

SPEAR

POINTS

PUBLISHED
SEMIMONTHLY

FOR THE CREW
OF THE CREW



Vol. 1, No. 12

15 MAY 1951

*Start
an original year*

IMPERIUM NEPTUNI REGIS

*Original
year*



Shellback

Tradition



Chaplain's Corner



"TRAIL CALL"

There are probably the two words which most like to hear aboard ship. Long before mail can be passed troops tend to gather around the post office to watch - perhaps just to see if it's one that most really was bound to find.

For some people, however, mail call is not a happy time. There are those who wait anxiously for mail that never comes, and there are those who get the "Dear John" or "Dear Jane" letters. If you are sensitive enough to be in either of those categories, think about this: If you get a "Dear John" or "Dear Jane" letter, instead of sitting down immediately and writing a ready response that tells the letter writer where to go and how to get there, think about why it was written. If it is really true that it's over, you can't do anything about it. But if it is so the write it because of loneliness or being afraid of what might happen, then a friendly letter back that says "I got your letter, and I still love you. Let's see if we can't work it out when I get back" might save the situation.

If you don't get the letter you've been waiting for, don't give up hope. We're on East Coast ship with a New York FPO being serviced through West Coast FPO's. Given the state of our postal system, I would be amazed if all of our mail gets here unscathed without some of a getting wrapped neatly "dead" along the way. Don't assume the worst, either. People who get busy may not be the best letter writers, but it doesn't mean that people are any ill or dead, either. If there was anything seriously wrong, you'd get a Red Cross message from family and friends to know how to get in touch with you. Don't they? So just relax a little and ride it out. You'll eventually get mail. Maybe a whole pile of it.

There's one other tip your mail should be aware of here here if it is being around at mail call until the last letter is distributed, and wind up with nothing, and then have to listen to someone around laughing and sharing news from home. Let's be cooperative of our shipmates and not handle them when they don't get mail. "M.A.R. Call" without mail isn't very funny!

The SPEAR POINTS is an authorized unofficial publication of the USS L. V. SPEAR (LST-116). The statements and news content of this publication are not necessarily the views of the Department of Defense, the Department of the Navy or this Command and should not be considered as such. The SPEAR POINTS is published by and for the crew every two weeks, and is printed in the L. V. SPEAR press shop with non-appropriated funds in accordance with NAVCOM P-11. We solicit items of interest from the Officers and Crew, but reserve the right of editorial control. SPEAR POINTS receives material from the Armed Forces Press Service and materials credited to the AFPS may not be reprinted without written permission of the Armed Forces Press Service.

BY MEMORANDUM

EXHIBIT
OFFICE OF THE CHAPLAIN, USN
NAVSUB 1 COMMAND
LARGE-SCALE EXERCISE
JULY 1966 - JULY 1968

From the experiences and life of who follows
is an attempt to be a chaplain on a ship and
see his life and his part in it, in all
its glory and its.

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DEADLINE

The deadline for submitting news articles to this office for publication is the first and third Fridays of the month. If you want news from your division or special interest stories to be included in the paper, please have it in the editor's office at least two to three days before the deadline.

The SPEAR POINTS staff welcomes and encourages any input from the crew to be edited, reviewed and printed in future issues. Any human interest stories, special events or something original like poetry will be accepted. Please keep articles short, clear and informative.

From The Captain



In just a few short days we have entered a routine life, we are sleeping and now are supporting three ships alongside completely. We are working on a fourth ship at present, the auxiliary the Qualifier below.

The SP4AB has, for the first time in its 30-year life, started to do what it was designed for originally. We find that Deck Departments with their hours as vital to our daily operations and the deck maintenance contributing to the success of the ship mission. Engineering is L. N. SP4AB lights, power and waste company is necessary since these products are available to whom else.

Repair has worked into a multitude of essential work to make the fleet ready while each of the other departments: Supply, Admin, Navigation, Operations, Communications, Medical and Dental work in conjunction, each to make the fulfillment of our mission successful. There's not a department or work center not contributing to our job here in large terms.

I am proud of L. Y. SP4AB and each one of my capable deputies. As we continue our challenging mission, it is important that each of us is constantly aware of the inherent dangers of an industrial activity. That we observe safety precautions, operating procedures and the rules of common sense. Take your time to ensure you do it right and safely, the first time around in this manner; I may take a little longer, but the job will be done right with no mistakes. In the long run we will be more effective as a ship and there won't be anymore accidents to deal.

"LEO PROGRAM FOR WOMEN"

The Navy has opened the active Limited Entry Officer (LEO) program to women, effective with the Fiscal Year 1961 procurement cycle. This is just one more plus for you to keep in mind when talking to women thinking about a career.

This is the first time the LEO program has allowed female chief warrant officers and master petty officers to compete for LEO appointments since the program was established in 1948. All national applicants must meet the minimum requirements of eight years naval service and be serving in programs 1-4 through 1-8. For fiscal 1964 the Chief of Naval Personnel has approved a maximum number of the maximum program and time-in-service requirements for female applicants to that women who are 1-6's and have more than 14 years service will be afforded the chance to compete for an LEO appointment.

Interested individuals are encouraged to see their career counselor and examine NAVYMLPFORMCOM-5071 (120) of Nov. 29, 1979. This note contains details on the active and inactive LEO and Warrant Officers programs for fiscal 1964.



"DENTAL DENT"



Most people know that brushing your teeth makes your mouth feel better, look better, and smell better. But what you may not know is that brushing also removes "plaque", an almost invisible film of bacteria that collects on your teeth and gums. Plaque is important because it helps cause dental disease.

Take tooth decay, for example; bacteria in the plaque react with the foods you eat especially the sugars and refined starches to form acids that dissolve tooth enamel. You open the way for bacteria to invade the tooth. The possible results: a painful toothache and, even worse, loss of the tooth.

On like brushing gums, the most common sign of gum disease: Swelling, plaque and food deposits around your teeth tend to irritate your gums. This makes them tender and likely to bleed when you brush. They may be so far in this problem, gum white you're still young, but what starts now can mean losing a lot of teeth when you're elderly, sorry!! Really? You see, eventually, the bacteria may lead to the destruction of the bones that support your teeth. That means real trouble: "periodontal disease", the major cause of tooth loss in adults.

Toothbrushing helps you brush off all these bad problems by removing the plaque that forms every day in your mouth. Naturally, though, how often you and how well you do it makes a difference. While it's better to brush more often, because you do brush at "least" once each day so that the buildup of plaque in your mouth is kept under control!

D. J. BARCLAY
DENTIST



TIME

Time, one thing you have an abundance of when you are on a ship at sea. The night is warm and the day is clear, the water is calm and you lay out your cot in it. You stare at your reflection. The longer you stay the more you think of "lateral men" as he says. You think of the times you spent with such men. The first time you fell off your legs, then and Dad coming to up if you're alright. Your first day of school, your first romantic drink. You think of the first date that you had and hoped it would lead to another, your first fight with someone, the exciting you, high school football, your first car and your first kiss. Whining your first man. All this as Mom and Dad could proudly say "that's my kid." Your first drink, not in to your leg, the cool morning when Dad said "I wanted you", then came the big day, graduation. You went to the party and had a great time knowing you may never see some of those friends again, those went to college, some stayed home to work.

Much of your time is spent meditating about your wife, you wish to be and how you did. Your light and the time spent making up. Your little girl or little boy, how big they are. How grown up they think they are. Sometimes during this day reflecting you wonder why you had to grow up, the way it ever gets the service. When you're almost home the answer is found approximately and asks "What is every thing?", you respond, "death", war, and return to the privacy and solitude of your world of the past and your friend the sea, who tells you that time is great and you answer by saying "Yes, it's only too bad that it passes so quickly."

JOE FONCH
B&D USA

DISSENT!

In April 1952, members of the audience and chairman of evening Gings Church, a small scale family reunion was about to take place. During our business with USS BUREAU (428-14), 5001 WILLIAM IR, the leader of the 5001409 Signal Group was treated with his brother Robert, a first class fighter was aboard the BUREAU. It was a pleasant but brief coincidental get-together resulting from two ships leaving halfway around the world in opposite directions. After disembarking and leaving the BUREAU, the two brothers continued their visit on board 50140 to see how the better half does. 501 WILLIAM 4285 and 501 WILLIAM 4287's the only WILLIAM 4285 brothers in the Naval service, by the way. Their brother, CPTG Francis WILLIAMS agrees with the Naval Security Group, Pan in Washington, DC, and their father is a retired Chief Boiler Technician. The entire WILLIAMS family has a total of 140 years of Naval service. For 501 WILLIAMS, being reunited with his brother Robert after six years, may be his key to understanding and coping with the separation of 50140's crewmembers and their families.



"REAL DISSENT"



Heat stress is a medical condition which exists in hot, humid and tropical climates. It is defined by the bodies ability to cool itself when these climate conditions exist. There are two medical problems that we are mainly concerned with and they are heat exhaustion (heat cramps) and heat stroke. The latter is considered a modified medical emergency.

In heat exhaustion, the bodies ability to cool itself through sweating can't supply the demand the body needs. The body will still sweat but not adequately enough to cool itself. The skin will then become clammy and pale. The treatment for heat exhaustion is rest, fluid and salt replacement. By salt this means the use of normal table salt, not salt tablets. In hot conditions, lightly salt your food as a means of prevention.

In heat stroke, the bodies ability to cool itself fails and the body temperature rises. The skin becomes hot and dry and there is no sweating present. The body temperature must be brought down immediately. This can be done by cold water showers, ice packs, fans, etc. However, as stated before, heat stroke is a medical emergency, so medical personnel should be notified whenever this condition exists.

For more information on heat stress, consult the medical department staff for answers!

501 15/500

The BUREAU FONCH staff would like to take the opportunity to congratulate and THANK 50140 J. J. BROWN, old fashioned the proud father of twin boys, Robert and Patrick on May 14th! Way to go "B&D"!



SHELL COLLECTING IN DRAGO CANYON

Some of the most unusual and most beautiful shells that are found anywhere in the world can be found in Drago Canyon. Most of these sought after tropical shells live in water from the low tide mark to a depth of about 10 to 15 feet, which makes them easy to obtain by the wader or snorkeler.

Anyone collecting shells in this area of the world should be aware of several do's and don'ts before shell collecting.

1. There are many sea urchins, poisonous coral and stone fish in this part of the world. If you are wading on the rocks wear heavy shoes or boots (not beach shoes). The spine of a stone fish and some sea urchins can penetrate a beach shoe. The poisonous sting can be very painful and serious from either of them. Heavy shoes will protect you!

2. When you are searching for a shell or looking around rocks and coral don't place your hands into holes, under rocks or into places that you cannot see. There are the hiding places for fish and sea snakes. There are not many sea snakes in Drago but it is loaded with eels!

3. One of the most popular and sought after shells by any shell collector is the cone shell. The cone shells range in size from about an inch long to about seven inches long. All of them have the general shape of the sugar ice cream cone, with a lid that runs the entire length of the cone on one side. The living cone has an anatomical bony shell covering over the shell, but when this is removed they have brilliant colors and patterns. Some species of these shells are the most valuable shells in the world. All of the cone shells are poisonous and require special handling. The amount of poison varies from species to species, but because of the bony shell covering on the shell it is hard to know what species you have found until you get in home and clean it up. The poison from a cone shell is a nerve poison, the same as the sea snake and cobra. There is no antidote! The sting from a cone shell depending upon the species can range from no more serious than a bee sting all the way to death within 8 seconds!

I personally never handled any living cone shells with my hands. I carry along a set of ice cube tongs and to pick up the cone shells. Once you have collected the shell do not place it back in your collecting bag. You will forget and reach in to check a

living cone shell as the bag may swing against your leg while wading and you run the risk of being stung. The zipper is located at the pointed end of the cone. I place all cone shells into zip lock plastic bags while collecting. A zipper was container or any container with a lid (other than glass) will screw the purpose and can be placed inside of your collecting bag to carry cone shells.

4. There are four good rules to follow while collecting which will insure that there are plenty of shells in the area for years to come.

4.1 Leave the live coral heads alone; shells don't live in live coral and many of the coral species in this area have quite a life.

4.2 Pick rocks back in place where you turn them over; most shells feed on the organisms that grow on the under side of these rocks. When exposed to the light for long, the minute organisms die.

4.3 Be alert for shell eggs; if a shell is guarding a cluster of small yellowish or brownish, soft little eggs, leave her alone. There will be others close at hand that won't be guarding eggs.

4.4 Collect only what you really need; don't take more than 1 live shell of any one species. The more shells the others will collect.

Shell prices can be obtained from me, GIB SCOTT, Rental Department, by registered airmail. Bring a list that has the name, rate, division, and duty section of the members of your group and I will issue the receipt-a gem.

For the month of May shell collectors will be allowed to snorkel in section F and at SPARK Beach, and can wade anywhere around the outside perimeter of the island. There is no snorkeling permitted on the inside of the island, (the ocean side). The only people that have disappeared while snorkeling close to (overtopping or sharks), have all been on the inside of the island. What you are snorkeling on the inside (the lagoon area), are good common areas and never snorkel alone. It is always safer to snorkel in two's and three's.

If you have found a shell which you cannot identify, I have a fairly complete collection of shell books and will be happy to try to help you identify your shells. Nothing stinks worse than a day or two old shell. Be courteous of your digger and clean all of your shells so that they don't offend the people around you.

If you have any shells that you are having trouble cleaning and sand many are hard to clean keep them double wrapped in plastic bags!

GIB S. R. SCOTT
RENTAL DEPT.



NAV/OPS UP-CLOSE

Navigation/Operations Department is comprised of three separate divisions consisting of Navigation, Operations, Navigation, and Quartermaster, with all three divisions having a total number of eleven personnel.

The NAV/OPS Officer is LT. HOPPER, who received LT. CANNON as Navigator on 01 APRIL 1981. LT. CANNON reported aboard L. Y. SPEAR on Aug. 4, 1979, and while assuming many challenging positions. Once graduated from U.S. Naval Academy in June 1977 with a major in Meteorology, LT. CANNON reported to his first of many command units, USS BURBACH. Other previous commands included USS PONDICIA, USS MICHIE in 1979 Officer, Coastal Water Operations Five as Officer in Charge, USS HANCOCK and finally L. Y. SPEAR. In his two year tour aboard SPEAR as Operations/Navigation Officer, LT. CANNON was trained with various other responsibilities including deckmate COO, Legal Officer, Security Officer, Special Coordinator, CIC Officer, Port Control and Port Crew Coordinator and many more! LT. CANNON departed SPEAR on May 7th for Department Head School in Newport, RI. We'll like to take this time to wish LT. CANNON the best in his future endeavors and welcome LT. HOPPER to SPEAR.

LT. HOPPER is a graduate of University of Missouri under the NRO's program and was commissioned DEC. 1979, after serving with USS JOHN USS GUADALCANA, Fleet Combat Training Center, San Diego, CA. LT. HOPPER reported aboard SPEAR to assume the role of Navigation/Operations Officer.





"Come Aboard! Report to the Bridge!"

****SPECIAL SERVICES****

From the Special Services Officer:

All equipment checked out from the athletic gear locker must be returned the following day. Due to the heavy schedule, the equipment has a very tight turnover rate. If you don't return the equipment, your deposits will not have the opportunity to be re-deposited before it runs in the equipment will again in "disciplinary action."

For the information of all personnel participating in physical activities:

1. You must provide the Special Services Officer with a name of personnel participating in the event for that day.

2. If your event is cancelled you must report to the ship, not stopping at the club. The team captain is responsible for all team personnel. You must report in a group of all team!

Remember, special services is here to serve "all" the crew!

R. E. HENSEL
LTCM USN

LOOK AT YOURSELF FIRST!

"Take a hike", "Give it one year or", and other ... off, ... you, or ... the Navy".

We're all heard these, and more, with increasing frequency as we progress further into our deployment. Being at sea an extended period of time will wear on everyone, tempers will flare, the best things that never bothered us before are likely to annoy our worst enemy. From the most polite to the most vicious, the old call to the first-class, responses is elicited.

None of us find that even our best friends are suddenly becoming enemies as don't really know. Perhaps if we looked close enough we would find that it's not just our friend that is changing, but ourselves as well.

Before we can come down on someone else we must take a close look at ourselves. "Am I the same person?", "Am I give people a fair chance?", "Has my attitude changed to a point that it is affecting my work and the people around me?" We, "the crew", are to be confined to this ship until it's return to Norfolk, can we afford to let ourselves become detractors from our appearance?

Now that we have finally reached our destination and started the support job before us, let us strive to remain into the SPEAR LINE that we've done to our honor.

After ten years of service to wife and mother, staff from the hospital, the SPEAR has received a chance to show the world that she's a "You Do" ship. We must work as a team to accomplish this. As well as the job accomplished by the crew in preparing for deployment in one month, we have transformed a non-military vessel, underway, into one that is an sea worthy in one short today. Not many crews get that the same.

A ship will accept a reputation, but the crew runs it! We have earned the SPEAR her reputation. It takes a long time to give yourself and your the respect you deserve, but it takes very little time to lose what you have worked so hard to achieve. We must remain as a crew to prevent this from happening!

DAVE HENDERICKSON
PO2 USN



"SAILOR OF THE QUARTER"

On April 28th, 1980, Captain J. H. KERRY, Commanding Officer USS L. Y. SPEAR, took great pleasure in recognizing Boatman Mate Third Class Mary "MAMA" Beale LEBENTZ as SPEAR Sailor of the Quarter for quarters ending 31 March 1980.

"MAMA" Beale reported to L. Y. SPEAR in April 1977 as part of the Navy's Women-on-Ship Program. Upon being assigned to the Division in the Deck Department, "MAMA" Beale assumed the position of Deck Department Safety Petty Officer. As safety petty officer of all Deck Divisions in Deck Department, and Boat Repair Shop, she is responsible for coordinating and supervising their Opex, submitting monthly reports, purchasing, and general supply report keeping. In addition to report petty officer, she assists in the supervision of preservation and maintenance of Deck spaces, as well as assisting in inspections and SPEAR meetings/evaluations. "MAMA" Beale's responsibilities were greatly increased prior to SPEAR's deployment as she qualified as Boat Operator of SPEAR DUTY, SUTS, and SPEAR Flight Deck Crew for helicopter operations. There were in addition to being already qualified as crane driver, derrickman, handling crane operator, and hatch operator. She is also 1st Officer representative on the Recreation and Welfare Committee.



"MAMA" Beale's selection as Sailor of the Quarter was greatly enhanced by her devotion to duty and extra hours spent on the ship. Her career ladder was accomplished effectively and in a timely manner.

Following her retirement in October 1977, "MAMA" Beale was assigned to the ship in Charleston, SC, where she took on various assignments as the cook, deck crew, and engineering crew. Asked why she chose to be a Boatman Mate "MAMA" Beale replied, "I enjoy the work, and I love working out-ers." Having been Army Ground, California, "MAMA" Beale is a graduate of California Polytechnic State University, San Luis Obispo Campus, where she majored in Public Admin.

"MAMA" Beale says to have the full story being covered as SPEAR Sailor of the Quarter was, "I'm glad I had the opportunity to represent Deck Department."

Congratulations "MAMA" Beale!!

3. All divisions are requested to inventory all belovis stored in their spaces and submit reports to the Fleet Maintenance's office at earliest convenience."

4. TOBACCO SMOKE. The maximum safe level for industrial exposure to carbon monoxide is the equivalent to 50 parts per million. Carbon monoxide is present in cigarette smoke in concentrations of 50,000 parts per million. The safe level for nitrogen dioxide, the gas used for cigarettes, is 50 parts per million. Cigarette smoke contains 2000 parts per million. The concentration of carbon monoxide, nitrogen dioxide, hydrogen fluoride and acrolein in cigarette smoke could be immediately hazardous to life if breathed continuously for short periods. Incidentally, acrolein is a chemical warfare agent and the amount in cigarette smoke is fatal to white mice after a 15 minute continuous exposure.

5. All privately owned vehicles that park in Government owned parking lots must bear a valid Identification Decal or temporary vehicle pass, or vehicles will be removed according to current military directives, beginning Tuesday, 5 November 1951. Removal will be at owner's expense. Average towing fee \$25.00.

6. SHIP SCHEDULE. While the future movements of the ship are not absolutely firm, the following is the general outline between completion of 234 and arrival of Flot 22.

DATE	AREA	REMARKS
NOVEMBER	14/17 NOV	Embarkay from Okinawa
17 NOV	21 NOV	Anchor at explosive anchorage. Load gas ammunition.
22 NOV	24 NOV	Embarkay - Proceed to YOKOSUKA. Upon arrival about noon commence overhaul load.
29 NOV	30 NOV	Commence loading weapons
DEC	30 NOV	Commence/complete loading
DEC	31 NOV	Embarkay I&I A.S.; berth at Flot 22 about noon.

GENERAL COMMENTS:

1. Loading while at YOKOSUKA is expected to run into the evenings.
2. Loading of gas ammo on while at anchorage will require all E-4 and below, at a minimum. Loading torpedos aboard at YOKOSUKA will likely require all non rated men.
3. Further details regarding YOKOSUKA will be published in the course.

W. S. Williams
 W. S. WILLIAMS
 DEPARTMENT OFFICER



SMOKERS



FOLD IN HALF AND STAPLE ON ALL 4 SIDES TO MAIL.

SEND SPEAR POINTS HOME!

FROM BOB SCHWEDER
LOS 14 SPEAR (A3-86)
FD 14 9 095-47



to SCARCEYER FAMILY
5086 Lubusta Pl
Jamaica, Pa 15130