

HISTORY OF U.S.S. SPROSTON (DD 577)

The SPROSTON was built at the Yard of Consolidated Steel Corporation, Orange, Texas, and was placed in Commission on May 19th, 1943.

The first few months of the ship's life were spent operating between Galveston, New Orleans, Charleston, Guantanamo. In August of 1943 the SPROSTON reported for training duty at Norfolk, Virginia and also at Trinidad.

The ship passed through the Panama Canal on the 4th of November enroute to Pearl Harbor, T.H. Arriving at Pearl Harbor the ship was ordered to proceed to Dutch Harbor in the Aleutian Island Area.

On the fourth of February 1944, first action with the enemy was experienced. Shore bombardment operations on Paramushiro Islands were carried out.

During the time through February and June of 1944 found the SPROSTON engaged in patrol work in areas about the Sea of Okhotsk, Massacre Bay, Kuluk Bay. The SPROSTON with Task Force 94 was the first U.S. Naval war vessel to enter the Sea of Okhotsk.

The 13th of June 1944 the ship was ordered to carry out Shore Bombardment operations on Matsuma Island. The objective was to destroy enemy shipping, installations, and planes. The results were believed to have been excellent but because of zero visibility, so prevalent in that area, damage to the enemy was not observed.

Two weeks later Kurabu Zaki in Paramushiro was bombarded. Six small surface targets were engaged, they were believed to be Japanese Patrol and picket boats, with the resulting damage of five and sinking of one. *Damaged 5 Sunk 1*

In August of that year the U.S.S. SPROSTON proceeded to San Francisco and moored for ten days. From here the ship moved westward to Pearl Harbor where it was attached for training and exercise purposes.

The 20th of October found this ship with it's first contact with the enemy in the South Pacific Areas, an enemy plane was fired upon. The 25th in Leyte Gulf the first enemy plane was destroyed by the SPROSTON, it was brought down in flames. *1*

The 15th of November 1944, while still in Leyte Gulf. the transport force that the SPROSTON was screening was attacked by five Japanese fighters. The attacking enemy planes were brought down by the screen, this ship accounting for two of the planes. *2*

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Another notch for planes was added on the 8th of January, 1945, when a Jap plane was shot down by the SPROSTON's guns while enroute to Luzon.

On the 21st of March, the ship left Guam for Kerama Retto to commence operations in the battle for Okinawa. On the 26th a Jap Jill was shot down while operating at Kerama Retto.

On the 2nd of April the SPROSTON was involved in call fire operation on Makimunito Saki. That morning the ship's guns destroyed two enemy pill boxes and set a warehouse afire. That evening the SPROSTON commenced harrassing fire in a given area on Okinawa.

On April 4th a near miss was received from a Jap dive bomber, no personnel casualties were experienced but casualty to vital equipment was received. This action forced the SPROSTON to retire to Guam for repairs.

The 30th of April, 1945, found the SPROSTON back in the Okinawa areas assigned to Radar Picket duty. This period of duty terminating the 4th of June was the most active the ship had ever seen. The ship was constantly under direct attack by Jap planes, and many times found the SPROSTON being relieved by destroyers that were damaged or sunk a few hours later. During this time one Jap plane was shot down and three others were shot down together with the WADSWORTH and BRADFORD. 1  
3

The 4th of June the SPROSTON was ordered to begin screening a light escort carrier task force which it continued to do until the 24th of the month when orders were received to proceed to a Westcoast yard for overhaul and repairs.

While enroute singularly homeward from Siapan to Eniwetok the U.S.S. ANTARES was discovered to be under attack by two enemy submarines. The SPROSTON immediately closed to the rescue. The ship commenced making depth charge runs resulting in an observed oil slick. After numerous runs one of the subs surfaced and was sunk by main battery gun fire. The other submarine was sunk the following day by air action, when our planes followed the oil slick from the area. 2 Subs

14th July arrived in San Francisco for repairs and overhaul.

5th October arrived in San Diego and reported to the Commander Reserve Fleet for inactive duty.

- Oct 18 - Left New York (Bayonne Dry Dock)  
Oct 21 - Left Portland Maine  
Nov. 7, 1943 Panama Canal  
Nov. 12-13 San Francisco (took on passengers)  
Nov 18 - Pearl Harbor (rough sea)  
Nov. 26 - Left Pearl Harbor for Adak  
Dec 1 Arrived Adak - ready duty until  
Dec 6 Rescued Russian cargo ship -  
out to sea 4 days (rough)  
Dec 10-11 Back in Adak  
Dec 11-20 Manuevers with Cruisers  
Richmond - Detroit - Raleigh -  
Dec 20. Shifted flag to Pickens  
Left for Dutch Harbor beer party  
and recreation.  
Jan 1 Still at Dutch Harbor  
Jan 2 Underway for Adak & Sand Bay  
Jan 3-30 Manuevers & mock raids in  
prep for Paramushiro -

V.-MAIL