



# *Spear Points*

VOL. 4 NO. 17 BY OCTOBER 1984

# Captain's Line



*Pride and professionalism is a phrase that we have all heard a good deal about in recent months. It was coined by the Chief of Naval Operations, Admiral Thomas Hayward, and applies to his program to revitalize the Navy and restore honorable standards, customs and procedures that have fallen into disuse or had less emphasis placed upon them in recent years. I fully support his efforts to upgrade the Navy and hope that you also agree with his aims and programs. Admiral Hayward is a most impressive individual who has expertly gone to bat for us and done much to improve conditions throughout the Navy. His constant support for the Navy personnel was one of the major factors influencing Congressional approval of military pay raises and restoration of the Variable Housing Allowance. In short, we do have a man at the top of our organization who cares and is effective in representing us.*

*"Now what does all this have to do with me?" is a question you are undoubtedly asking yourself at this point. Briefly, it means we should all feel an obligation to translate "Pride and Professionalism" from a phrase into meaningful programs in our daily work. We must ensure that we set high standards for ourselves in our assignments aboard ship and in our conduct ashore. We should all be proud to be part of a first class organization and project that pride in our work. It is up to all of us to ensure that our performance as individuals and as a crew meets the standards established by the Chief of Naval Operations.*

ROBERT F. KELLY  
CAPTAIN USN  
COMMANDING OFFICER



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The deadline for submitting articles to this newspaper is ten days prior to each pay day.

The SPEAR POINTS newspaper office is located forward on the isolated dining facility, 301, 311.

SPEAR POINTS is an authorized unofficial publication of USS L.S. SPEAR (AS-34). The articles in this publication are not necessarily the views of the Department of the Navy nor of this command and should not be considered as such. The SPEAR POINTS is published bi-weekly and is reproduced by the L.S. SPEAR Print Shop with non-appropriated funds in accordance with NAVEXOS P-35. The purpose of this newspaper is to act as an informative and entertaining bond between crew members.

We solicit items from the Armed Forces Press Service and materials received to the AFPS may not be reprinted without written permission from the Armed Forces Press Service.

# Letters to the Editor

In reference to my September 30 Editorial . . .

"It seems it was biased and opinionated, but at least it got a few people's feathers ruffled enough to at last become contributors to CUB newspaper!"

It is with great pleasure that I publish the different opinions and ideas submitted to this staff. Hopefully this evidence will make up a few of our counterparts of both sexes and make those realize that this is not the appropriate time nor place to look for a husband (or wife) nor to have a relaxing good time.

THANK YOU,  
THE EDITOR

Dear Editor,

We in the dice locker would like to add our support to your recent editorial "A Woman's Navy". The dice know how it is. Before the WPNs were reported aboard, the dice were already accused of trying to ruin the ship. Every WPN I have asked was amazed about the dice when first reporting. It must be on the check in sheet. How can we make friends with a wild reputation like that? Come on girls, trust us!

When wearing our dice (as is sometimes necessary) it is not uncommon to get whittled at by that intensity of WPNs out for a good time. It is downright humiliating! We do not have the pleasure of our female crew members.

In what if we THINK we can keep tall buildings or stop a speeding locomotive. We have to think so. We are performing a dangerous job most people are not mentally deficient enough to get confused into.

To remember the men to give us people (and) awarded credit and have feelings too.

Jonathan Bardsie  
and the Deep Sea Divers

Dear Editor,

The editorial of 30 September, seemed very biased to this reader and without a doubt, to many others (men and women).

Of the initial allotment of women who reported to the ship in 1879, the "large number" still onboard is only a dozen or so. The rest simply were transferred to various stations: their rotation date was up, they married a crew member (the Navy doesn't allow married couples to serve aboard the same ship), some got pregnant (some intentionally in order to get off the ship and in some instances, out of the Navy) and there are numerous other reasons that this "large number" has greatly decreased.

Granted there are some women who are good at their jobs, but in the same instance there are just as many women as there are men who are not doing their job adequately.

Many, not all, of the women here on board L.Y. SPEAR enjoy the selection of men they have to share time. What's kidding who, when the editor claims "we don't want dates, just a friend?" Many women would be pleased if some of the men asked them for a date.

At work we are all others doing our jobs. After work we are all people that's all so to break aside our emotions.

Dear Editor,

Whooey, on your recent article regarding women aboard the L.Y. SPEAR. There is definitely a lack of respect given to us by our male counterparts. Be obvious that most of the men on board cannot accept the fact that we are here to do a job and at least a good job.

We are eager and willing to prove ourselves in a man's world and it is getting harder for us because of the lack of acceptance for our ability to perform.

It seems that most men on board have the perception that a woman's place is in the home and any woman not home certainly does not deserve the respect due her because she is trying to compete in a man's world.

I, personally, am not trying to compete with any man. I don't appreciate the vulgar and derogatory comments. The language is abusive and unrepresentative. It only tells me that the high school they attended definitely lacked an adequate English format.

In Navy women aboard the SPEAR, you don't have to be derogatory and made to feel inadequate in performing your jobs. If you give respect, then you have a right to demand respect. You deserve it!

Submitted by  
EN Barbara Chambers

# on the cover



A SP4AS PERSONALITY

On October 8, 1981 ER2 "Mama Debs" Lavelle completed under the Coast Three Program her orders to the USS NORFOLK (DD-961) in Port Hueneme, Calif., Texas. She departed from the SP4AS after serving two and a half years as a trained and much respected shipmate.

Since reporting on board in April of 1979 under the US Navy Women at Sea Program, ER2 Lavelle has reached many goals. Among her accomplishments are: Boat Co-ordinator School, Assault Boat Co-ordinator School, Pilot Operating School and Landing Signalman School.

She was Officer of the Quarter, quarter ending 21 March 1980, and was picked for Weapons School of the month for September 1981.

She has received many letters of appreciation for her fine work and dedication. Since reporting on board as a SP4AS "Mama Debs" Lavelle has successfully advanced in rate to ER2 in the minimum time allowed.

Aside from her professional personality Patsy (Debs) Lavelle is the epitome of that special sailor who always sets the highest standards, has the finest smile and is always a friend.

Those who have had the privilege of knowing her have found a vibrant personality we all wish we could emulate.

We wish you the very best of luck! We will miss you, but we shall always remember you with deepest respect and admiration.

May God's protecting hand guide you smoothly through all your life!

Submitted by  
ER2 Debs Davelle



"What?—You're leaving the Army for a civilian job when you only have 27 years to go for retirement?"



Don't point that, it might be loaded!

## STILL WATERS

Complaints are frequently heard around the ship about the conditions under which we have to work: long hours, low pay, uncertain liberty, non-frequent watch standings, dress codes, grooming regulations, and uniform requirements to name just a few. I hear so many such complaints daily coming through my office that I often feel more like an Ann Landis than a Chaplain—more like a domestic problem-maker than a Spiritual Counselor.

For those of you who have grown weary of displaced life, it may be helpful to try to put a new perspective on the nature and quality of the SPENS's work environment. The following is an excerpt from a set of office rules in effect in the year 1872 in the establishment of Zachary Coigo for whatever consultation it might prove to be.

1. Office employees will daily sweep the floors, dust the furniture, shelves, and show cases.
2. Each day all kettles, clean spittoons and trim sinks. Wash the windows once a week.
3. This office will open at 7 a.m. and close at 8 p.m., except on the Sabbath, on which day it will remain closed. Each employee is expected to spend the Sabbath by attending Church and contributing liberally to the cause of the Lord.
4. New employees will be given an evening off each week for creating purposes, or two evenings a week if they go regularly to church.
5. After an employee has spent 12 hours of labor in the office, he should spend time reading the Bible and other good books while contemplating the glories and building up of the Kingdom.
6. Every employee should lay aside from each pay a goodly sum of his earnings for his benefit during his declining years, so that he will not become a burden upon the charity of his brethren.
7. Any employee who makes Spanish Ogers, new laces in any form, gets dressed at a barber shop, or frequents good and public halls, will give no good reason to support his worth, intentions, integrity, and honesty.

8. The employee who has performed his labor faithfully and without fault for a period of five years in my service and who has been thrifty and attentive to his religious duties, is looked upon by his fellow men as a substantial and law abiding citizen, will be given an increase of five cents per day in his pay, providing a just return in profit from the business permits it.

Every institution and establishment (including your own home) has its own kind of field day. Work and living conditions would grow intolerable without it. There are both advantages and disadvantages in every job and work

environment. Try focusing on the positive aspects of your job, and remember you're not looking on the SPENS till age 65 like many civilians are looking—dead-end jobs they don't like but must keep for financial survival. In the words of Max Erbesman's *DESIDENTA*, "Keep interested in your own career however humbly; it is a real possession in the changing fortunes of time."

Be worthy of your time and benefits and remember that part of your purpose in the Navy is to serve a great country—your country. And, by the way, no one requires you to attend chapel on Sundays, but it's a good place to help you get a healthy perspective on life.

CHAPLAIN J.L. COOK



THE USS FINBACK (SSN 670)

The first warship launched by the Newport News Shipbuilding and Drydock Company since the end of World War II, was the USS FINBACK (SSN 670). On December 4, 1960 she first entered the water, eleven months later she began the series of sea trials designed to test her readiness to join the fleet, and, was commissioned on February 9, 1970.

The USS FINBACK (SSN 670) is the second United States submarine to bear that name. She carries forth the proud heritage and record of the original FINBACK (SS 150).

The present Commanding Officer is Commander William R. Joo, the Chief of the Boat, who just recently reported aboard, is Master Chief Henry. EDCM Henry and the C.O. have many plans to publicize the outstanding jobs performed by the diligent workers on board FINBACK. The 120 officers and crew certainly can be proud to serve aboard the Navy's eighty-seventh nuclear powered submarine.



## Division Spotlight



## S-7



With the exception of Repair Department personnel, all other SPEAR and loaded unit personnel who have material requirements have to make an initial stop at BULKY/MAINE SUPPLY ASSISTANCE TEAM (SUBSAT). To help people obtain needed material, SUBSAT personnel are divided up into four functional areas.

The Boat Movers, SK2 Lopez and SK3 Walkowitz are the initial document screeners who ensure that all requisitions submitted to supply are properly filled out and make the determination as to how the customer's requirement is to be filled (i.e. issue from stock, passed to Naval Supply Center Norfolk, or passed to another section of SUBSAT for action). SK3 Aguiar (the division LPO) is the System Coordinator who serves as the interface between SUBSAT and the customer ensuring that supply documents are coded up correctly for input to the computer which does all of the bookkeeping for the Supply Department.

The Technical Section, SK3 Aron, reviews all nonstandard requisitions (i.e. requirements which can not be filled from the Navy Supply System) to ensure that the material descriptions are complete and that the requirements can not in fact be filled from Supply System Stock.

The Purchasing Section, SK3 Lane and SK3 Cox are responsible for purchasing locally procurable material, contracting for services/material, paying all of the resulting bills and forwarding all requisitions which cannot be purchased by SPEAR to NSC Norfolk.

The Expeditors, SK1 Santos, SK2 Stevens, and SK2 Madala, spend all day on the telephone locating, processing, and expediting the shipment of urgently needed material from all over the world.





THE DIVING LOCKER 728

The main tasks of the Diving Locker consist of the support of other ships on the ship involving underwater repair. The divers can be found doing anything from installing a flange to a ship's propeller. They are all on call twenty-four hours a day.

The Dive Locker shares with the USS Emory S. Land (AS-28) the responsibility of recompression chamber work for any type diving accident that might occur in the Tidewater area. They assist area hospitals (both military and civil) in hyperbaric treatment. The treatment of breaks, gas embolism and other diving related illnesses are regularly treated in the dive locker.

Come into a dive and you'll see, you'll find the SPEAR's Divers out there in the water. They can dive up to fifty feet, but most of our divers are qualified for dives up to 100 feet.



(Second class divers are qualified to dive on air up to 100 feet.) The first class divers are qualified to make dives to 200 feet but they must use a gas mixture of HELIX. As for Master Divers, I've told their skills are phenomenal and rare, however we do have one on SPEAR, EDCH (MDF) Scaip. There are only about fifty Master Divers in the whole Navy.

—SCHMIDT—

Divers must attend a special school in Panama City, Florida that last 12 weeks. They are, at the successful completion of this school, second class divers. After one year the second class divers may come back to first class divers (17 weeks of school.)

#### —QUALIFICATIONS—

If you want to be a diver you must possess a certain amount of strength and balance. (The modified Mark V weighs 200 pounds out of the water.) Divers are called upon everyday to do very precise work, involving extensive training and keen knowledge, made doubly difficult by being performed under water.

The diver is trained in all phases of work and surface supply diving, ship's salvage and underwater ship's husbandry to provide preventative maintenance and all aspects of diving medicine.

Many divers must be conscientious and hard workers just to survive. Be what you divers!

#### COMBINED FEDERAL CAMPAIGN

The goal for this year has been set at \$10,000.00 for SPEAR. The status listed in the next-ship's passageway goals at \$20,000.00. If each person on SPEAR donated \$20.00 toward this year's goal, it would be reached and surpassed.

The money received by the Tidewater area charity organizations goes towards helping lots of people, directly and indirectly in the form of medical research. Military personnel have always been huge contributors towards any charity benefit. We don't need a major catastrophe (i.e. flooding, to show how we can respond and help others.

This year the SPEAR'S success and drafting depends on the banner that is attached to the quarterdeck railing, and the large one stretching across the street on the lawn. The effort and time can be duplicated by the rest of the crew giving a little money to help start. The SPEAR goal CAN be reached!

EDD BATHSON  
CHAIRMAN, CPC





# The Other Side

Dear Editor:

Some months ago I wrote a letter<sup>1</sup> expressing my dissatisfaction with the Navy and its policies. I would like to tell the other side of the story so that others faced with disillusionment and frustration with the Navy can turn a negative situation into a positive effect on their lives.

In 1973 I was demobilized from the NESOP program as a result of my rebellion against the system, and faced an obligation to six years of service in an organization I had come to dislike. Instead of allowing anger to rule me and cause me to strike out at everything and everything, I accepted the consequences of a decision I had felt compelled to make, and got to work. While waiting for transfer I scrounged floors and painted walls and volunteered to make trips to get paint and supplies. My chief wrote a set of transfer orders which mentioned my hard work for him and made little mention of my dissatisfaction. A big black mark in my record became just a smudge. My next command was a destroyer and with a lot of work, they treated my willingness to work enough to send me to some schools and when the ship deployed made me ship LPO in an ES. Two good evaluations later I was transferred to the L. I. SPCAR and again went to work doing my best at a job I found distasteful. My willingness to work any job assigned, resulted in my being sent to some very fine Navy schools (people in all branches of the service and many college positions have told me that Navy schools are the best available anywhere). Now the end of these six long years is here and I'm able to pursue my own personal goals, the schools and the work experience obtained in the Navy resulted in my getting the job I have wanted since I realized such a job existed.

I'm writing this to hope that others who feel that they are faced with an impossible task, to work in a Navy they do not like, consider my story and accept the consequences of the decision you make and make your time in the Navy a positive factor in your life, a step up, to higher goals in your life.

Andrew B. Duncan  
ETC. USN



## NHA Needs Your Help to Fight Disease

The National Health Agencies provide services to the millions of Americans who suffer the ravages of illness and disease. They depend on the expertise and knowledge of those people who continue to search for the treatment, cure and prevention for some of these devastating and life threatening diseases. Your CPS dollars make it possible for these health agencies to continue their medical research programs, provide community and patient services and materials and programs for public and professional education.

**The National Health Agencies,  
Composed of 27 National  
Health Organizations,  
Is Working To Help You**

\*FOLIO NO. 12, 20 APRIL 1983



## WHY CAN'T THEY SEE THAT IT'S ONLY ME

I am always mostly quiet, with very little to say,  
only just trying to make it through the day.

There is love in my heart and a smile you can't see,  
so why can't they see that it's only me?

I don't want to cause no harm and my profile I keep very low  
and if they only knew I am not here for the show.

I don't want no parts of arguments or a fight  
but only want to live and wake up to each morning light.

I've climbed the mountains they have set in my way  
my faith is like above guess strange everyday.

They say that I am strange in many different ways  
all because I don't get involved in the games that many of them play.

The Lord and I know what I want to be  
so once again I ask, why can't they see that it's only me?

BY SPIN LARRY DORRICK

## Get Energy Tips Free

The most popular publication the Department of Energy offers to the public is its "Tips for Energy Savers."

Individuals across the country have requested millions of copies. The publication contains pointers to help save energy at every turn of your daily life, from more economical use of hot water to how to scratch that liquid gold after it goes into your auto gas tank.

Write for your free copy today by addressing EN-1801Y, P.O. Box 82, Oak Ridge, TN 37830.

## Trans-World Extends Furlough Fare into '82

Trans-World Airlines (TWA), the pioneer of 50-percent Furlough Fare, has notified the Military Traffic Management Command (MTMC) that it will extend reserved seat discount fare through March 31st, 1982. The airline offers the reduced fare on all its domestic routes.

Restrictions on certain dates of travel have been imposed. The blackout dates are December 12, 13, 18, 23, 24, 27, 28, 30, 1981, and January 2, 3, 4, 5, 18, 1982. During the blackout periods, service members will be accepted on a standby basis only at the out-of-date fare. At all other times, reserved seats are provided for the discount fare.

The 50-percent reserved seat discount is available only to active duty Army, Navy, Air Force, Marine Corps and Coast Guard personnel on leave or pass traveling at their own expense and is per-



sonnel who have been discharged from active duty whose travel is completed within 7 days after date of discharge.

MTMC urges travelers to shop around for other fares that may be as low as or lower than the Furlough fare. However, most commercial and excursion fares contain restrictions on length of stay and ticket purchasing dates, depending on the airline. The 50-percent furlough fare is unrestricted except for the announced blackout periods.



"and when I grow up I'll be a  
barber!"

## the ads

—FOR SALE—

Are you getting out soon? Be prepared for job hunting! Have your complete résumé in hand. Employees will be impressed by the extra effort on your part.

Contact 881 Street 5254 for a professionally done résumé! Also job hunting tips to help make your search more effective.

—FOR SALE—

14" Men's 30-speed. Almost brand new, needs one hand brake and handle bar cap. Will let go for \$11.99. Contact 857N McPhail 5269.

—FOR SALE—

Camera in writing. Perfect for the collector of antique jewelry. Appraisal at \$105.00 want \$60.00 plus.

Contact 8711 Landway 5292.

—FOR SALE—

1978 OLDSMOBILE 75 124 ENGINE, excellent condition, over 80 MPG.

Asking \$6000.00... negotiable.

Contact 981 Anderson 5287.



### VANDALS ARE NERDS!

Have you ever gone to get a cookie and not been able to find a machine in working order because some idiot poured water in the changer? Have you ever gone down to your hotbing after a hard day's work to get some thing and found it so piled a soggy would get sick, because someone tried to flush a whole roll of toilet paper down the W.C. and flooded the whole place?

There are no reasons for people who vandalize and cause inconvenience and trouble for others. Let us work together to stop the vandals that are in destroy "our" belongings.

It's in hotbing, game machines, vending machines and all common areas are part of our domain. No one has the right to take out his frustrations or to vandalize these areas.

There are penalties and if we don't work together to protect any privileges we know from past experience, we lose it. If you see a need in action STOP him or get the Manager/owner immediately!



# Keep Off The Gas

THE MINDS

# Congratulations!

## —REENLISTMENTS—

BM1 Robert Kunitzer for six years.  
 BT1 Alan Lawrence for six years.  
 BT1 Kelly Sprague for four years.  
 BT1 Marshall E. Jones Jr. for six years.  
 BT1 Mark E. Cook for four years.  
 BT1 Gary B. Ward for four years.  
 MS2 Sherman Harshbark for six years.  
 TS2 Kenneth Gordon for four years.  
 BS2 Mary LaRoche for four years.  
 STS1 Joe Mann for six years.

ONS1 Randy Paapantala for six years.  
 Welcome back to the fleet. We hope  
 your next tour will be a good one.

## —AWARDS—

TS2 Sterling Johnson Jr. was recently awarded the Navy Achievement Medal for his outstanding professional performance while being stationed aboard SPEAR. Petty Officer Johnson will be stationed at Yachters after leaving school in Florida.



# Send Spear Points Home!

FROM:

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

8 PLS. 184  
 12 PLS. 164



TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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