



# SPEAR POINTS

VOL. 4, NO. 2, APRIL 1966

# Captain's Lineup



The next major event in the schedule of the ship is the Underway Military Inspection, also known as "INSUR", during the period between 7 and 11 December. Between 16 and 20 inspectors, who are experts in their areas of examination, will take a very detailed look at the ship and its equipment. Virtually all shipboard equipment must be demonstrated for the inspectors and some will be disassembled so they can check the internal wear and condition.

The inspection will also involve a day at sea to operate the propulsion system, steering and anchoring gear. Much effort will be required upon everyone's part to assure the ship is prepared to demonstrate its capabilities and to ready all spaces in cleanliness and presentation. Insure your areas of responsibility are ready in all respects.

On a completely different topic, the November 1981 issue of "SURFACE WARFARE" magazine has an excellent article which covers the E-7, 8 and 9 selection process. It explains who makes up the selection boards and the criteria they use in the selection of personnel for advancement. Also mentioned, are steps you should take to enhance your prospects for selection.

I highly recommend all personnel, E-6 and above, review the article and perhaps make a copy. It could be the difference between success and failure in the selection process.

*R.F. Kelly*  
Capt. R.F. Kelly  
COMMANDING OFFICER

Our deadline for submitting articles to this newspaper is two days prior to each pay day.

The SPEAR POINTS newspaper office is located forward on the enlisted dining facility. (5 233)

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# Career Counselor's Corner

## Hard work holds rewards

by SMC CHERYL NASHMAN

I've listened for 60+ days from every cross-section of the ship, from the CO to the new SN, and to what you had to say.

Now, it's my turn to be counted. With this writing, I no longer consider myself as "the new kid on the block" but instead, as a new member of the family. In general I'm addressing you all. In particular, I want the ears of the young people aboard, for those are the ones I'm most concerned about.

Please don't misconstrue my directed concern. My job is to be concerned for everyone in this command and I am. However, the older Navy person (meaning older in Navy years) basically knows where they came from and where they are going. It's our young Navy people that I have perceived to have a slightly tarnished perspective.

We have a new Commanding Officer and a new Executive Officer. They are good men and excellent naval officers. The ultimate completed tasks and mission of the USS L. P. SULLIVAN lays in their hands. They need our help desperately or they will fail.

I know! I've roamed your decks and levels and I've seen your tired, weary faces and your dirt-ridden bodies. You've given all you can and you can't give anymore. Wrong!

The morning after I arrived in Adak, Alaska, there was a gruesome blizzard accompanied by 60 mph winds, blowing against the winds, I tried to make it to my car.

It was like pushing against a brick wall. As hard as I tried, I couldn't move. The wind was cutting through my skin as if I stood there naked. And I told myself I couldn't take another minute of this.

Thirty-five minutes later, I was saying the same thing. In 35 minutes, I had lied to myself 35 times.

When it appears we have reached our limit, we can always take just a little bit more.

I've noticed and observed that we've got department heads that care and those that don't; division officers that work for the whole of the division and those that don't; division chiefs still giving their all and those that are cynical, waiting for retirement, believing the Navy owes them and they no longer see the Navy anything.

The bottom line is this: There are good, sound-bodied and intelligent people in our command that are working for the advantageous benefit of all and not just themselves. Unfortunately, others just don't give a         .

The two previous statements make us a normal command, not a freakish entity. I firmly believe that the young people have the mutant idea that nobody cares.

That just isn't true, my friends. Get beware! Learn to distinguish between the two. It's not always the one smiling.

The crotchety, old SOB chief that chewed your tail off yesterday for not doing your job, is sometimes the person who is patting another crew on the line today trying to get you better working conditions and shorter hours. That spells c-o-m-m-u-n-i-t-y.

Barring none, everyone needs to have a reason for doing what they're commanded to do. I'm eager at our young who quit, to SN or do a half-ass job when their superiors don't satisfy their need for reasons.

And you forget the biggest reason of all --yourself.

CAREER...  
continued  
next page



TO SPEAR POINTS READERS:

The last year and a half spent working with the newspaper allowed me the opportunity to grow close to those I worked with, to recognize the problems and needs of the crew, and to fully realize the potential of our ship. Whatever area you may work in, whoever you are, you can be proud to be an integral part of SPEAR.

With this issue I retire as editor of SPEAR POINTS. It is with a lump in my throat that I move on to "bigger and better" things. The time I spent working on the paper will always be recalled fondly. In that time, I learned a keen sense of responsibility and organization.

To the staff and everyone who helped make the paper possible, I extend my sincerest thanks for extra hours of work you put forth during the times we labored together to make deadlines. To JOHN Kathryn McConnell, the new editor, I wish the same sense of accomplishment, pride and fulfillment I enjoyed.

To the crew, I have enjoyed representing, entertaining and sometimes aggravating you. I hope we will still be able to work together to make the SPEAR an even better place to work and live.

'Til our paths cross again...  
SHO SUSAN STREET

## Letters Give good-byes

TO THE EDITOR:

A quick good-bye and many thanks to the crew of the USS L.T. SPEAR.

My year and a half as one of your cadetsmen is up. It has been my utmost pleasure working with you all.

I leave with a happy heart after getting to know so many of you. The SPEAR will be special to me as I have worked with and met so many nice people.

The two things people will remember me by are: "Look down at your feet and you'll see me," and "I'm lost again. I don't know where to go on this ship."

May the next gal that takes this job find it as enjoyable and educational as I have.

Thank you all for your kindness and caring.

your Obludman,  
Gimp Bellart

## CAREER...continued from page 3

Stop and think a moment! FTM you say. Alright. But are you aware how preposterous it is to do the same thing to yourself? "I'll show the Navy, I won't do my Seaman course" or "I just won't show up and they can take a stripe and a couple months' pay." "I'll show them!"

If that's how you feel, that you should never have joined, that's your right and I'll fight for your right to feel that way.

The Navy isn't for everyone. No one ever said it is. But to really show them, get as much training as possible, advance, earn more pay and learn from those who have preceded you.

Did it occur to you absolutely no one gets hurt in that situation? If you can't do assignments for the good of the Navy, do them for yourself.

Afraid of being accused of flag-waving, I'll still say: Regardless how you feel about the U.S. Navy, it is still the best damn Navy in the world.

The previous Career Counselor told me, "The SPEAR has a lot of problems but we have some really good people."

I've observed, talked and listened and now I say: "The SPEAR has a lot of problems but we have some really good people." As the people on the USS L.T. SPEAR go, so goes the SPEAR.

## Crew's library

Workdays aboard the USS L.F. SPENR can be noisy and exhausting. But after work, quiet relaxation is offered by books in the newly re-opened Crew's Library.

The freshly painted library is on the second deck, just below the postcard stand and across the passage way from the Chaplain's Office. Hours are: 1200-1230 and 1800-2100, weekdays; 1300-1600 and 1800-2200, weekends and holidays.

Approximately 12,000 volumes are on the shelves, according to Chaplain Christine Miller. Titles are in various fiction, non-fiction and reference categories. The selection expands every month with the arrival of several new books from

## reopens

the Chief of Naval Education and Training. The library also subscribes to about 30 magazines.

Hard-cover books are checked out for two weeks and may be renewed. Chaplain Miller notes there are no fines, however, failure to return a book will result in disciplinary action.

Paperbacks do not have to be checked out, but borrowers are asked to return them as soon as possible.

PCSN Larry Edwards is the Library PG. Other staff members are: BPI Walton Fielder, PCJ Sue Mullins, PCSN Annette Lawson and PCSN Ronald Gray.

## Mail early for Christmas



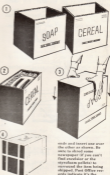
When unable to be with family and friends at Christmas, sending and receiving greetings can brighten a sailor's holidays.

To make sure cards and packages reach their destinations before Christmas, PCJ John W. Rowe urges everyone to mail early "early," according to Chief Rowe, "is even earlier than the deadlines published by the government's Postal Service."

Chief Rowe said packages should be mailed by Nov. 30 and cards, by Dec. 15. Packages are limited to combined girth-and-length size of 100 inches.

The Postal Clerk Chief notes that mail coming and going from the USS L.F. SPENR is handled care, and often several times more than strictly civilian-routed mail. "It's in another reason why extra time should be allowed for Christmas mail, he said.

Chief Rowe also stresses that for his office to handle mail efficiently, addresses and return addresses should be complete with social security numbers and zip codes.



Don't find a box with a lid for this Christmas mailing? Then take two boxes (use your remaining fresh lid with cut

side and insert one over the other to obtain the lid to close your newspaper if you can't find another or the shipping carrier to increase the time being shipped. Then double wrap ends indicate it's the corners of boxes that are most often crushed. Tape to secure in step four and get your old drive belt on one side only.

## Advance precautions ease winter driving

For winter driving safety, your vehicle must be well prepared.

ATI Ice Landerer, Safety Team LPO, advises motorists to check their car's anti-freeze level and equip their car with snow tires.

After Norfolk's first snowfall, PO Lead-er suggests that people unaccustomed to winter driving practice skids and recovering techniques in an empty parking lot.

Winter driving also poses special visibility problems. The American Forces Press Service safety editor offers these winter safety tips:

Allow at least 10 to 15 minutes before every trip in cold weather-condition your car.

Remove snow, frost and ice glare completely from windshield and all windows and mirrors.

Clean headlights and taillights so others may see you.

Turn on the heater a minute or two before the defroster to prevent humidity from fogging the windshield.

Use wipers and washer solution often against road splatters.



Keep headlights on low beam in fog and heavy snowfall.

Park well off the road and in a well lit spot, so wiper lights and mirrors show necessary.

Extreme winter caution is required of both veteran and rookie drivers, PO Lead-er notes.

The Safety Team LPO especially urges all drivers and passengers to wear seat belts.



## THEY DESERVE TO BE REMEMBERED

Freedom Memorial to those who served in Vietnam is being built. It will stand in the national park in Washington, D.C. close to the Lincoln Memorial. It will make no political statement. The names of all USPO Americans who died there will be inscribed on it. But we need your money to make it possible. All contributions are tax-deductible. Remember the Vietnam Veterans, they deserve it.

Vietnam Veterans Memorial Fund  
P.O. Box 27248  
Washington, D.C. 20012

Enclosed \$100 \_\_\_\_\_ \$20 \_\_\_\_\_ \$50 \_\_\_\_\_  
Check \_\_\_\_\_ by the Vietnam Veterans Memorial

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



The crew's workload during the Florida deployment was lightened by the picnic presented by the Mass Department, sight-seeing in Ft. Lauderdale and relaxing when the seas calmed. TOP LEFT AND CLOCKWISE: MSG S.J. Franks, MSG Norm Robling at the picnic; ET2 Ripp Taylor and ET3 Tom Yini "servicing" equipment in Communications Department; SPO4 Lawrence McDon and MSGJ Joe Connors grilling chicken; PO Leslie Coile takes a morning break; AB G. Parney considers a "second home"; and some of the bridge crew help bring the SPCAR home.

Threatening rough seas for the USS L.Y. SPCAR's home-bound deployment, "Estrella" was this storm season's seventh hurricane.

In less than two days, while the SPCAR rested in Port Everglades, winds in the storm's eye increased from 35 to 65 mph, according to the Ft. Lauderdale News. The storm's main force was aimed at Cuba.

September's "Hurricane Harvey" was this season's strongest storm with 115 mph winds off Bermuda.





# Nov. holds significant dates

By going to sea this month, the usually in-port USS L.F. SPAR enhanced its history.

November holds other dates significant to the SPAR and the Navy.

Nov. 3 was election day and Virginia was one of several states to choose a new governor. Elected was Sen. Charles Robb, present U.S. Governor. President Reagan had endorsed Robb's opponent, Rep. Marshall Coleman, present Attorney General.

On the same day in 1957, Sputnik II launched the first animal, the dog "Laika", into space.

Nov. 10 marks the anniversary of America's first nuclear submarine, "Triton" was commissioned in 1959.

The Marine Corps also observe their anniversary Nov. 10. The Marines, included in the Department of the Navy, were established in 1776.

Veterans of all wars were honored Nov. 11, Veteran's Day. Originally known as Armistice Day, Nov. 11, 1918 signaled the end of WWI.

Apollo 12 accomplished the second moon landing and moon walks Nov. 19, 1969.

And on Nov. 22, 1963, America lost its president, John F. Kennedy to an assassin's bullet.

The naval hero, LCDR Richard E. Byrd, became the first person to fly over the South Pole. LCDR Byrd completed his adventure Nov. 28, 1926.

Finally, on Nov. 28, 1980, Navy championed over Army in the first Navy-Army football game.

(This year's Navy-Army game will be played Nov. 28 in Philadelphia.)

**PREVIEW:** On Nov. 20, 1979, the first women crew members reported aboard five U.S. ships. The USS L.F. SPAR was one of them. A list of some of the SPAR's first women will appear in the next issue of SPAR POINTS.

(The other ships to first receive women crew members were: USS VULCAN, USS HORTON SOUND, USS BIRON and USS PUGET SOUND.)



## Brief points...

Two crew members of the USS L.F. SPAR recently re-enlisted. They are: MC Alex Evans, four years; and DM Danila S. Gobarrubias, four years.

Numerous cases of foot-and-mouth illnesses are reported during the holiday season each year.

Most often contaminated are turkey and SPARs because of Salmonella, a bacteria inherent in poultry.

Symptoms of Salmonella are: abdominal pain, nausea, diarrhea, vomiting and fever which appear 12 to 24 hours after eating.

Precautions for a safe holiday meal begin with allowing the bird to thaw in the refrigerator at least three days before cooking.

Cooking utensils should be cleaned thoroughly.

Basting should be prepared and cooked in a separate, shallow pan.

Safe cooking is in an oven between 175 and 425 degrees. Allow a minimum of 20 minutes per pound.

Left-overs should be refrigerated immediately and eaten as soon as possible.

# Division spotlight

## S-9 supplies subs

The 10-member staff of S-9 Division forms the supply link between the USS L-7, SP0AR and the vessels of Submarine Squadron Six.

With LPO LeRoy Bell in charge, S-9 Division currently operates without a chief.

Senior Storekeeper Bell was assigned his present supervisory duties in June by COM R.R. Cook, Supply Officer. PO Bell is also Systems Coordinator and Training LPO for S-9.

The nine submarines, one submarine rescue vessel and one torpedo retriever boat of SUBRON SIX depend on S-9 Division to process requests and issue all repair parts and consumables.

S-9 combines a variety of roles. Staff members and their job functions are:

SGT Michael Carmichael, Financial Supervisor; HQT Marvin Tucker, Control Material PO; OP3 Neil Ventressel, Assistant Systems Coordinator; HT3 Grant Greaser, Office Director; RC3 Shannon Merrill, Job Sequence Number Maintenance Clerk; SC3 John Morgan, General Control Storeroom Clerk; DMN Craig Simon, Assistant Financial Supervisor; and MGN Kevin Hunt and EMN Kevin Clancy, Input Clerks.






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## Reader contribution

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# 'Tattoo me' in Ft. Lauderdale

by RTJ JOSEPHUS SAVOLIS

Navy U.S. SP4s personnel took advantage of one service in Ft. Lauderdale that isn't found in Norfolk. They got a tattoo. A tattoo (the word is tattoo) is one of those things that turn a boy into a man and a girl into a man as well.

The only tattoo parlour I saw was that licensed to "Tatto" Taylor. That's where I caught many SP4s sailors. It is the common tattoo parlour, not much more than a gallery of designs available on stencils, and chairs for the hours long wait in line (or on Sunday, you can get an appointment before church).

Of course the tattooists themselves had arms coated in wondrous designs. But these men are not bikers out to make a buck, they run a serious business, speak professionally and have an intelligent, confident look in their eyes.

Besides the large volume of navy sailors, local civilians also invest their money in the portable masterpieces. A small burned out looking guy pointed out a design on the wall to his friends, then had difficulty finding it except the rest on his body to show how good it looks on him.

I had read about a great increase in the number of females being tattooed. This was evident when I found half a dozen sailors going over the counter at a recited, bikini-clad young woman receiving a razor in a

provocative area on her attractive hip. I've met a few ladies with the same area decorated. Sorry about the "girl into a man" joke.

In order to properly report on this subject, I decided to get a tattoo myself. (Actually, I wanted any anyway, but saying that makes me look dedicated.) I was surprised they had what I wanted--an ancient Chinese symbol representing Taoist philosophy (a Taoist tattooist!) of good, evil and all such opposites.

After several hours, my turn came. All the people who had tried talking me out of it were nowhere around. Maybe they were annoying someone else with free advice.

The table held very clean equipment and containers that wouldn't have looked out of place in a hospital. The tattooist said skin on the arm is tougher than that on the chest, which was where mine was going to be.

I can't say it didn't hurt. But once in that seat, it's a matter of honor to not show signs of discomfort.

So I sat there with a poker face like all the other guys and girls and endured a comparatively few moments of pain to have something special that most civilians never will have.

Yes non-tattooed folks are just not cool.

# SPEAR STEAMS TO FLORIDA



"This is not a drill, comrade spraying."

When "Liberty" was called in Ft. Lauderdale, ETI Omitz Allison began calling around southeast Florida.

His calls weren't for information about tourist attractions, though. For three days PO Allison called civilian electronics suppliers to locate a replacement power transformer for the USS L.P. SPEAR.

En route to Florida, the transformer essential to the ship's fathometer failed, said PO Allison, Communications Department.

The fathometer, or "sonar sounding set", is the instrument which measures distance from the ship's hull to the bottom of the ocean. In operation throughout deployment, the fathometer is closely monitored during sea-and-anchor detail.

Especially through the "very narrow channel of Fort Everglades," the fathometer's operation was crucial, noted the electronics technician.

As soon as the problem with the transformer had been isolated by ETI Paul Bullock, Communications Department, a search began for a replacement.

The one replacement stocked by the ship Repair Department proved to be defective. And the SPEAR's usual parts suppliers in Norfolk also were without the part.

A Navy-wide message was then sent requesting a replacement from any ship in the fleet. But when no positive response was received, PO Allison began his extra-hour search.

PO Allison spent the first day in port cross-referencing the needed part with a civilian-used equivalent. Then for two days, he phoned electronics stores in and beyond Ft. Lauderdale.

Finally on Thursday afternoon, word came from the supply depot in Norfolk, a transformer had been located on another ship. The part was flown commercially to Miami and picked up the next morning by SAC Rabilto Cambe, Supply Department.

Even though a replacement transformer was eventually located through Navy channels, much of PO Allison's "Liberty" had been spent working with telephone and "yellow pages".

PO Bullock and several others in the SPEAR's Communications Department also put in extra time. Their efforts helped the ship steam safely out of Fort Everglades towards Norfolk.



AGOV: The crew enjoys a Sunday afternoon picnic on the helo-deck. SEL:24: MSG Mike Carter serves dinner in the galley. SPOA Joyce Hanson takes a five-minute break from a 12-hour workday.



## Questions About **ALCOHOL**

Alcohol is the most abused drug in the United States.

**Q: What type of person becomes an alcoholic?**

**A:** All types. There is no evidence that any one physical or personality type is more prone to alcoholism than another.

**Q: Is gin or whiskey more intoxicating than beer or wine?**

**A:** No. Straight liquor may hit you a little harder or faster, but one bottle of beer or wine has the same amount of alcohol as one cocktail.

**Q: How good are chances of recovering from alcoholism?**

**A:** Very good, especially if the problem is recognized and diagnosed, and the person ofered treatment in an enlightened setting where he or she is given concern and respect.



At "Fair Weather Parade", the USS LST-1166, SP4A steams into Ft. Lauderdale.

# Send Spear Points Home!

FROM:

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\_\_\_\_\_  
\_\_\_\_\_

UNIT

\_\_\_\_\_  
\_\_\_\_\_



TO:

\_\_\_\_\_  
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\_\_\_\_\_

FOLD AT GUT AND STAPLE