sign that we will display upon our return to Pearl Harbor. The carrier RANGER has a sign naming herself "Top Gun, SEVENTH Fleet", so we nicknamed ourself "Popgun, SEVENTH Fleet" and MUNDY used his artistic ability to paint us a sign to denote this fact. We are pleased to have a man of his ability onboard; undoubtedly, our selection for a Merit Award stemmed, in a good measure, from his artistically designed covers.

As a final bit of news, culminating six months' efforts, the Captain's Cup was won by LTJG SCHOLL's Supply Division. Headed up by C.E. REYNOLDS, CSCS, H. REED, SKC, R.H. BALZA, DK1, and A. DOMINGO, SR1, this division accumulated the greatest number of points in inspections, conduct ashore, SPROSTON Olympics, Man of the Month competition, etc., and topped all other divisions. LTJG SCHOLL is to be congratulated for his leadership which produced such excellent results. There was a tie for second place between First Division, under ENS WALIRON and D.I. CLEMENTS, BMC, and M Division, lead by ENS WILSON, with L.R. ADKINS, MMC, W.I. PAULDING, MMC, and L.W. STORTS, MMC. Third place, coincidentally enough, was taken by the Ship's smallest division (13 men), Third Division, lead by ENS PRINTY and J.A. BLACK, STCS. All four of these top divisions were very close in the competition and all deserve special recognition for their cruise-long efforts.

And so, we conclude this last in our current series of WestFac Family-grams. I am most grateful for the support you have given to your SPRUSTON sailor and to the ship by your frequent, cheerful letters. The successes that the ship enjoyed "on the line" can only be attributed to the superior performance of each and every member of the crew. Your SPRUSTON sailors have conducted themselves - aboard and ashore - in the highest tradition of the Naval service. You indeed have a right to be proud of them.

Sincerely,



R. L. HOFFMAN
Commander, U.S. Navy
Commanding Officer