

SPEAR

POINTS

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VOL. 3 NO. 28

12 AUGUST 1960

*Spear at the Pier*



## From The Captain



I hope that each of you thoroughly enjoyed the maintenance period following our successful deployment and return to Norfolk. The weather has been glorious so as to offer each of us at least a couple of the summer we missed while deployed.

Providing fleet repair services to Norfolk again becomes our primary mission. One of the most important lessons we learned from our recent deployment is that our ability to carry out our mission depends on the state of readiness of U.S. SPEAR. Our readiness is a direct measure of the material condition of our equipment and the state of training/qualification of all of our shipmates. We must maintain an aggressive program to properly maintain and expeditiously repair all of our equipment systems and equipment. Equally important is that we continue to actively train all of our shipmates in division, departmental and shipwide skills necessary for us to safely operate the ship and provide fleet repair services. Areas where we need most attention now include safety, damage control, and in-helm training. We have trained approximately 100 crew shipmates during shutdowns and we must work closely with and assist them to rapidly qualify in these important areas.

Despite continued emphasis, effective communication throughout U.S. SPEAR remains an elusive goal. Everyone needs to know how to listen, how well understand what you are hearing as well as to be able to effectively tell someone what you have to say. A large number of our day-to-day problems would not occur if only we could understand how to communicate up and down the chain of command as well as horizontally between work centers, divisions and departments.

J. H. KINERT, CAPT., USN

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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 writer'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.

The SPEAR POINTS is an authorized unofficial publication of the USS L. F. SPEAR (CG-12). The contents and views expressed in this publication are not necessarily the views of the Department of Defense, the Department of the Navy or the Command and should not be construed as such. The SPEAR POINTS is published by and for the crew every two weeks, and is printed in the L. F. SPEAR post shop with appropriated funds in accordance with INAPROCE P-33. We solicit items of interest from the Officers and Crew, but reserve the right of editorial control. SPEAR POINTS receives material from the Naval Press Photo Service and materials received in the APPO may not be reprinted without written permission of the Naval Press Photo Service.

# GET YOUR SIGNALS STRAIGHT...



SECURITY IS YOUR RESPONSIBILITY!



**VOTE**  
**NOVEMBER**  
**4TH**

BUFFY BRINGS "PITTY"

If you own a Buick that was made by the Buick Corporation of Detroit, Ohio, between April 11 and May 12, you're the lucky recipient.

There got off and on if you have one of the models and under the following brand names: Buick, All Pac, L.C. Finney, Open Road, Coast King, Westport, Western Flyer, Windsor, or Wilhams.

If you do, look for the code number on the left rear side plate. If it begins with the letter "C," and the number ranges from 01001 to 01100, then you could have a problem.

Buick has discovered that as many as 95,000 Buicks made in that time frame could have a defect that may cause injury, loss of control, or failure of the brake system. The defect may be found on any Buicks except the 3, 30, and 12-speed Buicks made by Buick between the dates.

If all the pieces of this puzzle fit, well—don't ride—the Buicks to a Buick service center, or the store you bought it from, for free inspection and repair.

## ATTITUDE SURVEY

The U.S. Office of Personnel Management has released the results of Federal Employee Attitude Survey.

The report, Federal Employee Attitudes, Phase 1: Executive Survey, 1979, Government-Wide Report is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20462. Cost is \$2.25. The stock number is 000-000-010046.

The survey was completed by 14,000 Federal employees and deals with employee attitudes towards their job and workplace.

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and  
Lives. . .**

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**55**

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stock  
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ONE NIGHT I HAD A DREAM

I dreamed I was walking along the beach with the Lord and across the sky faded colors from my life. For each scene I noticed two sets of footprints in the sand, one belonged to me, the other to the Lord. When the last wave of my life faded before me I looked back at the footprints in the sand. I noticed that many times along the path of my life, there was only one set of footprints. I also noticed that it happened at the lowest and saddest times of my life.

I questioned the Lord about it. "Lord, you said that when I doubted in before you, you would walk with me all the way. But I have noticed that during the most troublesome times in my life, there is only one set of footprints. I don't understand why in those times I needed you most, you should leave." The Lord replied, "My precious child I would never leave you during times of trial and suffering. When you see only one set of footprints, it was then that I carried you."

BY J. L. BOGGS  
Sent to me from my family.



## ELECTRICAL DIVISION UP-CLOSE

During our deployment to the Indian Ocean, the Electrical Division provided shore power services to submarines and ships alongside. We got a good fix not dropping the load throughout the deployment, while serving Indian Ocean Battle Group.

E-Division provided comforts throughout the ship by installing wall-mounted and portable fans. We also provided an adequate lighting system on fleet landing for our safety.

We close the loop in the fleet for entertainment for our crew. E-Division is responsible for the ship's entertainment system, managed and operated by the engineering E team. We provided a great selection of music on all four channels, from classical and contemporary to country and western to rock.

The best movies made available, were provided by E-Division's Movie Booth.

Spot Franks and the crew would like to say thanks to E-Division for making our deployment bearable.



Electrical Division has a total of thirty six people working under the expert supervision of CWO 1 WILLIAM, their Division Officer and LCDR. MERR, their Department Head.





"I know you made Chief, but I didn't realize..."

**EVER WONDER HOW MANY INDIANS  
VERSUS CREEPS?**

Ever get to wondering how many "Chiefs" there are over you?

And, for that matter, how many "Indians" there are in the Armed Forces that you might be able to outstep around?

If you have, here's a procedure to help you understand where you stand in the Chiefs vs. Indians game.

**Long Way To Go**

If you were an O-1 at the end of March, there were 179,463 of you/all Indians.

Eight above you in the Chief lineup were 171,754 O-2s giving you orders or passing them on from the 207,323 O-3s who were on their backs.

But everybody has to submit to someone, so the 401,418 O-4s were directing the lovely O-2s, while at the same time, 238,241 O-5s were passing on the orders to the Indians that were given to them by the 176,783 O-6s.

And the game goes higher and higher.

O-7s accounted for 117,461 of the Chiefs walking around on March 31. But they in turn were bound by the 23,291 O-8s on duty that day, and at the top of the command chain stood or sat 12,834 O-9s waiting to pass on orders to all and sundry.

**Up The Ladder**

Warrent officers whom few and far between in the chain, but still there.

A total of 3,329 W-1s took orders from 1,691 W-2s for guidance. This whole group advised and said "so" to the 1,148 W-3s on duty for the last day of March 1965.

A small army 28,862 O-1s were getting the word for the day from 21,811 O-2s and 87,968 O-3s. These gentlemen were talking 49,711 O-4s, "strong" 21,000 O-5s, and perhaps walking in dread of having to report to any of the 14,080 O-6s on duty.

When you get to the general officers, 155 O-7s were waiting for the word of the day from 400 O-8s, who in turn got the latest advice from the 112 O-9s on duty as of the end of March.

At the top there were 22 O-10 generals and admirals walking, talking, flying, and striding all around the world on March 31. They carried the burdens of command and policy.

But, of course, like everyone else in the Armed Forces, they had their "boss" to see.

For on the last day of March, there was still on duty one O-11-star grand old soldier, Granddaddy of the Army, Chief lineally.

And way, way on top, is the Commander in Chief, the President of the United States of America.



**TO THE SEA**

They that go down to the sea in ships, that do business in great waters,

These are the works of the Lord, and his wonders in the deep.

They ascend up to the heavens, they go down again to the depths, their work is great.

Then they cry unto the Lord in their trouble, and he bringeth them out of their distress.

He maketh the storm a calm, so that the waves thereof are still.

Then are they glad because they are quiet, so he bringeth them unto their desired haven.

Oh, that man would praise the Lord for his goodness, and for his wonderful works in the children of man!

# HEALTH AND SAFETY HINTS



## ROLLER DERBY

### Injuries Plague Latest Faddists

Skaters on roller skates risk "kiss-hugie!"

Yep. And they may just be part of the estimated 15,000 people injured while relaxing (long to the recreational area—roller skating.

Last year alone, 800 roller skaters and more than 1,000 motorcycle skaters were hurt while on roller skates.

In fact, during 1979 roller skates surpassed skateboards in the number of reported accidents, according to the U.S. Consumer Product Safety Commission.

### Waxes & Tapes

At least half of all roller skating injuries were confined to 1983 by teenagers and well over two-thirds of the injuries were to girls and women.

In addition, the great majority of skateboarding accidents occurred to boys and men.

About one-third of the injuries were sprains and strains, but the remainder were more serious—fractures and sprains to ankles, wrists, and other joints.

### Safety Tips

According to experts skaters, none of the more common injuries might have been

avoided if the roller skater kept the proper gear in fact.

Typically, when skaters lose their balance they try to break their fall by ways which increase the likelihood of knee, foot and wrist, with or falling forward onto un-shouldered joints.

The way to go, experts say, is to try to fall on heels or buttocks when falling. In other words, the padded portions of the body.

### Other Notes

None of the broken and broken bones could also be avoided if skaters follow these tips:

1. Wear protective padding on elbows and knees.

2. Try to fall in a relaxed manner, rather than a wild fall posture.

3. Skate on smooth surfaces, keeping a watch for cracks, potholes, curbs, and other surface irregularities.

If you're a skater and need more information, call the Consumer's Hall-Free INFORMATION.

In the continental U.S., call 800-451-5888 or Maryland, call 800-451-5888. In Alaska, Hawaii, Puerto Rico, and the Virgin Islands, call 800-451-5888.

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# 4 X 4 WORD SEARCH

BY: MRS. BLOMBAHL

Here's another word search puzzle's delight. First you must make your own word list again and you're only looking for four letter words. Only four letter words are eligible for competition. Finally, I've squared more than 500 words into this puzzle.

### HERE ARE THE RULES

1. The person turning in to me the word list with the most words will be the winner of the contest.
2. Please alphabetize your list and turn it in to me at approximately midnight 3:00-1:00 or call me at Ext. 434.
3. All lists must be turned in to me no later than knock off ship's work 22 September 1990
4. All lists turned in are final no other words will be added, so be sure and take your time.

The prize for solving this puzzle is a mystery gift worth at least \$100.

\*\*\*\*\*CAN YOU SOLVE THIS ONE?\*\*\*\*\*

CLUE: The answer to this little puzzle deals with the grid.

3-11, 2-6, 2-11, 3-11, 3-6, 1-6, 1-11, 1-6, 1-11, 1-6, 1-11, 1-6

\*\*\*THE WINNER OF THE LAST CONTEST\*\*\*  
CONGRATULATIONS TO MR. ALLEN  
FINDING A TOTAL OF 169 WORDS

**CONGRATULATIONS TO MARK WOLF!**

On September 4-7 the Virginia State Water Ski Championships were held in Fredericksburg, VA. Our own **BOB MARK A. WOLF** of the Engineering Department was a participant in three events.

Due to our deployment to Diego Garcia he was unable to get much practice but thankfully our standard time period allowed him to get two weeks of consistent practice. All that work paid off because Mark placed second in the jumping event, moved in the trick skiing event and fourth in the slalom event.

In 1973-74 and 1975 WOLF was the State Champion from Blount.

As a member of the Virginia Beach Water Ski Club Mark would like to invite anyone interested to come out and see Mount Pleasant on September 24-25 at which time he will participate in the seventh annual Virginia Beach Open.

**LEAD THE WAY TO THE POLLS!**



**VOTE**



THE STAFF OF SPEAR POINTS WOULD LIKE TO EXTEND A HEARTY THANK YOU AND A FOND FAREWELL TO **LENN MARK E. ATKINSON** WHO HAS WORKED SO DELICIOUSLY IN THE OUTPUT OF THE NEWSPAPER. **LENN ATKINSON** HAS BEEN AROUND THE SPEAR FOR ONE YEAR AND FOUR MONTHS. ENJOY YOUR LIFE AS A CIVILIAN MARK!!

**SEND SPEAR POINTS HOME !**

FROM \_\_\_\_\_

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TO \_\_\_\_\_

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4 PAGES 000

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FOLD IN HALF AND STAPLE ON ALL 3 SIDES TO MAIL