

SPEAR POINTS

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Ship's XO Comments On Race

ONE S.P. member commented on the race at the Saratoga Harbor Club speaks by challenge, that he entered with L. Graham Field, owner of the Non-optimized class sailboat they used.

"We finished 18th out of 43, and would have done better if we had more time."

"On a fast leg of the course, going about 30 knots or so, the wind died the sail too much and it literally blew apart."

In comments, "The race is the toughest one of the year and competitors come down to race from as far as Delaware. It's hard to get entered."

The Chesapeake Bay Challenge is one out of only two races to feature night racing.

The course took 10 and a half hours to complete, and went on into the late hours of the night.

The Executive Officer elaborated, "We had six men in our crew and all were

involved in a three man rotation, two hours on, and two hours off.

"Balance is a real race is a major factor. It's important to be attractive. Unlike large and elegant class could be on the course, he was unable, we went on shore of the buoy, that we were off course a bit."

"I really enjoyed the race. I ran with Mr. Field frequently. Instead of medical problems, we're weekend sailors."

3RD Division: A Team Effort

The Spear's water shaft had both second place in the Saratoga Harbor Club race held May 19, finishing ahead of 25 other competitors.

Thanks to the hard work of the ship's Deck 3rd Division, the race was a success, according to Bill Forrest, S. Lawley. Third Division steered

automated and pursued the boat to get it ready for the race months in advance. Apparently, it was in top form.

The race was held on a beautiful Saturday afternoon on a stirring course near Saratoga's Town Point Park.

The boat crew included BOB S.L. Smith, BOB John

F. Sparovsky, BOB James B. Elliott and BOB Alan A. Smith. They each received one plaque to a party which was held later that night. The ship received a plaque for the effort of her crew.

The Spear finished second to the CLASH 5, EIGHTY after two hours.

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L. Y. SPEAR-The Man

THE L. Y. SPEAR 40-50 is named after a man that former United States President, Harry S. Truman considered for "maintaining stability and maintaining conduct in aid of the war effort against common enemies of the United States and its allies in World War II."

For ship, the submarine leader of USSOAS 112, and one of the finest in its class in the U.S. Navy is named for Lawrence Earl Spear (1870-1950).

Mr. Spear was born in Greater New York in November 1870 in Harlem City. He had an early interest in ship construction and with that object in mind Mr. Spear entered the U.S. Naval Academy through Annapolis in 1890 and graduated second in his class in 1895. He served on the Naval vessels: USS HULLBORN, USS FRANKLIN and USS FRANKLIN in the Atlantic and North Pacific oceans.

His construction for modernizing the United States Fleet led him to apply and be accepted for the Gun Division Corps. Because of outside instruction

was available in the U.S., he attended Glasgow University in Scotland, his training in Marine Engineering and Naval Architecture.

After serving in various capacities in the states, he was assigned as Superintendent of Construction and Repair at Elizabeth Shipped in River Viewport, New Jersey. While in supervisory duty, the Navy's first submarines were built.

There were five Italian Comed after PHILIP HILLARD construction of the "A" or A-1 class, which were manufactured from the Electric Boat Company. Mr. Spear was the principal of these new 'ships' and completed his ability to assist in the development of the submarine. Mr. Spear resigned his commission as a Lieutenant in 1900, to become a partner in the Electric Boat Company.

May 1, 1904 Mr. Spear replaced PHILIP HILLARD as Director and on June 1, 1904, Lawrence Y. Spear became Vice-President of

the Electric Boat Company a position he held for 18 years. He then served as President of the company until 1920, when he became chairman of the Board.

During Mr. Spear in 1940, Rear Admiral James Fife, then Commander of the Atlantic Fleet said, "of all of those who have contributed to the modern submarine, if the greatest portion could be attributed to one man, it would be Lawrence Spear."

Lawrence Earl Spear died in 1950. The USS L. Y. SPEAR 40-50 was commissioned February 26, 1955.



Mr. Spear was a member of the United States Naval Academy, Annapolis, Md., and a member of the United States Navy.

The following is a voluntary quality assurance of the USS L. Y. Spear (SS-405). The general intent of the publication is to accurately reflect the work of the Department of Defense. Statements of fact are to be published and reports to be published in full. The Department is required to act in the best interests of the U.S. Navy and to provide the best possible service to the public. The Department is required to act in the best interests of the U.S. Navy and to provide the best possible service to the public. The Department is required to act in the best interests of the U.S. Navy and to provide the best possible service to the public.

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