

SPEAR

POINTS

PUBLISHED
SEMI-MONTHLY

FOR THE CREW
BY THE CREW

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30 MAY 1980

"BOAT CREW—NECESSITY OF LIFE"



(Story on page 12)

Chaplain's Corner



"LIBERTY ON FANTASY ISLAND!"

"Welcome to fantasy island". I've been seeing that on messages recently between us and the ships coming to us for repairs. Diego Garcia is very much a fantasy island. That there is a lack of recreational facilities, clubs, etc. is so obvious as to be hardly worth mentioning. Liberty is an on again, off again proposition as other fleet units come and go. And yet, I've been talking to many sailors about the chance to get ashore and what they thought about the island - the answers I get back lend me to wonder if we all are talking about the same place. I've been wondering, too, if the responses I get aren't indicative of the sailor who is talking. Some people hit the beach just to get drunk. They wake up the next morning feeling rotten, and then complain about how lousy it is over there. Others go shelling, lie on the beach, or play softball, go on picnics, and have a good time. Still others just sit on the ship and complain about how bad the liberty policy is, and "why do we have to give up our liberty for others", and how much red tape is involved in trying to go on liberty, and never go ashore.

Liberty on Diego Garcia is exactly what people make of it. And this deployment is also what we make of it. There are some sailors on SPEAR who are determined to be miserable the entire deployment. And they're doing a great job of it - and making everyone else around them miserable, too. Others see this as a chance to grow professionally, and are working hard to get somewhere. One area I've noticed as only one example, is how much more skilled our small boat crews are today than they were when we left Norfolk. Still other people are doing some off duty studying, to make use of their time.

There is one fact about this deployment that neither the Captain nor anyone else can change - it will take just as many minutes to get home if you are miserable as it will if you choose to make this a worthwhile experience. If you choose to make yourself miserable, however, it is going to seem like forever. This deployment, just like the island, and in fact, life itself, is what you choose to make it. Which way will you make it?

The SPEAR POINTS is an authorized unofficial publication of the USS L. Y. SPEAR (AS-36). The editorials and news content of this publication are not necessarily the views of the Department of Defense, the Department of the Navy or this Command and should not be considered as such. The SPEAR POINTS is published by and for the crew every two weeks, and is printed in the L.Y. SPEAR print shop with non-appropriated funds in accordance with NAVEXOS P-35. We solicit items of interest from the Officers and Crew, but reserve the right of editorial control. SPEAR POINTS receives material from the Armed Forces Press Service and materials credited to the AFPS may not be reprinted without written permission of the Armed Forces Press Service.

IN MEMORIAM

FIREMAN APPRENTICE
JEFFERY L. SELLERS
MOULDER

UNITED STATES NAVY
2 NOVEMBER 1959 - 22 MAY 1980

I am the resurrection and life; he who believes in me, though he is dead will live on, and whoever has life, and has faith in me, to all eternity cannot die.

SPEAR POINTS STAFF

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DEADLINE

The deadline for submitting news articles to 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 editor's office at least two to three days before the deadline.

The SPEAR 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 something original like poetry will be accepted. Please keep articles short, clear and informative.



HT1 SCHEIBLE RETIRES

On June 5th, 1980, HT1 Charles J. SCHEIBLE, MAA Force will transfer to the Fleet Reserve with 20 years active Naval Service. Spending the majority of his twenty years aboard submarine tenders such as USS BUSHNELL, HUNLEY, GILMORE and USS PHINX ARL-24, HT1 SCHEIBLE spent two tours on L. Y. SPEAR. After transferring to SPEAR from Nuclear Weapons Supply Command, Norfolk Va. in Dec. 77, HT1 SCHEIBLE worked in the Pipe Shop, was leading Petty Officer in the Carpenter Shop, and was a member of the Master-at-Arms Force for his last 14 months on board SPEAR. Upon departing SPEAR, HT1 SCHEIBLE commented, "I have enjoyed my tour on board and the people I worked with, I would like to wish you all a safe journey home". We the staff, would like to wish Petty Officer SCHEIBLE good luck and much happiness in his future challenges!



"WLYS RADIO - 50 WATTS OF RAW POWER"

"WLYS RADIO" is L. Y. SPEARS answer to K-94! WLYS Radio is diligently operated by the ships IC gang. The DJ's consist of IC2 "IB" GORDON, IC2 VAN PATTEN, IC3 WOLF and IC4 SHANNON. They play a large variety of musical entertainment from country, soul, easy listening, rock, classical, blues and even the big band sound. WLYS Radio airs each day from 1100-2200 on four channels. Upon being christened in February 1978, WLYS Radio expanded their capabilities where they now operate with two Realistic turntables, cassette deck, and Dynaloc reel to reel.

The DJ's of WLYS Radio offer some of the most popular artists from Led Zeppelin, Michael Jackson, Mozart, Barry Manilow and for the country and western lovers on SPEAR, Dolly Parton!

All of the personnel operating L. Y. SPEARS Radio Station do so in addition to their primary duties. The IC gang work hard to add a little entertainment to the crew of L. Y. SPEAR. They consider it a pleasure to serve the crew and welcome any requests and dedications by dialing Ext. 300 or stop in and say hello, WLYS Radio is located on 2-66-2-A.

"DO YOU KNOW YOUR COUNSELOR?"

I believe that counseling is an essential part of each persons life, whether we are in the military or choose a civilian career. Counseling and the proper attitude helps people advance in their chosen vocation. On SPEAR, we have 37 departmental and divisional career counselors. It pays to know your counselors and to utilize them:

Command Counselor
OPS/NAV/COMM

Deck
Repair

R-0/6

R-1A

R-1B

R-1C

R-2A

R-2B

R-3

R-4

R-5

R-7

R-8

Weapons Repair

W-0

W-1

W-2

W-3

W-6

Engineering

A DIV.

B DIV.

DC DIV.

E DIV.

M DIV.

Supply

S-1

S-2

S-3

S-4

S-6

S-7

S-8

S-9

Medical

Dental

Admin

These divisional representatives are there to help you with everything from school quotas, re-enlistment incentives to enrolling you in the right college and vocation of your choice!

BMI DUNN

SM1 WILLIAMS

BMI McDANIEL

YN1 DUESSEN

YN1 DUESSEN

HT1 JONES

HTC SMITH

HT2 LANDERER

MR1 CONNORS

MM2 GEE

EM1 DINOSO

ETC ADLIS/ET2 AHLBORN

MM1 TRAUTMANN

HT1 COLBY

HT2 HOFFMAN

CWO2 DERRICOTE

TM1 McKAY

TM1 McKAY

CWO2 DERRICOTE

TM1 HUGHES

TM2 LESLIE

MM1 MITCHELL

MM2 ALINEA

BT2 NELSON

HT2 SANDERS

EM1 COBARRUBIA

MM2 LITTLE

MS1 WILCOX

SK1 DONOVAN

MS1 WILCOX

SH1 ORMSBY

DKC MERRITT

SKC RAMIREZ

SK1 LOVE

DPC MATTESON

SK2 ALLEN

HM1 STOKES

DTCS HENRY

BMI DUNN

SPEAR SAFETY TEAM

SAFETY IS EVERYBODY'S BUSINESS!!!



LCDR BATES
SAFETY OFFICER
P & E



ENC BYRD
ASST SAFETY OFFICER
3-M



TMI FOX
WEAPONS



TMI McKay
WEAPONS



HTI COLBY
R-7

The L. Y. SPEAR Safety Team, headed by LCDR BATES and ENC BYRD is comprised of TMI FOX and TMI McKay from Weapons and HTI COLBY out of Repair and has the primary function of promoting and insuring awareness of safety throughout the ship. It is important to note that the objective of the safety program is to enhance operational readiness by reducing the number of deaths and injuries to personnel and losses and damages to material from accidental causes.

Safety, much like training, is a command responsibility and therefore is implemented through the chain of command. Each echelon of command and supervisory levels have responsibilities, in training and in day-to-day supervision of both routine and specialized tasks. It is not the safety team itself that makes a unit or crew less hazardous, but rather the planned and coordinated activities of the crew acting as teams and subteams within the framework of the safety program that will achieve a high state of hazard awareness. The primary responsibility for safety lies with everyone. Although the members of the safety team have clear-cut responsibilities with regard to monitoring and evaluating accident prevention, this in no way relieves others of their responsibility. Rather, the purpose of the safety organization is to ensure a more efficient management of the overall safety program.

The policing system, of course, is one of self-policing by both supervisory personnel and workers. Complacency, haste to complete a job, and the "it can't happen to me" attitude all tend to mitigate against the effectiveness of the self-policing system in the safety area. The safety organization must continually monitor the measure taken to ensure that the unit meets the established safety standards and criteria. Thorough monitoring is necessary to determine the adequacy of the units safety standards and to recommend new standards, when appropriate or necessary; to correct and otherwise hazardous condition.

Again, safety is the responsibility of all hands and should be handled through the chain of command. Support your Safety Team, do an effective job through the cooperation of everyone and make your ship a safer place to work and live.

ENC BYRD



**WIPE
UPS...**

**PICK
UPS...**



**PREVENT
SLIP
UPS!**



SPECIAL SERVICES

"Softball"

So far we have had some pretty good softball games. It looks as if Weapons and the Wardroom are among the best softball teams so far. The standings after May 22nd are as follows:

Weapons = 2-0

A Div. = 1-0

R-4 = 1-0

S-3 = 1-0

Wardroom = 1-1

R-7 = 1-0

R-1A = 1-1

COMM. = 1-1

R-2A = 1-1

S-2 = 1-1

Deck = 0-1

RO/R-6 = 0-1

R-8 = 1-0

X DIV. = 0-1

"BINGO"

Bingo has been going pretty good so far but we still need more people to play. Watch the P.O.D. for times and dates. Other events in the future will be a spade card tournament and a backgammon tournament with the Baton Rouge.

"Divisional Sports"

Special Services is trying to get more divisional sports organized other than softball. Upcoming events include darts, volleyball, and bowling. Be sure to watch the P.O.D. for more details.

"SHELLING"

If you haven't gone shelling on the island yet, you don't know what you're missing. Some of the worlds most beautiful shells are found right here in Diego Garcia. LTJG BURKE, Special Services Officer, is currently working on establishing a shell display to show all the different shells found at Diego Garcia. Any member of the crew is welcomed and encouraged to donate unique or unusual shells for the display. Your name will be mounted beneath your shell as your contribution and a remembrance of SPEARS Indian Ocean cruise. If you're interested in donating shells or would like to help put the display together please contact LTJG BURKE at Ext. 287 or 389.

"Divisional Parties"

If you are having a division party or organized sport event and you are in dire need of beer or soda, pick up a request form from the athletic gear locker. Forms must be turned in twenty four hours prior to your event. Just a reminder there will be no gear checked out from the gear locker longer than 24-hours. This is so everyone can have equal opportunity to utilize the equipment.

"JOGGING"

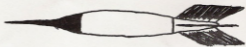
The jogging club is now out and running! If you still wish to jog call OS1 SHELL at 288/285.

"Suggestions"

If you need anything or have any suggestions concerning special services or the athletic gear locker, see me, SKSN LUND, in the Athletic Gear Locker, or call me at Ext. 389.

"Womens Softball"

The L. Y. SPEAR Womens softball team is now being organized to play any challenging opponents to practice for this years 5th Naval District Tournament. Last years girls took second place in the tournament and are looking for first place this year. Any WINS interested in joining, contact PN2 BECK at Ext. 400, SK2 ALLEN Ext. 398, or RM2 HALL at Ext. 485!



"DART TOURNAMENT!"

L. Y. SPEAR held its first dart tournament on May 10-11 under the direction of SK3 KEPERLING, team manager.

The tournament was a 3-way event with teams representing L. Y. SPEAR, USS BARBEY and one team from the islanders of Diego Garcia. SPEAR entered three 4-man teams with team "A" consisting of OM1 SMITH, RM1 DRAK, HT3 HENDRICKS, and MS2 WALKER. Team "B" was comprised of ET3 COYLE, ET2 LYON, ET3 STALLONE, and SK3 KEPERLING. Team "C" was represented by HT2 WARD, TM2 BAVUSO, DK3 PHILBIN, and ET3 HUXLEY. USS BARBEY also entered three 4-man teams with Diego Garcia entering only one team. Overall victory was achieved by L.Y. SPEAR with SPEAR Team "A" possessing the highest total of wins. After a two day tournament with USS BARBEY and Diego Garcia, L. Y. SPEAR proved to be the Pacific Fleet Dart Champions.

The dart team is at present time planning for future challenges in an effort to retain their newly found title, so be sure to come out and give them your support. Congratulations to all team members and to ET3 LAROCCO, HT2 WILCUT, and MS2 PRICE for substituting during the tournament.





R-1B UP-CLOSE

R-1B is a small division consisting of three separate shops. The Canvas Shop, Rigging Loft and the infamous Diving Locker. Numbering only 31 personnel within the division their work output is immense. Working under the supervision of R-1B Division Officer, BMC/DV LANGDON, who controls with great authority and a size 11 boot, they tackle their daily workload.

BM2 KIMBLE and his motley crew in the Rigging Loft take great care in rigging heavy equipment both on the submarine and SPEAR. The Rigging Loft does all weight testing for weapons and weight handling gear. They manufacture slings, straps, and other assorted lifting devices. Many long hours are spent moving heavy motors and other machinery around, in and out of submarines and surface ships.

Next we have the Canvas Shop, where the only thing louder than the music is the hum of their machines. The Canvas Shop, under supervision of BM3 THOMPSON, is constantly sewing and fabricating everything, from monkey line bags to awnings. They are tasked with all the upholstery work aboard SPEAR and tended units. The Canvas Shop personnel, though small in number, turn out quality work with an ever increasing demand on quantity.

Last but not least, the Diving Locker does belong to R-1B Division! Rumors would have it that the inhabitants are a little wild and sometimes unique individuals! On many occasions their professionalism shines through with the leadership of HTC/DV SMITH. They are tasked with virtually all underwater repairs and maintenance on SPEAR and tended units, using the MK1 and scuba diving systems. They also maintain and operate the Hyperbaric Recompression Chamber.

SPEAR Points Staff would like to thank BMC/DV LANGDON for helping us present R-1B to the crew!





"MARS"

Military Affiliated Radio Station or MARS may just be an ordinary word to personnel of SPEAR but to IC2 CHAMBERS of R-3 Division it means Communications with families near and far. Petty Officer CHAMBERS is an operator of the Mars Station on board SPEAR, and is also a volunteer operator of Diego Garcia's Mars Station. Since arrival to Diego Garcia on April 30, 1980, he has sent out over 400 Mars grams to the U.S. and 2 Mars grams to Puerto Rico, and has also completed over 250 Mars phone patches. This is a boost for morale, says CHAMBERS, "I have been in places where I wish there was a Mars station to send a Mars gram or complete a phone patch". From the time he receives a Mars gram on board SPEAR it usually takes anywhere from 48 to 72 hours to reach your home, and a phone patch can usually be done in 10 minutes. Petty Officer CHAMBERS has operated 2 Mars Stations at his last commands, USS AMERICA CV-66 and USS DOUGLAS PG-100. Petty Officer CHAMBERS says this service will be available as long as there is an interest and desire from the crew.



HM1 GUENTHER RE-ENLISTS!!!

On May 26th, 1980, Hospital Corpsman First Class ROBERT GUENTHER volunteered his unique skills, talent, and experience to the United States Navy for the third time! Although his re-enlistment ceremony was altered at the last minute and was unable to be conducted in the waters of the Indian Ocean in his scrub greens, HM1 GUENTHER was surrounded by friends, shipmates, and co-workers of "H" Division. LCDR THOMPSON did the honors of re-enlisting Petty Officer GUENTHER and HM2 ROBERTS, a close friend and co-worker held the bible.

Upon initial enlistment on 30 July 1969, HM1 GUENTHER attended Hospital Corpsman School in Great Lakes, IL. and was then stationed at U.S. Naval Hospital Jacksonville, Fla. Other previous commands include Field Medical Service School 2nd Marine Div. Camp LeJune N.C., Navy & Marine Reserve Center Milwaukee, Wis., where he was then transferred to USS L. Y. SPEAR on 20 Nov. 1978.

During his two year tour on board SPEAR, HM1 GUENTHER has been instrumental in updating "H" Division supply system, where he had the sole responsibility of inventory, accounting and ordering of all drugs, instruments and other medical supplies. He is also tasked with being in charge of the ships Medical ward and a member of fireparty. Along with upgrading Medicals supply system he also instituted the new Medical Response Team on board SPEAR and assumed the responsibility as team leader.

Upon departing SPEAR on July 1st of this year, HM1 GUENTHER will be attending Independent Duty Technician School in Portsmouth Va. for 10 months. The crew would like to take this opportunity to congratulate HM1 GUENTHER on his re-enlistment and wish him well in his future endeavors.





"SPEAR REFUELS AT SEA!!!"

On the 19th of May, 1980, the USNS POTOMAC, a 32,000 ton tanker, eased into position and anchored just forward of the L. Y. SPEAR. Thus began another first in the long list that SPEAR has accomplished during her first overseas deployment. After carefully anchoring POTOMAC, SPEAR then went into a 2-point moor and heaved forward to within approximately 350 feet of POTOMAC's stern. Two 8 inch hawsers were passed from SPEAR'S bow to POTOMAC'S stern to maintain position, and the 7 inch fuel hose was then passed to SPEAR'S refueling station. After 14 hours of pumping, SPEAR had received approximately 1,000,000 gallons of JP-5 and the operation started to come to a close.

This successful evolution was the result of many extra long hours of work by all personnel involved and saved an even longer and much more complicated task of getting SPEAR underway and into a 4-point moor at the fueling site.

We wish to extend another hearty "WELL DONE" to all involved in this first-time evolution.





"VERTICAL REPLENISHMENT"

Since leaving Norfolk L. Y. SPEAR has been operating in a totally new environment in more ways than one. One of these ways has been the use of Vertical Replenishment from our Supply ships. When we left Norfolk with our freshly trained and almost totally green flight deck crew we had a couple of practice runs and then on 11 APRIL while approaching the Straits of Gibraltar we began to operate for real. During the past 41 days flight quarters has been set a total of 8 times. During this time SPEAR has landed 4 helos for personnel transfer, medivacs, and 1 large mail run. We have also conducted 4 Vertreps receiving a total of 235 pallets, 229 of these during a 14 day period, and spent a grand total of 21 hours at flight quarters. Our last Vertrep was especially impressive in that our crew moved 62 pallets from the flight deck and the working party struck them below in a total of 1 hour and 45 minutes. Without a great effort on the part of everyone concerned this could not have been accomplished, especially on a day as hot as it was on 21 May. My hat (cranial helmet) goes off to all personnel concerned for their co-operations and willing assistance in making this another great success story of L. Y. SPEAR'S first deployment.

ENS R. SHIRLEY
Flight Deck Officer





"BOAT CREW - RECOGNIZED"

During the past couple of months, give or take a few days, we have come to know what it is like to be cut off from everything we take for granted while in Norfolk. This includes our loved ones, friends other than those onboard, and even good old "Pier 22"! Our current pier consists of a causeway section which came to lie after a combination of crews from Navsupattac Diego Garcia, and L. Y. SPEAR welders, crane crews and an extra special effort on the part of the "diving gang" to get it into place and made ready for use. It's a great improvement for safe use by fleet small boats, during the weather conditions which rendered the now defunct Dixie Landing unsafe for use. Sometimes as individuals, we tend to forget, that to be able to use our new pier we must depend on a small group of personnel known as the "boat crew". These people have spent over 1000 hours on the boats since our arrival in Diego Garcia and except for the long hours it has for the most part been an enjoyable experience. Most of us don't realize that when we take the last boat back and hit our rack that if one of our boats has a problem the "boat crew" work on it all night if necessary so the boat will be ready for the next days runs. Since we received some of our replacement parts a lot of hard work has been done by the personnel to ensure the boats dependability. We have not had to secure boating for some time now.

The crews for these boats are a combination of people from Deck Weapons, Repair and Supply. For the most part they are treated with courtesy and respect, but recently in the evenings when the liberty parties are returning there has been a rash of disorderly conduct on the "party boats. This

kind of action makes it almost impossible to maintain a safe, efficient operation, and the boat crews dread making the landing for the next load.

So the next time you go ashore just remember when you ride the boats please obey the rules, maintain order in the boat at all times, be quiet and don't smoke. If you see a problem, inform the Boat Officer so he can take prompt action. This makes a much more pleasant finish to a long hard day for the boat crews, and means a safer more expedient boat ride for all concerned.

ENS R. SHIRLEY
1st LT



AND STAPLE ON ALL 3 SIDES TO MAIL

SEND SPEAR POINTS HOME !

FROM M. SHANNON
E DIVISION USS L. Y. SPEAR
NEW YORK NY 09547



TO MR + MRS. CN SHANNON
362 OLD JESUP RD
BRUNSWICK, GA 31520

