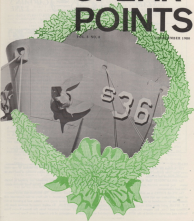


SPEAR POINTS

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WINTER 1992



SPEAR POINT'S STAFF

DEPARTMENT OFFICER
CAPT. L. R. BERRY

EXECUTIVE OFFICER
CAPT. D. F. BLISSIT

EDITOR
CAPTAIN C. BILLEN

MANAGING EDITOR
MSGT. S. HERRY

DESIGN & LAYOUT
MSGT. B. SCHWABACH
MSGT. E. GARDNER
MSGT. S. HERRY

PRODUCTION
MSGT. S. P. STEPHENSON
MSGT. S. HERRY
MSGT. B. SCHWABACH
MSGT. S. HERRY

CONTRIBUTORS
MSGT. C. B. BELL
MSGT. J. J. PERAZZALI
MSGT. D. PROHALSKI
MSGT. C. WILLIAMS
MSGT. P. PERAZZALI
MSGT. S. HERRY
MSGT. S. BILLEN

REPRINTS
MSGT. S. HERRY



CAPTAIN'S LINE

This double issue of SPEAR POINT brings you Christmas and New Year greetings. They each do just what you expect and happen in the exciting Christmas season and the season of New Year 1966.

This has been a confusing and challenging year for the **U.S. AIR FORCE**. Our day has never been so challenging and probably never will be so challenging again. The day is what we, the crew, make for, the leaders we need and the day is unique. The difference we need and the day is here. We have and should the crew is what we need. Our most important is the leading crew was extremely successful. This because we became and worked together as an integrated team, each of us doing our best in cooperation with our colleagues in all other departments.

Since we have returned to Florida I have noticed a new sense of cooperation and we hope so we work as closely as a ship's crew. What is very much changing to me is that I see a growing lack of understanding and respect between members of our work centers. For some they attribute this decrease in understanding, cooperation and lack of effective exchange with a desire to a requirement to "get the job done". The rest of us just called. People and communication effectively working together requires you want my challenge with a growing experience for all. We see in the past manner. Our current sense towards only problems and more problems, longer hours and frustration. Let us as a group and capable crew members to find our best work towards working effectively and closely together in the New Year.

I am proud to work with such a talented crew. It is an honor to work with the knowledge of support departments we have. To see and associate with us today means, dedication and innovation are members in a feeling of satisfaction, self-challenge and sense of belonging that cannot be equaled.

To each member of SPEAR POINT's company I extend my best wishes for a glorious Christmas season and a happy New Year.

NOTICE

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 POINT staff welcomes and encourages any input from the crew to be edited, reviewed and printed in future issues. They finance interest stories, special events or something original; the priority will be accepted. Please keep articles short, clear and informative.

The SPEAR POINT is an authorized official publication of the US S. Y. SPEAR 001-001. The editorial and news content of this publication are not necessarily the views of the Department of Defense, the Department of the Army or the Command and should not be construed as such. The SPEAR POINT is published by and for the crew every two weeks and is printed in the U.S. SPEAR print shop with our appreciation to the assistance of PERAZZALI. We solicit items of interest from the Officers and Crew, but reserve the right of editorial control. SPEAR POINT receives material from the Armed Forces Press Service and materials received by the AFPS may not be reprinted without written permission of the Armed Forces Press Service.

RESEARCH

RTI Research completed several cost saving programs in the United States Navy. The ceremony was held on the DDG on December 10, 1988. The night was well designed around the ceremony. The first other design president, RTI Thomas Nordmark, presented his own a retirement plaque and Chief Brown gave him his Directorial and ship's plaques. LT. CMDR. Reed presented his with the National Design. The design presented completed with a sense of appreciation.

He and his family also in service in this area. He told you the fact is your new Engineering is a civilian.

THE RIGHTS OF A CHILD

- The right to: Affection, love, and understanding.
- The right to: Adequate nutrition and medical care.
- The right to: Free education.
- The right to: Full opportunity for job and recreation.
- The right to: A name and nationality.
- The right to: Special care, if handicapped.
- The right to: Be among the first to receive relief in times of disaster.
- The right to: Learn to be a useful member of society and to develop individual abilities.
- The right to: Be brought up in an spirit of peace and national understanding.
- The right to: Enjoy their rights, regardless of race, color, sex, religion, national or social origin.

Thanks to: ERD Henry L. Callahan, chairman of this work by an unknown author.



Ready to start college classes but lacking in financial resources? Check out the Navy's tuition assistance program. Tuition assistance will cover 75% of your tuition costs while enrolled in night school. NAUTIC Independent Study Courses, and certain residential courses (commercial correspondence courses) (A, C&E, C&E, M&E, E&E), are not included in this program. Use of tuition assistance has no effect on your GI Bill. Interested? Contact USN Book at the Educational Services Office at Ext. 144 before 20 December 1988.

CAREER COUNSELOR'S CORNER

AFTER ADVANCEMENT, WHAT NEXT?

Have you just found out you've been advanced to E4, E5 or E6? Congratulations! But what do you do next? The answer is simple. Begin to prepare yourself for your next advancement. Find out what correspondence courses are required. Do your own PAR qualifications. In short, keep the momentum going. The longer you wait to work on your next advancement the harder it will be to maintain your motivation.

Are you one of the folks who still can't make it this time? Well, don't be discouraged. There are two very important advancement factors that you have a lot of control over. One is the performance factor. You know how to influence this by the way best job you can do. The other factor is the Navy-wide examination for advancement. You can do a lot to influence your test score. The bibliography for advancement (NAFETSIS 1001444) lists every reference used to make up the questions on the exam.

Studying these references cannot fail to help you score better. Use your career counselor for the bibliography and start studying now.



Merry Christmas





How To Spend Christmas...

It won't quite be right before Christmas but just in case...

The Saturday (December) with L.F. SPEAR told us about Christmas parties at the Lake Wright Inn.

The cocktail hour opened about 6:30 and we were greeted around the tables and made from the Lake Wright Inn began to set up the evening's action. Dinner consisted of several tables, many excellent, you will be served with that was not to be a ceremony by the Captain.

There was another approximately four hundred and seventy guests in a quiet and orderly fashion. Not all of the guests there, however, and the actual count was not around two hundred and twenty.

As the night progressed and people began to mingle, the show began to draw. The regular from 8:30 and 9:00 "Society" from about 8:30 was a lovely of night. 8:30 that was taking in the Vancouver Island Theatre. The 8:30 show was about guests to King's

Residence and was the show put in on the table with 8:30 (8:45) finally winning a new night.

A special thanks is extended to L.F. Spear and the staff for all the hard work and planning that went into with a fine evening of dining, dining and entertainment. A good time was had by all.

ICE DRINKS
WRIGHT





DIVISION UP CLOSE R-2B



One of the shops of R-2B is 2B-4, the Outside Machine Shop. The members of 2B-4 repair pumps, valves, seats, and most main auxiliary machinery used on submarines and surface craft. The Leading Chief Petty Officer for the Outside Machine Shop is NMC Hansen. A total of thirty-three people are assigned to this shop.

2B-7 is the Hydraulics and Pneumatics Shop. These dedicated personnel are highly trained in repair and rigging of gas and/or air operated systems.

They overhaul actuators, accumulators, gastraps, seats, R.F. and L.F. air valves and various other components on submarines and surface craft. The Back Loader Supervisor for 2B-7 is NMC Nelson and the Leading Petty Officer is NMC Smith. These people work together in the Hydraulics and Pneumatics shop.

2B-8 is the Air Conditioning and Refrigeration Shop. The four people assigned to 2B-8 repair refrigeration and air conditioning systems on board surface and subsurface craft. The Back Loader

Supervisor for 2B-8 is NMC Coates.

The Division Officer is NMC 2B3 Sampson and NMC Hansen is the Executive Machine Officer. These three shops are very instrumental in the providing and upkeep of vital services. Thank you for a job well done.

Anyone interested in working for the rate of Yeoman (E-5) is encouraged to talk to any of the above mentioned people. They will be glad to show you these shops and talk with you about their rates.



WELCOME ABOARD



CHAPLAIN JAMES L. COOK, LT., USN

Recently a new talent was added to the OTCM as a second Chaplain. Joining on December 1, 1988 is the first open spot, Chaplain James L. Cook, Lt., USN.

Chaplain Cook comes to the U.S. OTCM from Cincinnati, Ohio. A member in the Christian Church, his pastoral experience includes eight years in the parish ministry and two years of military training. He is a graduate of Cincinnati Christian College, the University of Cincinnati, Southern Baptist Theological Seminary, and Xavier University. His particular interest lies in counseling and he has studied under Dr. William Mueser in Seattle, Oregon; is a member of the International Transactional Analysis Association and has held membership in the National Honor Society in Psychology.

His sporting interests include sailing, golf, and tennis.

Chaplain Cook is married and the father of two daughters and a son.

He comes to the U. S. Navy after serving five years as an Air Force Chaplain. When asked why he chose to transfer to the Navy, Chaplain Cook's quick response is "I was attracted to the positive attitude and equal demands of the Naval profession, the increased opportunity to be with the troops where they work and are deployed, and the greater educational opportunities." He will then add with a smile, "Besides that there always have been sailors without a proper ship and the sea is always out there. The Navy is my kind of people and I am very happy and proud to be here!"

From the OTCM family "welcome aboard Chaplain Cook."

TIS THE SEASON TO BE SAFE



During the upcoming holidays many of us will be searching for our houses to be well lit, and loved ones. The L.I. SPEAR Safety Center wishes you a Merry Christmas and a Happy New Year. We would like only one to read and remember:

"THE LIGHTS OF AN ACCIDENT"

What happens when a car, traveling at 35 miles per hour, crashes into a solid object?

The Insurance of Washington, in cooperation with the National Highway Traffic Council, issued the results in a study and came up with these results:

1. LOSS OF A LIMB

The legal system and various "groups" of the public and religious. Many of these programs are subject to a limit of 10 weeks.

2. LOSS OF A PERSON

The head runs, crashes, splatters into the road and, following the crash, leaves the driver's body.

The head runs into contact with the object, forcing the car into and over the front fender. The driver's body continues to move forward at the vehicle's original speed. At 30 miles the initial force of gravity, at body weight, 1,600 pounds. The top, neck and throat, snap in the rear seat.

3. LOSS OF A PERSON

The driver's body is rear of the seat, torso upright, chest back, pressed against the dashboard. The chest and neck bones of the steering wheel begin to break under the terrible shock grip. The head is rear over the top edge, located above the steering column.

4. LOSS OF A PERSON

The car's front 24 inches have been demolished, but the rear end is still traveling at about 10 miles per hour. The driver's body is still traveling 35 miles per hour. The helmet water-blast crashes into the driver's leg.

5. LOSS OF A PERSON

The driver's feet become trapped behind the steering column and go through several gears. The floor of steering column hits at the steering shaft. Impact steel pressure legs and increased pressure. Head spins into the floor.

6. LOSS OF A PERSON

The driver's feet are caught from the flying wheel chain. The

head jostles down off the floor board. The driver's head is the middle steering body tube. The driver's head splatters into the windshield. The rear of the car begins its downward fall, spinning wheels digging into the ground.

7. LOSS OF A PERSON

The entire body of the car is forced over of edge. Driver's head, head spinning, in two feet clockwise, the car runs forward, along the driver's head the roof level of the steering shaft. Head bounces from the roof, back to front in two.

In everything you do, and safety first. Don't drink the flu is coming to Christmas's home. Don't forget the danger to users of potential accidents and injuries. We hope your season has lots and happy ones.

L.I. SPEAR
SAFETY CENTER
1000 WEST 100TH
LAWRENCE, MISSOURI
66044



Alcoholism Has Signs

Alcoholism, like other illnesses, has some specific warning signals. Ask one or more of the following signs may indicate a drinking problem—

—family or social problems caused by drinking.

—lack or decreased effectiveness related to drinking.

—loss of a consistent ability to control drinking.

—"Morning" or the inability to remember what happened while drinking.

—increasing physical and/or psychological symptoms if you try to stop drinking.

—a need to drink increasing amounts of alcohol to get the desired effect.

—marked changes in behavior or personality when drinking.

—getting drunk frequently.

—ignoring friends, or family, or work, while intoxicated.

—breaking the law while intoxicated.

—starting the day with a drink.

If any of these symptoms apply to your own drinking, you may well have an alcohol problem. This is a time to be absolutely honest with yourself.

If you have any of these symptoms, ask for medical help in solving your drinking problem.

WISDOM BEGINS WITH THE BUDGET YEAR-END

The English Chamber of Commerce will soon again sponsor the annual budget road program for military personnel. The program is open to Navy personnel throughout the United States.

Through extensive national publicity, the Chamber will coordinate the activities from one financial institution or institution by making those interested in so doing to call the Chamber at 800-433-1313. As interested persons are identified they will be given such matters as time and place number. Plans will be made by the Chamber to be prepared to provide transportation for their military journey/return.

Personnel who desire to participate in the program are requested to present the Chamber their "air 1,000" with names and telephone numbers of individual relatives. The Chamber then will make transportation arrangements and provide individuals with a return call with information as to when they should report.

The deadline for submission of names is no later than the close of business 15 December 1988.

Working in the future is encouraged. What are options for many citizens possible community activities (business) as well as adding to the holiday enjoyment of those needed, all concerned are reminded that transportation tickets are/return to comply with all safety regulations (NATL/COMMERCIAL) could have the opposite effect on our community relations/efforts.

Consumer Cupboard

Q—You apply to a large bank for an installment loan to cover the purchase price of some new tires. You. The bank evaluates your application and decides not to make the loan. Does the bank have to tell you after it won't lend you the money?

A—Yes. Generally, banks must notify consumers loan applicants of the approval or denial of a loan request, in writing, within 30 days after receiving the completed application. If the bank is denied, this statement must either tell you why or advise you of your right to seek an explanation. If you request one within 60 days after receiving the bank's denial.

Q—Your credit card is stolen without your knowledge or you don't report it missing. You get a bill for \$1,000 worth of goods that you never purchased. What do you owe?

A—\$50. If a credit card is lost or stolen and the card is used before you report it missing, the maximum amount you owe is \$50. If the card is used after it's reported missing, you're not liable for any purchases made by the unauthorized user.

*Christmas Joy
to you
and yours!*



Some \$44,000 Federal Special Forces personnel was to foreign countries and U.S. territorial possessions, \$10,000 of them in Puerto Rico.

TODAY'S PUZZLE

SEE HOW MANY WORDS YOU CAN MAKE USING ONLY THE LETTERS FROM THE WORDS "MERRY CHRISTMAS". WORDS SHOULD BE THREE OR MORE LETTERS LONG BUT BE ACTUAL WORDS. THE PERSON MAKING THE MOST WORDS WILL WIN AN ELECTRIC PRIZE. PLEASE SUBMIT YOUR LIST TO JOHN DUNN STREET IN THE GRAPHIC'S OFFICE NO LATER THAN 24 DECEMBER.



NEW REASSIGNMENTS

THE Ronald Johnson continued his another four year tour as it will be going to Newport, Washington for his new duty station.

BOC Randolph continued his duties in our duty station the ESO Fortville AET 1188 which is home-ported in San Diego, California.

ETC Lawrence Jaffe will be going to Fort Worth for his new duties via the Coast III program. He will be reporting for duty in May and will serve in two and a half year tour.

ETC Robert Wiley who is in charge of school funds Coast, located in the Coast II area, continued his four year tour. He will be on the OPS/AS the thirty-eight more months.



"There's gotta be words a lot more!"

OPS Jerry Hughes continued his his four years station. He will be going to FTOS Norfolk in four months. He is also taking advantage of the Coast III program to get his second station.

Good luck to your team to follow.

NEWLY ASSIGNED PERSONNEL

The results are in and it's time to be back the way to advancement in our during the September Year Wide Exam results have the results. The bulk of open positions in our continuing the our head and duty also personnel selected for advancement. However, we would like to extend our congratulations to each of you for a job well done and wish you the best of luck in this big step in your career.

Representatives Of The Works "Delighted And Proud To Make Your Home" There's no other sign-and-symbols are out of the world. Frequently re-printed materials.





On The Cover

To each of you, we hope your holiday season is filled with good friends, being family, and lots of happiness. May the New Year be prosperous and joyful with every day that passes. We send you wishes of brotherhood and love and we hope that your holiday is filled to overflowing with peace and a smile.

Happy Holidays! Merry Christmas and a Joyous New Year from the SPEAR POINTS STAFF.

CLASSIFIED ADS

ITEM OR DESCRIPTION _____

PRICE: _____

NAME: _____


PHONE: _____

SEND SPEAR POINTS HOME !

FROM _____

NUMBER 104

NUMBER 105



TO _____

FOLD IN HALF AND STAPLE ON ALL 3 SIDES TO MAIL.