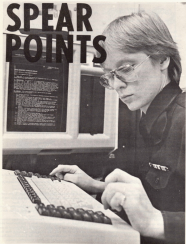


SPEAR POINTS





CAPTAIN'S LINE

The L.T. SPAN is a GREEN Submarine Tender, the primary element in "mobile factories" and a new ship to our fleet in capability to provide repair and all necessary support services to ships and submarines assigned to us for ongoing operations. We are a mobile factory and support base facility. Capable, as we demonstrated last year in the Indian Ocean, of receiving thousands of miles from home port to receive arms and providing repair/support services to ships at-sea. This capability to move and make in distant areas in support of US Navy ships is our only reason to exist. If all we ever did was repair submarines at their 60 to 90-day intervals we wouldn't need a ship. We could build a factory or maintenance facility where to carry out their mission. It is particularly challenging for us to be fully ready at all times to deploy when on a day-to-day basis here in Hawaii our job of supporting submarines only requires a part of our built-in capability. Our challenge is to retain our normal work while maintaining all of the equipment, training and personnel qualifications necessary to deploy, fully self-

sufficient, if our country needs our services overseas. We must continually remain ready to be all departments depend on one another while deployed, for us to function as an effective tender overseas. Our training and personnel qualifications programs in all departments must insure that we are ready for deployed operations. We must also maintain the readiness and capability of all systems, equipment and base. Our O&P and work policies need to be correct at all times and we must actively work to correct all deficiencies. If we are not trained and materially ready we cannot fulfill our mission. We have a unique and impressive ship. It is of great value to the submarine force, our navy and our country. Just as important, however, is our crew. There are countless outstanding dignitaries who are the cream of the competitive sea individuals in the Navy and as citizens. It is a pleasure to work and serve with these dignitaries.

John E. Farrell
 JOHN E. FARRELL, CAPT, USN
 COMMANDING OFFICER

Spac Points Staff

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MEMORANDUM

The deadline for submitting news articles for this office for publication is the first and third Fridays of the month. If you want news from your division or special interest stories to be included in the paper, please have it in the office's office of least two to three days before the deadline.

The SPAN POINTS Staff welcomes and encourages any input from the crew to be edited, reviewed and printed in future issues. Any human interest stories, special events or interesting subject the policy will be accepted. Please keep articles short, clear and informative.

The SPAN POINTS is an authorized unofficial publication of the USN L.T. SPAN (SSM). The editorial and news content of this publication are not necessarily the views of the Department of Defense, the Department of the Navy or the Command and should not be considered as such. The SPAN POINTS is published by and for the crew every two weeks, and is printed in the L.T. SPAN's print shop with non-appropriated funds in accordance with NAFCEN PII. We solicit items of interest from the Officers and Crew, but reserve the right of editorial control. SPAN POINTS reviews material from the Armed Forces Press Service and materials sent to the AFPS may not be reprinted without written permission of the Armed Forces Press Service.



MEANS THE CHAPLAIN WELLS

Since the arrival on board SPEAR, Chaplain Wells has been the Executive Editor for SPEAR'S Newspaper and Center Book, in addition to the other duties. The SPEAR Police Force at 11 February 81 was the last with Chaplain Wells at the helm as Executive Editor. With the new SPEAR'S Newspaper being under the supervision of the Public Affairs Office.

At this time I would like to extend to Chaplain Wells my personal gratitude for the assistance I received while on the cover team, staff and as Managing Editor of the Newspaper. We all appreciate your efforts, Chaplain Wells, in handling the needs of the crew. Thanks for all the extra hours that you've

SINCERELY,
BOB STREET



FLYING HIGH

Yesterday is really the day! It only I had used for food I could be on the beach right now having a great time and doing what I want to do. Instead I've been doing extra duty. That 200000 the Captain took would have really come in handy for me as you know, now I'll be late for work. The thing about that was I'm sorry to know through this I'm going to have to take it upon myself I got tired.

Some friends tried to tell me about getting a loan on the ship. Now I know it, nobody could tell me anything, now I'm back

New Supply ADP course

WASHINGTON (MIL) — The Naval Education and Training Program Development Center has initiated a correspondence course for the Navy career-oriented midshipman and/or data processor. The course is entitled, *Midshipman/Ensigns Automated Data Processing System—End Use (M/ADP/ESU) Support Procedures*.

Course Number:

NAEPREP Pub 101, Report 3, Midshipman/Ensigns Automated Data Processing System—End Use (M/ADP/ESU) Support Procedures.

Course Number:

NAEPREP 1001.

Course Objective:

To provide a method of training supply personnel who are involved in data processing becoming involved with the Midshipman/Ensigns Automated Data Processing System. You will demonstrate your understanding of course materials by correctly answering questions in the following subject areas: the introduction to the system, files, tables, database identification and controls, material procurement, receipt, custody and storage, material requisitioning, inventory management and cost account reports.

Course Length:

17 assignments, evaluated at 20 Naval Reserve retirement points.

Information about ordering this and other correspondence courses may be obtained from your educational service office.

you know? Now I'm really lost. I've got an NRP to do now. Midshipman are not to take that into consideration when I get job finding later.

Now is the time to see "it" only... Things are would have been different if I had it to the point.

Some things just can't wait. He might what my attitude is about the Navy I know I can see it for a good reference and experi-

ment if I can just grow up and take advantage of the opportunity. So from now on I'm going to watch myself and do what I've told. After all they really don't ask me to do the work. Besides they are right. I was 200000!

BOB,

Especially at Night

Road Runners Risk Death

While joggers increasingly everywhere you look on the roads these days, some precautions to be taken for both drivers and joggers.

Regardless of how many joggers there seem to be on the roads, a recent study showed, surprisingly enough, that only a small portion of the more than 3,000 public, city dwellers and some of thousands of pedestrians surveyed each year involved joggers.

In fact, there only were 10 percent of the estimated 10 million joggers.

Thirty of the joggers were killed, and the other 80 were seriously injured.

More than half of the reported collisions—and about two-thirds of the total collisions—involved driving left-to-right lanes.

An analysis of the accidents showed that joggers were responsible for about a third of the injuries, drivers were responsible for another third of the accidents, and in the remaining cases, joggers and drivers shared responsibility.

Twenty-three of the 80 collisions involved driver negligence, including inattention, driving while intoxicated, or driving under the influence of other drugs.

Two-thirds of the injuries involved in crashes that involved



Almost all of the joggers were running on public roads when they were struck. In 20 collisions, joggers were running in the same direction as traffic. Twenty additional collisions involved these joggers running against traffic, causing serious road blockages, resulting in injuries, or causing roads to become closed. In 60 collisions, two or more persons were jogging together.

Results of the study indicated that there is additional risk while jogging after dark, when jogging with a dog group, and while jogging on roadways in the same direction as traffic.

Free Advice

If you are a jogger and use the roads at night at night, a few words of advice.

—When running at night, wear reflective clothing and reflective materials.

—Run against, rather than with, traffic in order to minimize and avoid the

movement of vehicles in the opposite lane.

—Always run close enough to the edge of the road that vehicles in the opposite lane do not have to change their paths.

—If running with others where there is not enough room on the shoulder for more than one, run single file.

CO-SIGNERS

Face
Trouble



It seems like a small thing to do, signing for a \$10, 15, loan, do you get them... call do it.

But, instead of helping your friend, you're likely to lose both the friendship and the money you assigned him. Everything means that you say the loan back if your friend doesn't pay.

When you're asked to sign for a loan, don't be too easily sympathetic. Take a few minutes to think the request through. It's an awful favor your friend or relative is asking.

Your friend needs a co-signer because his or her credit isn't too hot and the business, Oh, perhaps it's a bad credit rating that's blocking the loan. Whatever the reason, you should realize that you have to pay off the loan if your friend doesn't make the payments.

You could be doing your friend a favor by not agreeing to co-sign. You surely will be doing your self a favor.

Save Your Bucks— Devices Don't Work

"What is making some of these devices fail?"

That's the question the most common engine and other experts pose when buyers ask about the devices on the market to save gas.

You're with the car in your city neighborhood. "Get out of the yellow, for you had better be left!" "Yes, up to 10 days a year of driving absolutely free—the secret to making the best, no-figure drive ever last."

What's Real?

Of the several featured "gadgets" on the market in one particular case, "how long do they last on all, several may be marginal, and a number may actually do harm," according to Philip Stone of the Chicago Attorney's Office, Madison, Wis. area.

Some of the devices which make engine temperatures in the negative are—

—Air blinks which are installed between the positive pressure ventilation (PPV) valve and the engine intake system. They are supposed to allow additional air to enter before the engine gets a mix of wrong gas/air under certain conditions. They can increase engine wear and ring seal/valve leakage.

—Fuel additives which are claimed to clean the fuel system and improve combustion. Some fuel device companies have no generally set oil/brand and in some car models may create differences in engine performance.

—Inhibitors or various other engine additives which offer general engine cleaning and increased engine performance by reducing friction. Some have claims to major improvements.

If you're really interested in saving gas there are several proven ways to do this. First of all, drive slowly, maintaining about 40 to 45 mph when you are city driving, unless it is required. Usually, if you do drive, drive conservatively and at moderate speeds.



GET SMART



Are you planning to enroll in graduate school and need the Uniformed Services University (USUHS) for Veterans' Benefits for Navy Cadets for full-tuition? Write to: Building 444 for scholarship information. The cost is \$20,000 for the stipend and \$20,000 for the advanced fee. Phone: The USUHS for specific details for monthly Graduate Storage fees. The fee for July through September is \$20,000.

So Good! Sugar's Hiding!

It's a recognized fact now that sugar causes tooth decay.

So, most of us do more with eating candy bars and other sweets.

Instead we concentrate on prepared foods and without realizing the extra candy bars in a great amount of "hidden" sugar.

The highest use of sugar derived from its plants per person per year in 1954 to 55 pounds in 1970.

However, during the same period, natural sugar use by the food and beverage industry increased from 25 to 70 pounds per person.

If you're looking for ways to eat foods as fruits or cereals, read the ingredient labels on packaged foods. Sugar will probably be one of the ingredients listed, but there are plenty of "hidden" sugars. They go under the names of dextrose, fructose, sucrose, glucose, dextran, cane syrup, corn sweetener, natural sweetener, brown sugar, and honey.

Whatever they're called, they all add up to sugar—and they add calories with little or no nutrition.





DIVISION UP CLOSE

R-2 A MACHINERY

Machinery Division, R-2, is headed by WACB Becker at the Machine Shop. The division is made up of several shops including Machine Shop, WMS-1 LAB (Mechanical Instrument Repair & Calibration Shop), Optical Shop, Repair Shop, and Key & Lock Shop.

Machinery Equipment Chief level is in charge of the Machine Shop which repairs and manufactures various parts of equipment for the loads attached to Spacelab DS. This can include working from manufacturing small precision parts to very intricate parts, including pumps and valves which are sold to the customer. The First Machine Shop also has capabilities of metal building by use of electroplating. The electroplating method

using various chemical solutions. The Repairing Shop is also within the R-2's space and is operated by WACB Jones. It repairs some tape, instrument platters and various tape for components built on the DS-2A, our launch case.

Instrumentation First Class Kelly is in charge of the WMS-1 Lab. This shop does calibration on pressure gauges, depth gauges, and various gauges (under water) which measure atmospheric changes. They also calibrate precision measuring instruments. The Typewriter Repair Shop and Watch Shop is also within the R-2's area with the Typewriter Repair Shop being one of all other machines and the Watch Shop taking care of all watches level.

Optical was Chief Baker is in charge of the Optical Shop which provides and repairs periscopes. This includes optical alignment on scope bearings. They also repair and produce maintenance binoculars, webcams, stadiometers and various other optical and navigational instruments.

Another shop within the division is the Key and Lock Shop managed by WACB Shing and WACB Fisher. They typically do everything from fixing door locks and repairing keys to working on locks, opening the most complicated door types from a lock in, to the complete changing of the combination.

Anyone who is interested in further information about R-2 is encouraged to stop by and inquire with one of the above listed persons.

WRITTEN BY
WACB S.A. Spangler



Gardens

SAB

Prior to discussing recent developments in the SAB program, being statements about how SAB award levels are determined are considered appropriate. During the award level determination process, the number of positions in a category compared with the total that rating is required to be. Position levels are also obtained. Utilizing these two data inputs, SAB award levels are assigned. A complete review of the program is conducted a minimum of once a year. The results of these reviews are the most recent year program announcements and also in the beginning of the new fiscal year and a spring program modification status announcement changes that have occurred in training levels and retention performance since the commencement of the fiscal year.

Two award systems were made by the SAB program. New SAB award levels for FY-81 were recently announced by NSASOP. SAB-80 and continued status of the program was established at the headquarters level. The FY-81 SAB program reflects a positive growth from past programs and recognizes the Navy's growth need for supporting the training in our most critically supported ratings. It is designed to maintain the high pace of SAB requirements announced in FY-80 and has been further adjusted by SAB requests recently received by Area C ratings personnel. Certain rating codes of the program related to the growing number of SAB requirements in FY-81, the high cost of their requirement maintenance program does require some due to long lead payments, and the inherent reporting steps which have produced intermediate final ratings. Most of the requirements from the 11-100, 1000, 10000-1 1000 announced a procedure status update, for all SAB requirements must be provided to the SAB office. The action enables headquarters to have "real time" accountability of expenditures which is essential to support Navy budget submissions to Department of Defense and Congressional levels. The current procedure was not intended to hinder SAB requirements and so to ensure that the SAB, 10000-100 which handles the processing procedure has been during routine processing since those days. Input requests can be approved by telephone with message format SAUFOPM 22-0000, commercial (202) 692-0000.

Continuing fiscal management of the headquarters level and the SAB requirements a process will allow us to maintain a healthy and effective SAB program.

LOAN B. MORE LHM
Assistant to Director/Plan
(OP-1500-1)

Each work day counting more than 22 million Americans drive to work alone. If just half of those commuters had climbed up, the country could have saved 14.7 million gallons of gasoline each day. That's 175,000 barrels of oil.



SPECIAL SERVICES

U.S. OPEN SWELING STAGES

Annually, U.S. OPEN is having a exciting league on Wednesday nights. The league started in September and will run through the month of April. The league consists of nine teams. They are the NEROC LAB, CPN, Redford, CH-4, BARDON, 1-1 on the Coast, Station, Veterans and the Librarians.

As for the CPNs are in third place with Station and CH-4 in second and Red place respectively.

High speed Swelling go for
 BOB CLARE MEN;
 BOB LIND BOB
 BOB CLARE WOMEN;
 PERRY SPONKOLE BOB
 BOB LIND BOB;
 BOB LIND BOB
 TERRY BILBOBOBO BOB
 BOB SPONKOLE WOMEN;
 PERRY SPONKOLE BOB

The league is still looking for talented bowlers. If you are interested in competing in the U.S. OPEN Bowling League contact BOB Lind at 837-100.

BOB LIND
 SWELLING 1007-1010





Happy Birthday!

TO THE L.T. SPEAR (AS-10)
CELEBRATING ELEVENTH
ANNIVERSARY

Named for Lawrence Tech (Spaw), one of the founders of modern-day submarines, the last attack submarine tender celebrated her eleventh birthday on 20 February 1968.

During the eleven years since her commissioning, L.T. SPEAR (AS-10) has been the focus of a number of unusual or noteworthy events. Her life in the Navy began in an unusual fashion as L.T. SPEAR was the FIRST vessel named ever to be dedicated (27 September 1956) from the keel of her sister ship, the USS HUSSON (AS-17). Additionally, due to the physical constraints of the shipyard, the christening took place from the stern rather than from the traditional bow.

In November 1958, L.T. SPEAR was one of the first five Navy ships to receive women as permanent crew members when her first two female officers reported on board. In March of 1959, approximately 100 colored female communications were assigned, and the first female Chaplain permanently designated in a world vessel reported on board early in 1960.

In February of 1960, this ship was notified it had one month to prepare for a four and one-half month deployment to the Indian Ocean, the first ever for a ship of this type. On 21 March 1960,

L.T. SPEAR commenced two months of continuous tender service to submarines, surface vessels and shore commands. At any time during this period it was as if ten vessels could be found under the flag. L.T. SPEAR with varied and important operations ranging by both region with either the shore establishment or supply ship.

Upon her departure from the Indian Ocean, L.T. SPEAR received many kudos with the most abundant being from the Chief of Naval Operations. Our crew reported they well deserved great kudos. We visited Egypt, Jordan, Greece and Malaysia. This deployment also found L.T. SPEAR transiting the Suez Canal twice, and producing approximately 6000 new shaft-hubs by cranking the capstan on both legs of the journey, 100 of the latter being repairs.

A direct result of the Indian Ocean deployment was the commissioning of the area into a more clearly laid "family". This was aptly demonstrated by the former deployed on one individual as an interest in the US which named "SPEAR CAN DO, HUSSON MORE, CAN DO AGAIN".

As L.T. SPEAR enters her second decade of good service, it is our hope that it prove even more fruitful in accomplishing those for best, Happy Eleventh Birthday to USS L.T. SPEAR (AS-10)!

Lots of people do not realize that communication transmittals are ultimately likely to be depending on personnel. "Literary" class, culture and unique judgment. A British study showed that stress on social communication are five times more likely to have an accident than otherwise.

WRITE OFF INFLATION!

THE ONLY WAY TO PROTECT YOUR MONEY FROM INFLATION IS TO INVEST IN STOCKS.



Buy your own shares of common stock today.

PLEASED!

Wrote an agent's name for him.

Especially the first one showed up.

And then an agent called, I got my printing and books.

There is no need to explain, if we say a show show, if you are going to be, if a different part or show, I don't want a magazine subscription.

Thank you, I don't want to lose your knowledge.

By Theodore L. Brown, RRT





FLASH BACK

Do you remember the tremendous challenge the SP4AM was about to undertake at this time last year? In fact you were not a part of the SP4AM family, the following is history.

During the month of February 1980, Captain Korman announced that SP4AM was officially departing for her first extended deployment to the Indian Ocean. We had only one month to prepare for this underway period. Every day there were constantly loaded aircraft. Everyone got in longer hours because we all knew the next few months were going to be very hectic. The SP4AM accepted her challenge and succeeded in every aspect of her mission.

These personnel who were a part of her crew during the time period of March 1980 to August 1981 will cherish their working parties, long hours and fun parts of call. Even though it has been one year we still remember the stress, the long watches and the feeling of status at the arrival of USS AJAX to Diego Garcia. For those of us who cherish the memories and wear the ribbons, your outstanding performance and the pride you took in carrying out your orders will long be remembered and appreciated by those who partipated and graduated from the watches you so did!

1981

"If we could get just one-quarter of all spending American dollars to only make 50 each, it has been estimated we could have 100,000 barrels of oil per day." Department of Energy.

A Rapist's Best Friend:

THE JOKER

Experts say you don't have to actually be a rapist to be part of the rape problem. Just by supporting the rapist about rape—"I'm sure, every woman wants to be taken by force"—or by selling used old rape jokes—"When rape is inevitable, be hard and enjoy it"—you help maintain the atmosphere that rape is something other than a major violent crime.

What wouldn't the

rapist, the sexual violator, or the one that give us have his crime blamed by the public as "too big deal"? Or to have people think the victims were at least partly responsible for the crime? A tolerant or apathetic public attitude toward rape can provide a setting that makes rape more likely to occur and the rapist more likely gone unpunished.



"Progress? Never! Not that!"

