



SPEAR POINTS



News for and about
the crew
of the USS L.Y. SPEAR

April 1982

Vol. 4 .No. 15

"WORDS ARE THE GREATEST DRUG" -

JO CHAPPELL

RUDYARD KIPLING

Guest column . . .



SH3 SUSAN STREET
SPECIAL SERVICES

Someone flipped on a light, slammed a locker shut, dropped their keys and four alarm clocks went off in unison. Someone called out to a friend and a food service attendant began dragging chairs across the deck. It was 0330!

When an inconsiderate act is happening, those being offended usually just fume in silence. After awhile, in dry-dock, it goes without saying that tempers will be short and patience will wear thin.

The only solution: Think before you come "home" drunk and rowdy. Think of others who may be sleeping or studying before you make unnecessary noise. Keep your voice down in berthing areas. Use headphones with your radio.

Most of the ship is in complete disarray so don't compound the problem by adding your personal untidyness to the problem.

Think of others and respect their space and privacy. Hopefully, others will return the favor.

Let us all attempt to make friends, not enemies, during this trying yard period.

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Career Counselor's Corner

by TMI PAUL HUGHES

Most civilian industries provide some sort of protection plan, usually requiring some contribution on the worker's part. Often, even additional personal programs are necessary.

When you plan a Navy career, the security of your family is provided for. Consider the following.

Assured income --- Your job is secure and you have guaranteed pay raises. Basic pay increases every two years and with each advancement in rate. In addition, there are periodic cost-of-living pay increases.

Re-enlistment bonuses --- The average Navy member draws generous sums in bonuses and unused leave and allowances during his or her career. The Selective Re-enlistment Bonus (SRB) is an opportunity of a life-time granted one to three times to eligible personnel.

Low cost government insurance --- Servicemen's Group Life Insurance (SGLI) for \$35,000 at a cost of \$5.25 a month.

Disability Retirement Income --- This income is granted if person is permanently disabled after eight years of active service.

Medical care --- Free medical and dental care is provided for you. Medical care, medicines and hospitalization are available for your family at military or civilian facilities for a token cost.

Free legal assistance --- This benefit is provided by Legal Assistance Officers.

The Navy Relief Society --- Navy families in need receive loans or outright grants.

Retirement --- The Navy has the best retirement plan available anywhere. Also, family protection is provided in the event of your death while you are on active duty.

Death gratuity --- This payment is six times your basic and special monthly pay, paid immediately in a lump sum --- \$1,000 minimum, \$3,000 maximum.

Dependents Indemnity Compensation (DIC) --- This provides monthly income for your spouse, for life or until your spouse re-marries and additional compensation for eligible children.

Burial allowance --- There is an allowance of up to \$1,000 for burial in a civilian cemetery, or burial at government expense in a national cemetery.

Social Security Survivors' Benefits --- These benefits are for your spouse and eligible children.

Transportation of surviving family --- Your family will be transported to home of official record or of selection. Also, personal effects and household goods will be shipped.

Use of base facilities --- Your family will continue to be eligible to use all base facilities.

Medical care --- Your family will continue to be eligible for medical care at military facilities or in civilian facilities with a significant part of the cost paid for by the government.

Counsel on rights and benefits --- Your family will be counseled on their rights and benefits by a Navy-provided Casualty Assistance Calls Officer.

Educational benefits --- There are benefits at the Naval Academy, Orphans Educational assistance from the VA, educational scholarships for children from the American Legion and available loans through the National Defense Education Act.

VA home loans --- Loans are available through the Veteran's Administration.

Homestead preference --- The U.S. Department of the Interior grants this preference.

Civil Service preference --- This preference is offered through the Civil Service Employment Office.

In addition, if you elect to participate in the Survivor Benefit Plan, a regular monthly income is provided for your spouse and eligible children upon your death in a retired status.

Career progress noted

April Fool's Day began seriously for three L.Y. SPEAR personnel who re-enlisted during a joint ceremony. They were the first crew members to extend their careers following the ship's arrival in Philadelphia.

Re-enlistees were: TM3 Charles E. Bell, 6 years; GMG1 James W. Farrell, 2 years and GMGC Hal D. Wolfe, 3 years.

One day prior to the L.Y. SPEAR's departure from Norfolk, re-enlistees were: SK1 Barbara G. Miles, 4 years and HTCS Joseph M. Opel, 4 years.



Couple marries on SPEAR

She wanted their wedding to be March 29 because that date, her sister's birthday, was already special for her.

He agreed because he believes in the tradition of a bride selecting her wedding day.

Bride and groom both wanted the event to be somewhere more meaningful than an unfamiliar city hall.

So, the Navy couple chose to be married in the place they met, where they both work and where most of their friends work -- onboard the USS L.Y. SPEAR.

March 29 just happened to coincide with the ship's scheduled cruise up the Delaware River to a temporary home at the Philadelphia Shipyard.

SHSN Delinda L. Fox, 23 and DP3 Paul E. Jones, 21 exchanged vows at 2100 in the 02 Level Class and Conference Room, just a couple hours after the ship's brow was rigged to the pier.

The bride wore a traditional long white gown; the groom wore crackerjacks.

Taking the place of Delinda's father in the ceremony was SH2 Charles A. Trebes. Witnesses were SHSA Donna M. Dodson, maid-of-honor and DP3 Raymond Lambert, best man and a small group of close friends.

LCDR Christine E. Miller, Ship's Chaplain administered traditional Protestant vows. More tradition enveloped the ceremony by means of a cassette tape player. Delinda's sister had sent recorded wedding music.

Delinda's duties are with the ship's Retail Services (S-3) Division. During the division's current rotation of personnel, she works with shears and shampoo in the Officers' Barber Shop on the 02 Level.

Paul's work tools are computers. He is part of the submarine tender's Automated Data Processing (ADP) Division.

On March 29, Delinda worked her regular Monday hours - until 1530. Paul, who staffs his division's evening shift, finished his Monday's work only minutes before he became a husband.

The newlyweds were assigned to the same painting crew when they met in a second deck fan room in February.

The next day, Paul visited Delinda in her regular work space, which then was the Crew's Barbershop. They began dating and soon were writing and calling their parents about their engagement.



Delinda's parents, of Addison, Michigan at first were wary of their daughter's intended marriage, her second. Eventually, they joined Paul's parents, of Birmingham, Alabama, in wishing the best for the young couple.

Until Delinda and Paul take an apartment residency when the L.Y. SPEAR returns to Norfolk, the couple is making the best of shipboard life.

They think of the ship's regulation concerning fraternization a temporary inconvenience.

They take their noon and evening meals together in the Enlisted Dining Facility. And during their few overlapping non-work hours, the couple tours Philadelphia or goes for walks around the base.

Because of work responsibilities, their mini-honeymoon was delayed until Thursday when they both were granted special liberty. The couple intends to take a longer honeymoon when they visit both of their families in May.

The L.Y. SPEAR is Delinda's first duty since she joined the Navy in May, 1981. She reported to the tender in October.

Paul will end two and one half years on the L.Y. SPEAR in May. His original new orders were for New Orleans. But with the help of the Ship's Career Counselor, NCC C.B. Naumann, he received a change of orders for the Tidewater area.

The couple is thinking ahead to a family and careers that will follow their Navy experience.

Delinda hopes to go to cosmetology school and work as a licensed beautician. Paul wants to apply his computer skills in civilian employment.

Chaplain Miller said Delinda and Paul's wedding was the "fifth or sixth" she has performed on the L.Y. SPEAR. Depending on weather conditions, the ceremonies have either been in the 02 Level Class and Conference Room or outside on the ship's "Front Porch."

She noted that all marriage partners were young, enlisted personnel and all chose traditional vows over optional, contemporary vows.

Library books in review...

by SM GARY MASSEY, Library Staff Reviewer

Education and entertainment from books will be ignored during National Library Week, April 18-24.

This issue's review is a look at reference books that identify facts and background information.

"THE WORLD ALMANAC AND BOOK OF FACTS' 1982," is a variety of events and phenomena of the past and present. It also contains an assortment of off-beat news stories such as:

"The angry people at the Elliot-Hamil Funeral Home in Abilene, Texas will probably ask for a refund on the Yellow Pages advertisement they placed recently. Seems that a mixup -- Southwestern Bell calls it a computer error -- resulted in the funeral home's listing appearing under "Frozen Foods, Wholesale."

This book has something of interest for everyone. The 34-page general index gives an idea of the variety of information offered accounting for the 42 million copies the book has sold.

Are you interested in chemistry, oceanography, energy, food, agriculture or space exploration? "SCIENCE AND THE FUTURE" contains the latest news in these and other science categories. Half of the book is feature articles such as:

"NO PLACE TO HIDE" explains the latest techniques in personal surveillance. Descriptions cover wiretaps, bugs, infrared photography, and new inventions of spy beam microphones, voice analyzers, night view devices and computers.

How is your knowledge of today's social customs?

"THE NEW EMILY POST'S ETIQUETTE" answers questions such as: What is the universal signal of distress when your car stalls? When dining, who does the ordering? What is the difference between 'Table D' Hote' and 'a La Carte'? How is a senator addressed in a business letter?

The answers are not always hard and fast rules as the following illustrates:

"Sailing -- On your arrival at a pier, there is a porter or 'stevedore' to put your luggage on the escalator or elevator to the boarding level. You may very well have friends coming to the ship to wish you 'Bon Voyage.' It's a fine excuse for a party and a happy beginning to your trip. If you are in a small room, possibly shared with strangers, you may have your party in one of the bars or lounges. Because of present conditions, I personally have refrained from tipping.'

Due to this reviewer's recent marriage, the following books will be studied for future issues: "THE FALL OF PUBLIC MAN," "THE ILLUSION OF PEACE," "A TIME TO DIE," and "THE END OF THE WORLD."

9 states hold May primaries



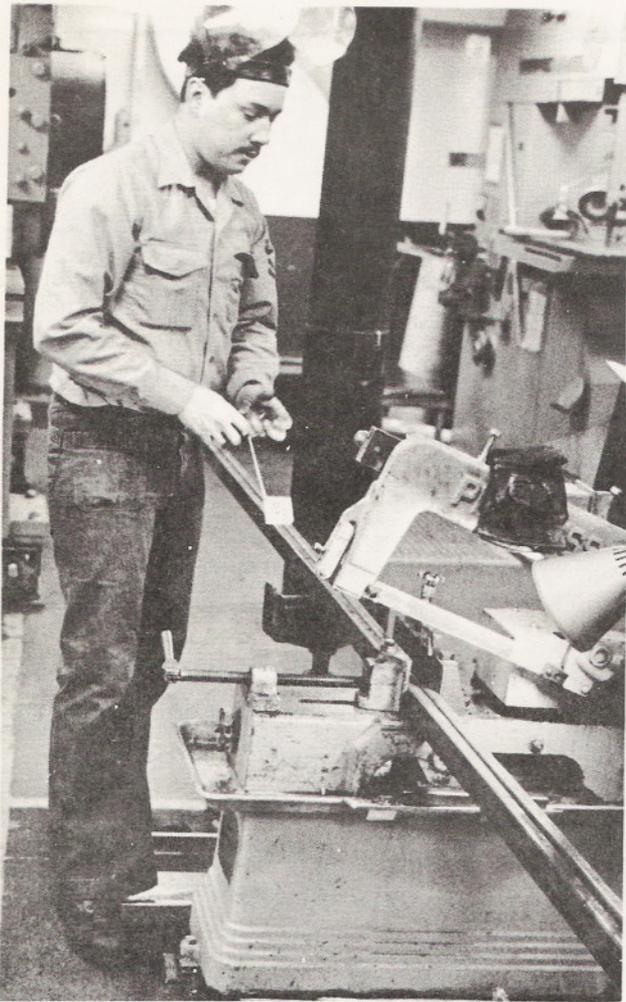
Nine states -- Texas, Indiana, North Carolina, Nebraska, Oregon, Pennsylvania, Arkansas, Idaho and Kentucky -- will hold primary elections in May to choose candidates for the November 2 general election.

Except for Idaho, each state having a May primary, holds elections by party.

Therefore, voters requesting an absentee ballot must include their political party affiliation on the Federal Post Card Application.

The L. Y. SPEAR Legal Office has a listing of addresses in every state where voters may write for absentee ballots.

Additional voting assistance is available in Philadelphia on base in the Navy Legal Services Office, Building 6, phone 4527.



Division Spotlight:

Callers to the R-1 Division Office are often informed that "This is the best division on the ship."

Certainly, R-1 is a large division with 86 of the ship's personnel working from seven shops. The Hull Technicians provide a variety of repair services for the L.Y. SPEAR, in constant evolution, and for the usual three or four SQUADRON SIX submarines that are alongside for upkeep.

This means that R-1 operates a "heavy workload about 90 per cent of the time," says HTC Richard N. Bolden, Division Chief Petty Officer. While in the Philadelphia Shipyards, the repair division is charted to work at 160 per cent.

The Ship Fitters Shop is the ship's main industrial shop and evidence that the USS L.Y. SPEAR is

R-1 is a

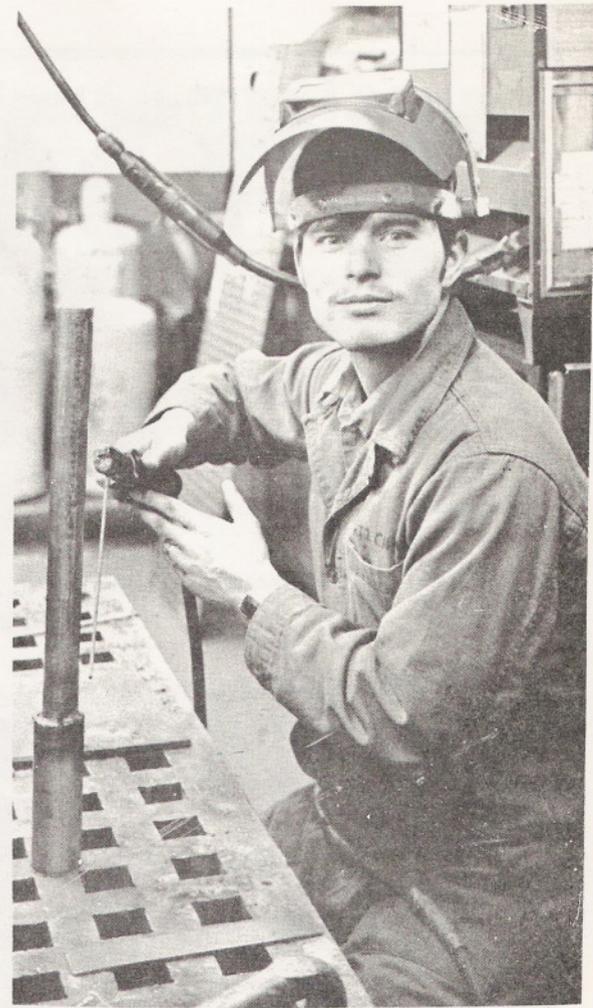
actually "a floating shipyard." Welding capabilities with heavy metal (1/8 inch to an unlimited degree of thickness) allows the 11-person staff to fabricate lockers, and work-benches and to perform a complete structural overhaul on a sub.

The Sheet Metal Shop works with lighter metal (18 gauge and thinner) to produce structures such as desks, racks and various types of lockers.

The wood-like wall panelling in many of the L.Y. SPEAR's high-traffic offices and outside the Enlisted Dining Facility are displays of the Sheet Metal Shop's craft-work.

Other projects of the 14-person sheet metal crew are installing bright-work and deck trim throughout the ship.

Finally, the Sheet Metal Shop is responsible for producing and maintaining the protective coverings



'floating shipyard'

for submarine instruments. Since this is part of the finishing work when a submarine is in for upkeep, sheet metal workers are some of the last repair personnel to leave a sub before its deployment.

All 16 people in the Nuclear and Non-Nuclear Component Welding Shops are graduates of a 32-week Navy C-School. Operations of the two sub-shops are in three phases.

The first phase is low and high pressure plate welding, which is the means used in submarine hull repair.

Low and high pressure pipe welding is used with submarine steam systems and with valve replacements in the L.Y. SPEAR's Fire and Engine Rooms.

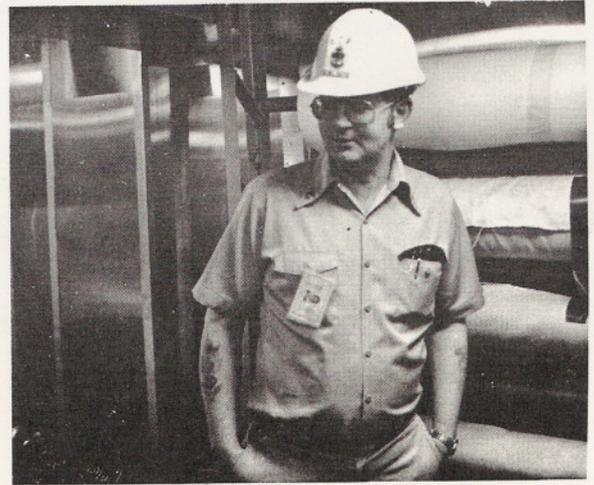
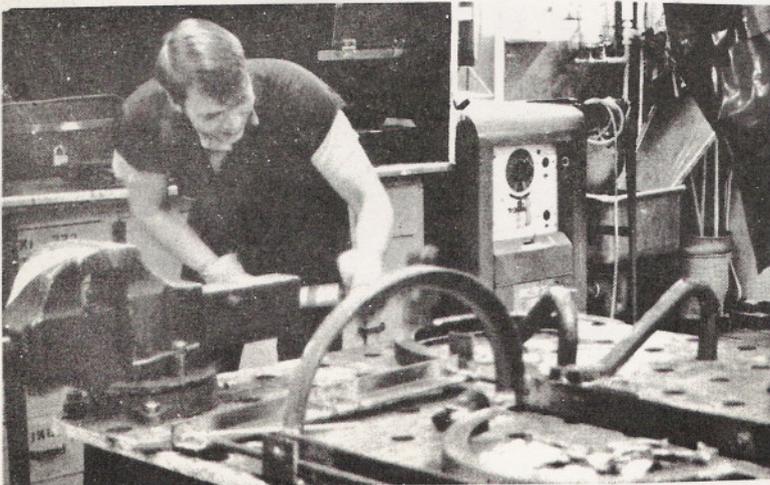
Repair and component fabrication for nuclear systems is the final operation phase of this section of the division. R-1 nuclear systems workers

maintain their expertise by being re-qualified every three months.

The 12-person Pipe Shop crew specializes in brazier welding (gas, flame-torch welding). Brazed piping -- copper, nickle, stainless steel or carbon steel -- is used in salt-water systems because it withstands corrosion.

High-pressure rubber hoses for hydraulic systems are formed in the Flex Hose Shop. Hydraulics are part of the systems that raise and lower submarine masts. On the L.Y. SPEAR, hydraulic systems operate the ship's elevators. The diesel engines on the ship's boats are hydraulic.

The Flex Hose Shop is also responsible for charging the high-pressure air flasks used by divers and the Scott Air Pacs used by weapons handlers.



R-1 . . . continued

Each piece of hydraulic hose fabricated by the shop is also tested with a system capable of going up to 20,000 PSI (pounds per square inch).

The Pipe Shop and Flex Hose Shop have a combined staff of 12.

Another 10 R-1 personnel work from the Lagging Shop. Lagging is the insulation enclosing pipes on the ship and subs. The substance protects personnel from extreme pipe temperatures and also maintains the temperatures of pipe contents (water, freon, etc.).

And, by controlling condensation from the pipes, lagging aids in preventing moisture-caused damage.

Lagging is also protection around nuclear reactor components on submarines.

With approximately four hours of safety training

each week, R-1 personnel stay tuned to the responsibilities in their potentially dangerous work areas.

LTJG J.A. Copes, Division Officer, credits the efficiency of R-1 shops to the division's senior petty officers. Chief Bolden adds that by not working a shift-work schedule, the division's shops perform safely, efficiently and still allow personnel time for their home lives.

R-1 Division personnel are:

HT1 Robert L. Allen, HT2 Raymond Beggs, HT3 Donald E. Belenger, HTFN Robert C. Boozer, HTFN Eugene R. Boris, HT3 Harry B. Brist, FA Lynette Brooks, HT3 Larry B. Burroughs, HT3 Roger P. Buss, HT2 Clay S. Chapman, HTFA Raleigh T. Clayton, HT2 Gary Cockrell, HTFN Leslie A. Cole, HT3 Paul J. Colon, HTFN Jody J. Compton, HT1 Mark R. Cook; HTC Richard A. Diaz, HT1 Scott Danner,



Part of R-1 at work are: Page 6, HT2 Orr, HTFN McCarthy and HT3 Howe; Page 7, HT3 Sehorn; HT1 Jones and HT1 Palacio; and HT2 Chapman; Page 8, HTFN Davenport, HT3 Compton, HTFN Boris, HTFN Walsdorf, HT2 Hancock, HT2 McComas, HTC Diaz and HT3 Burroughs; HT1 Danner, HTC Bolden; Page 7, HTFN Duncan and HT1 Raven, HTFN Boozer and HTFN Wesley.

Report old lagging to R-1 office

Section by section, old lagging in the L.Y. SPEAR and SQUADRON SIX submarines is being ripped out for installation of safer, asbestos-free lagging.

It's an involved project for the Lagging Shop, considering the large amount of lagging, notes HTC Richard Bolden, R-1 Division Chief Petty Officer.

Chief Bolden asks that anyone who notices old lagging to contact the R-1 Division Office.

Old lagging is all white beneath its painted surface. The preferred asbestos-free lagging is pink.

New lagging exceeds the safety requirements established by OSHA (Occupational Safety and Health Administration), according to Chief Bolden.

HT2 Ross D. Dotson, HTFA David W. Duncan, HT3 James Frederickson, HTFA Kelly B. Fulton, HTFR Gregory D Gentry, HTFA Gretchen Greene, HT3 Grant F. Grenier, HT2 Kevin L. Hancock, HT3 James K. Howe, HTFN Charles Johnson, HT1 Marshall Jones, HTFA Keith P. Kapitan, HT2 Raymond Kirckof, HT1 David G. Knapke, HT1 Alan E. Lawrence, HTFA Mark J. Lazovi, HTFA Randall Leasure, HTFN Jerome Lengsfeld, HT3 Fred L. Lewton, HTFN Richard Little, HT2 Henry A. Luker; HT2 Larry L. McComas

HT2 Marleen A. Martin, HT2 Thomas Mastroberto, HTFN Kauz McCarthy, HT1 Arthur McGee, HT2 William R. McKee, HT3 Peter J. McNally, HTFN Thomas Murphy, HTFA Anthony Nickolas, HT3 Thomas G. Orr, HT2 Manuel J. Palacio, HT1 Jaime T. Picoc, HT1 Gary L. Raven, HT3 James Ring-

wood, HT2 Roger F. Rowley, HTFA Dorsey W. Rucker, HT3 Raymond Schrader, HT2 Robert J. Sedlock, HTFN Jame. M. Sehorn, HT2 Robert Shumaker, HTFA Michael Siter, HTFN Jonathan Smith, HT3 Michael Steele, HT2 Donald L. Stevens,

HTFN John H. Taylor, HT2 Gerald Thrasher, HT1 George Trinkler, HT2 Marvin E. Tucker, HTFN Joseph R. Walsdorf, HTFN Randall Wesley, HT3 Gregory Westcott, HT2 James Williams, HTFA Heidi M. Willis, HTFR John T. Cawley, HT2 William Diamond, HT2 Raymond N. Ipock, HT3 Alex D. Tremble, HT2 Dave J. Pickering, HTFN Gerald W. Arsenalt, HT3 Dallas E. Henderson, FN Douglas R. Ballard, HTFA Timothy R. Hamilton, HTFN Gillian F. Sirls, HT3 Jonathan Branhall, HTFA F. Edwards, HTFA Eric Larsen and FN Paul D. Southern.



Dry-docking costs \$2.5 mill.

Approximately \$2.5 million dollars and 8,500 civilian working days are joining the ship's force during the L.Y. SPEAR's interim dry-docking, according to LT T.B. Peterson, Engineering Officer.

The working days involve almost 250 personnel.

After four civilian tug boats powered the L.Y. SPEAR into dry-dock, a group of civilian yard workers worked with ship's company to position the ship above almost 300 resting blocks.

The blocks holding the 22,600 ton submarine tender are in three fore-to-aft rows. Supporting blocks underneath are square topped. Towards the side of the hull are steady blocks with angled tops.

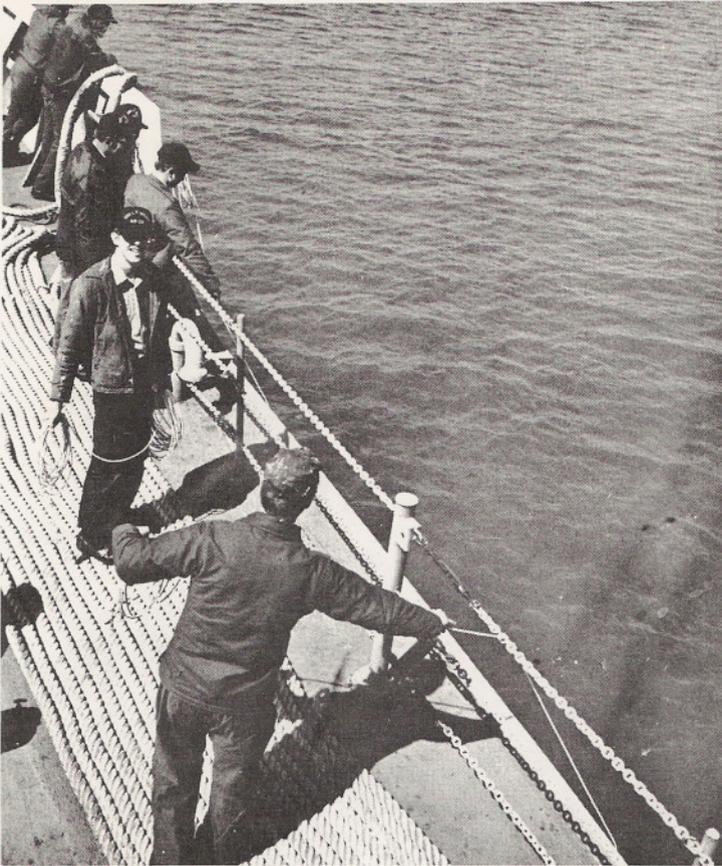
All blocks are made of layers of cement and wood with a top layer of rubber to prevent a possible puncture to the hull.

Final adjustments of the supports were made by adding smaller wood pieces to the main blocks and securing the insertions with steel pins.

This is the L.Y. SPEAR's first major repair period since 1977. That year, the ship had a 90 day overhaul at the Portsmouth Shipyard.



Sea & Anchor works long hours for river transit



Nine-to-five are working hours sea sailors dream of.

But on March 29, that eight-hour travel time up the Delaware River extended the work-day for the almost 120 L.Y. SPEAR personnel assigned Sea and Anchor Detail.

Sea and Anchor Detail is a model of Navy teamwork. Representatives from several divisions were at positions around the ship for duties involving the vessel's safe transit up the Delaware River to Philadelphia.

About 20 watch-standers stood at topside stations in and outside the Pilot House on the 04 Level and on the 05 Level Open Bridge.

Personnel from X, R-1, R-2, R-6, (1st, 2nd, Weapons, Communications, NAV/OPS, E and I Divisions scanned the horizon, radar screens and river charts. Officers' orders were given, repeated and carried out.

Information passed via talkers on the four phone circuits and via duty messengers.

Helmsmen maneuvered the ship.

CWO3 James Deaner, Ship's Boatswain said "the heroes of the day," were the almost 100 sailors that formed the deck crew. He pointed out that Boatswain's mate is the "oldest rate in the Navy."

Joining the entire Deck Division for Sea and Anchor Detail were hands from Repair, Weapons, Supply, Medical and Admin.

Twenty crew members stood duty at the forecstle; 25 were divided among the six mid-ship mooring stations.

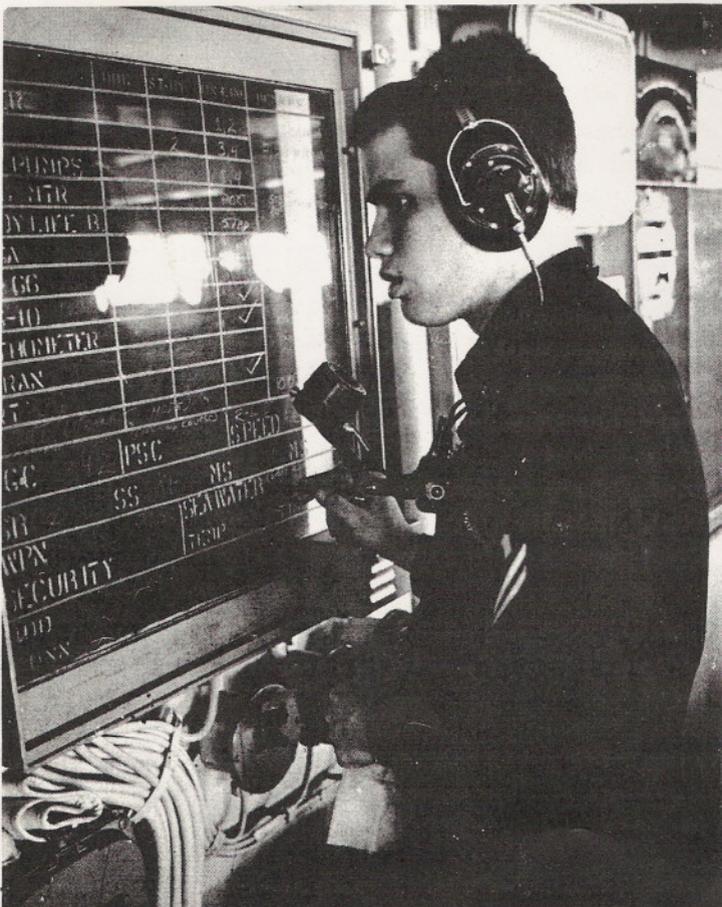
The fantail and stern anchors involved another 20 personnel and four technicians were at the fantail anchor controls ready to let go the anchor.

The 15-person Ready Life Boat crew stood prepared.

Then, as much of the ship's crew prepared for evening liberty, the nine hand crane team continued working with duties of rigging the brows, shore power and conveyors.

The 107½ mile approach to the Philadelphia Naval Shipyard was the longest river maneuver of the ship's history.

According to CDR A.A. Today, Executive Officer, the waterway is not known as particularly hazardous and its channel is as wide as Norfolk's harbor channel



What do you think of liberty in Philadelphia?

.. SPEAR POINTS asks



BM3 Jimi Kemler: "The big city is interesting; riding the subway and reading grafitti."

SH1 Gene D. Thomas: "It's great because of everything -- the movies, plays, music, and sports."

RM2 David P. Sherman: "If you get off base and use public transportation, you can get a anywhere."

Time changes April 25

SPRING AHEAD!

The country converts to Daylight Saving's Time Sunday, April 25 at 0200.

The spring-time adjustment is when clocks are set ahead one hour at bed-time.

Even though the "loss" of an hour may not be appreciated by sleepers, early Sunday duty personnel will find they have one hour less work.

Nosebleeds need proper attention

Vitamin C deficiency, colds, allergies, injuries and dry air are all causes of nosebleeds.

Also, pregnant women are sometimes susceptible because of an increased blood volume.

Common nosebleeds can be controlled with First Aid methods.

Simple nosebleed start from a small vein near the front of the nose. The person should sit down and lean forward with mouth open. At the same time, the soft parts of the nostrils should be pressed together tightly for several minutes.

A cold cloth placed against the nose and face helps to stop bleeding by constricting open blood vessels. The person should always be careful not to swallow blood.

More serious nosebleeds that originate from the back of the nose should have medical attention.

If blood comes from both nostrils or appears in the mouth, the person should lie on his or her side with face turned down over the side of the bed and with nostrils lightly pinched or plugged with cotton. The person should have medical attention immediately.

Crew members with frequent nosebleeds should contact the ship's Medical Department for an evaluation.

Wrestler places in finals

Dave Tidwell, 220-pound L.Y. SPEAR grappler, placed third in Greco Roman style at the All-Services Wrestling Competition last month.

The 20-year-old BTFN represented the entire Navy at the yearly tournament, held at Quantico, Virginia.

Tidwell works with B Division.

From: _____

To: _____

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Send SPEAR POINTS home