

SPEAR

POINTS

PUBLISHED
SEMI-MONTHLY

FOR THE CREW
BY THE CREW



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15 JUNE 1980

Diego Garcia

THE ROCK

Indian Ocean



Chaplain's Corner



"THE BEST"

What makes a Navy unit "the best"? Leadership and management people like to analyze that question to death, for if you can answer that question, you can get much more productive work out of people, you'll have fewer problems etc.

I don't claim to have all the answers, but I'd like to make some observation about what I see around me. Too often, I think, we put ourselves down: "USS L. Y. SLY", "maybe by the time we get back to Norfolk we'll be a real Navy ship". We do have some real problems, our accident rate is way higher than it should be. We have people who don't know how to handle alcohol and who can get into real trouble. We need to work on these, and other problems.

But we have some really outstanding things going for us, too. Just the other day the Captain indicated that our reputation among task force units is really super. And that reputation is because of our people. Some of the things I've observed for example, our shipmates care about each other. When someone is hurt, or had too much to drink, you'll find that SPEAR people are looking after them.

Our behavior ashore by the vast majority of our people has been good. When our shore patrol officers come back at night, their comments invariably are that our people are the best behaved of any crew there. I don't think we are ever going to have to muster at midnight because of one of our boats. I sat in the wardrobe of the USS BAGLEY during the tail end of a department head meeting, their first full day, and several remarked at the spirit of cooperation we had shown and our willingness to do the job. When USS BARBEY left, they sent a message to us and commented several times about our enthusiasm to get the job done, and our spirit of cooperation.

I've talked to division officer and chiefs who spoke about having to tell their troops they wouldn't go on liberty the Memorial Day weekend, and the troops put out a tremendous effort to get the job done never the less. Most of our divisional officers and chiefs are proud of their people.

The SPEAR POINTS is an authorized unofficial publication of the USS L. Y. SPEAR (AS-36). The editorials 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. Y. SPEAR print shop with non-appropriated funds in accordance with NAVEXOS P-35. 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.

I don't know that we are "the best" ship in the Navy, and we can improve in many areas, but I do know that we don't have to apologize for ourselves to other units. The L. Y. SPEAR is a ship that can take pride in the fact that we are doing the job we were sent out here to do, and doing it well. Who knows, maybe we are "The Best"!

It is easier to fight for our principles than it is to live up to them.

Alfred Adler

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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.



CAPTAIN'S CORNER

As we reach mid-June it is obvious that we are well along toward completing SPEAR'S first-ever deployment. Prior to 3 MARCH none of us could have foreseen just where we would be today. How much we have done in such a short time. One hundred five days have passed since we got the word to deploy, and it has been 77 days since we left Norfolk. With 57 days remaining until we return, we now are well past the half-way point by anyway one cares to look at it.

I am proud and pleased by what I've seen these past three months. We have made L. Y. SPEAR fully capable to perform any task assigned - anywhere, anytime. The surface and submarine forces of the Indian Ocean Battle Group have been surprised and happy with our "CAN - DO" attitude, our hard work and dedication to do the best job possible no matter what it is, how big or how small. The comments that are coming back to us indicate that ANY other tender or repair ship will really be hard pressed to be so successful in as many areas as we of L. Y. SPEAR have written into the record books. Well done to each and every member of L. Y. SPEAR, your collective contribution has made it possible.

As we look forward to our return trip and stand-down in Norfolk, I think there are certain tasks we as a ship want to complete prior to tying up at Pier 22. We want to look the smart, successful ship we are in appearance, preservation, and cleanliness. We need to ensure that our new shipmates complete both general ships PQS training as well as divisional/departmental qualifications. We should want to ensure that we plan the days ahead so that we can program our work and time without "crash" efforts at the last minute.

Each of us owes a thank you to Petty Officer Brenda (Ducky) HALL for her splendid, unselfish contribution to SPEAR POINTS. Good luck and best wishes, Brenda.



"FATHER'S DAY"!

To all the "Dad's" on board L. Y. SPEAR, SPEAR POINTS Staff would like to wish you all "HAPPY FATHERS DAY"!

Some Points on TRAVELING MAC

Now that we are in the Pacific Fleets territory, we are within reasonable traveling distance to some good liberty ports. Unfortunately, the only way to travel from our paradise port is via Military Airlift Command Flights (MAC). Traveling on MAC can be a good experience and can also be a tiring experience depending on how prepared you are. You might be fortunate enough to get manifested to your destination with minimal layovers and you might get stuck for a day or two at one of your intermediate stops. This is where being prepared comes in.

First of all, MAC flights cost \$10.00 now and \$1.75 for an inflight meal, which could be a box lunch or a hot meal. At intermediate stops or if your flight terminates at an intermediate stop, you can present the Passenger Reservations Attendant with your previous ticket and get credit for the next flight.

Secondly, flight priority is set up like this:

1. Emergency Leave status, PCS Orders, TAD orders
2. Ordinary Leave Orders...Space Available (space A)
3. Students on Foreign Exchange Programs
4. Retired Personnel and Dependents

When traveling Space 'A', you stand the chance of being bumped off a flight by personnel with orders. This can and does happen quite a bit. Then it's time to find a comfortable hotel for the night or sleep on the terminal benches. So, it's good to have a couple changes of clothes and your vanity or toilet bag with you. I traveled back to the states a couple of weeks ago with what I had on and ended up wearing them for 4 days. When you travel on orders you are required to be in salt & peppers or dress uniform. When on ordinary leave you are allowed to travel in civilian clothes, however it would be a good idea to have a uniform available for just in case situations.

Space 'A' flights are signed up or manifested on a first come, first served basis, so be sure to sign up for the flight you need as early as possible at Passenger Reservations.

If you travel to the Philippines on ordinary leave, you are required to have in your possession a passport for entering the country. If you are on orders through P.I. your orders will cover you through customs. Customs will check all of your luggage in P.I., Guam, Hawaii, Japan, and Travis AFB in California. Be ready to empty your seabag or suitcase for them. Don't try to pull one over on them because they take their job very seriously. The Air Force is also using dogs on all boxes and randomly on luggage and carry on bags.

Not all but some MAC flights like on cargo planes get very cold at high altitudes, so you might consider carrying a sweater or jacket just in case.

I hope this article has made some unknown points about MAC clear to you. If not, you can contact me, HM2 EVANS, in Medical (X506) with any questions you might have. I will try to answer them as best I can.

HAVE A GOOD FLIGHT!!!

J. T. EVANS
HM2 USN

DTC HENRY FROCKED TO SENIOR CHIEF!

At a brief ceremony held in the dental spaces on 16 May 1980, Chief Dental Technician Karl W. HENRY, USN, was frocked to Senior Chief Dental Technician by SPEAR's Commanding Officer, Captain J. H. KINERT, USN. Senior Chief HENRY has been the Dental Department's Leading Chief Petty Officer since reporting aboard in April 1979. During this time he has also provided administrative assistance to the SUBLANT Force Dental Officer, Captain R.E. OLDFIELD, DC, USN. In this billet Senior Chief HENRY has assisted Captain OLDFIELD in inspecting dental departments on all SUBLANT tenders to ensure quality dental care is being provided throughout SUBLANT.

Our congratulations and well done to Senior Chief HENRY!!!



MA BELL AFLOAT!

Need to hear the voice of that someone special? Your on-board Military Affiliated Radio Station "MARS", can make that all important connection for you. These few dedicated personnel while supporting normal military communications, after hours and on duty days, maintain this service for you, which entails sometimes twenty five hour days. LTJG BURKE is the MARS Officer with the following operators; RM1 DRAK, ET2 HALL, HT1 FORWITTER, EM2 KERSAGE, supplemented by RM1 HALL, RM1 QUEEN, and RM1 ARMSTRONG whose voluntary service is deeply appreciated and recognized. The station has operated since 15 May 1980, serving USS BATON ROUGE, USS BARBEY, USS BAGLEY, USS HAROLD E. HOLT, USS TRUXTON, as well as USS L. Y. SPEAR personnel. We have completed 381 calls as of June 1, with total operating time to date of 153 hours.

The station is unique in that it is the only station authorized in both LANT and PAC areas, giving you access to both the EAST and WEST coast for the completion of your call.

Also a reminder, the other leg of the MARS system, "Marsgrams", are processed through the Diego Garcia Base Station by IC2 CHAMBERS. So either service is open to you!



ATHLETIC GEAR LOCKER

Upon relieving QM1 DOUGWILLO in APRIL of this year, SKSN LUND has successfully fulfilled an extremely demanding and prominent position of Special Services Co-ordinator.

Before departing for Diego Garcia, special services purchased thousands of dollars worth of athletic equipment and gear. Some of the new equipment included snorkeling gear, softball gear, tennis racquets, dart boards, games, fishing gear, and much more.

The demand placed on the athletic gear locker is larger now than ever before, as this is the only place available to you for recreation supplies. With over a thousand people being serviced by the gear locker, SKSN LUND puts in an abundant amount of time and hard work to ensure everyone has the opportunity to utilize the equipment available.

He is solely responsible for all the athletic equipment on L. Y. SPEAR, he is also accountable for the funds derived from special services events such as bingo, and is tasked to organize all athletic functions and events. At the present time he is planning tournaments in Spades, Dominoes, Checkers, and Yahtzee, during our transit back to Norfolk. There are also trips being organized after our return home, to places like Busch Gardens, Kings Dominion, Atlantic City, and many other cities and places of interest.

So the next time you stop by the athletic gear locker, remember you're only one in a thousand utilizing the facility. Make sure you return the equipment within the 24 hour limit so your shipmates can have the same opportunity to use it, and make your athletic representatives job a little easier!



MEMORIAL DAY SOFTBALL TOURNAMENT!

On May 24-26, Memorial Day weekend, NAVCOM-MSTA Diego Garcia sponsored a softball tournament for Navy Relief. Co-ordinated by CWO2 N. S. MEDVED, Communication Officer for NAVCOMMSTA Diego Garcia, twelve teams entered the tournament at a \$25.00 entry fee per team. Two teams were entered by USS L. Y. SPEAR, USS TRUXTON, one team from USS BATON ROUGE, USS HAROLD E. HOLT, NMCB 133 DELTA COMPANY, NMCB 133 ALFA COMPANY, SMOKEY'S (Fire House), NMCB 5 Detachment, NAVCOMMSTA, and one team made of personnel from NAVCOMMSTA, NAVSUPFAC, and PIER TEAM known only as "Ducky's Delights".

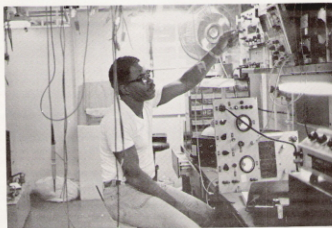
After a grueling 3-day tournament in the Diego sun and heat SPEAR Team I was defeated by USS HAROLD E. HOLT 10-7 in the last game of the double elimination tournament. SPEAR Team II also fought a long, hard tournament by first defeating USS TRUXTON Team I 8-7, then going on to challenge NMCB 133 Delta Company. But good fortune was not to stay with SPEAR Team II as they lost their second game to Delta Company 6-2, and going into their final game plagued by errors which proved to be costly, they were eliminated at a 14-7 loss.



By the end of the 3-day tournament, "Ducky's Delights" made up of coach Bob MISKO, Bobby EDDINGTON, Bobby MALDONADO, Ed FLORY, Rick NUNNEELE, Tom ASHBROOK, "Bear" MCKENNA, Randy WILLIAMS, Steve DERRY, Charlie PRIDE, Johnny RODRIGUEZ, Joey GOF-IGAN, Joe SANCHEZ, Paul WASKO, and Jim ALLEN, proved to be victorious as they justifiably claimed first place! Second place was achieved by NMCB 133 DELTA Company, and third place went to NMCB 133 ALFA Company. Third place prize was \$25.00, second place prize was \$50.00, and first place was awarded \$100.00 to "Ducky's Delights" who in turn donated the money back to Navy Relief.

A total amount of \$1,684.00 was raised by the Memorial Day Tournament with all proceeds going to Navy Relief. A large thanks goes to all personnel involved in organizing and planning the tournament and to all the team members for participating!





W-1 DIVISION UP-CLOSE!

W-1 Division is the largest division in the Weapons Department. There are forty-three personnel assigned. The division consists of three separate work shops, each supporting a different phase in the preparation, maintenance, repair, and transfer of warshot and exercise torpedoes and associated equipment, to Submarine Squadron Six and other units of the Atlantic Submarine Fleet.

Shop 91-A (MK37 Torpedo Shop), has the responsibility of preparing MK37 torpedoes, using test equipment that simulates actual torpedo run characteristics and target data. Torpedomen Technicians test, evaluate and adjust components the weapon uses for run data and repair, replace or preserve any defective units. Once the weapon has passed the prescribed tests it is assembled into the required configuration and transferred to tended units or stowed for future issue. Test equipment used in the preparation of the MK37 is maintained by W-1 Division calibration lab. FTG1 John HOELZER oversees the repair and testing performed in the "cal lab" to ensure that all equipment perform according to specifications.

Shop 91-E (MK48 Shop), performs Ready for Issue Maintenance on prepared MK48 warshot and exercise torpedoes. This weapon is tested and prepared at Naval Weapons Station Yorktown, Va. then transferred aboard for further issue. Personnel in the MK48 shop, under the supervision of TMI Wes BARTMAN, ensure that the MK48 torpedo meets all the specifications required before issue to tended units.





The third shop in W-1 Division is Hoist and Elevator. Under the supervision of FTG2 Wade "The Mechanic" SMITH, the personnel in Hoist and Elevator perform the arduous task of maintaining all the hoisting and handling equipment required to transfer and stow the 2-ton plus weapons entrusted to Weapons Department.

In addition to the above tasks W-1 Division provides the majority of manpower required for the safe transfer and receipt of torpedoes, missiles, and other ordnance equipment associated with the ship's mission. Since being in Diego Garcia, the division has been the major source of boat crews for the ship's small boats, and boasts many of the first Torpedomen who are qualified Boat Coxswains.

The "can-do", "will-do" personality of W-1 Division is led by the Division Officer, LTJG H.J. SIBEL, the Division CPO TMC L.V. QUINN, and the LPO TMI J.H. THOMPSON, along with the previously mentioned supervisors. Unlike the "days of old" when under water weapons were crude depth bombs or steam propelled weapons, today's modern torpedo is a sophisticated electronic genius employing the most up to date circuitry, requiring today's Torpedomen to be skilled in electronics and mechanics. Like the old adage goes, when you care enough to send the very best, send a Weaponeer!

SPEAR POINTS Staff would like to thank TMI THOMPSON for his input on W-1 Division for W-1 UP-CLOSE!





CDR PAUL D. RASMUSSEN - DEPARTING!

Commander Paul Rasmussen, the COMSUBRON SIX and USS L. Y. SPEAR Supply Officer will be departing about 30 June for a new challenge as Contracting Officer and Comptroller at SUPSHIPS Portsmouth, Virginia. Commander Rasmussen has ably led the seven officers, thirteen chiefs and over 200 enlisted personnel of the Supply Department for the last two years. He assumed the "top chop" position in June 1978 soon after the SPEAR left the shipyard and immediately made her a NEY Award contender. Under his tutelage SPEAR has been in the NEY finals three times and has established new records as a COMSUBLANT tender. His tenacious attitude has made him a respected shipmate and has earned him the nickname "Mad Dog" Rasmussen.

Commander Rasmussen will be relieved by Commander Kendall COOK, who comes from the TRIDENT PMS Program NAVSEASYSKOM. Commander COOK is a U.S. Naval Academy and Harvard Business School graduate.

To the crew:

As I prepare to leave USS L. Y. SPEAR at the completion of my tour as Supply Officer, I do so with mixed emotion. I feel as though the first 23 years in the Navy, from Seaman Recruit to Commander prepared me well for the job. I only hope that the hundreds of changes made towards improving the ship in the past two years will perpetuate the betterment of the ship for many years to come. The Supply Department is the finest I have ever served with in my entire career. The reason is the people - the officers, the chief petty officer, petty officers and non-rated - all are professionals, learning and working together as a team.

I have seen L. Y. SPEAR improve from marginally capable to perform her IMA mission, to unequivocally the finest tender in the U.S. NAVY. Today, the entire ship is a cohesive group of shipmates working together to provide the best tender services anywhere. When I first came aboard SPEAR going to sea was a real uncertainty. Each time we were scheduled to get underway engineering problems developed. I never went anywhere on the ship underway without a flashlight, because I knew the power would go off. We even had to be towed in on one occasion. Just look how far Engineering has come! We have sailed nearly 10,000 miles, and have had our plant in operation constantly since 31 March. Well done!

The Repair Department has always done a good job since I've been here. However, their capability has amazed almost everyone since being out here in the Indian Ocean. Every surface ship worked on has sent back kudos on the quantity and quality of repair work performed. The Deck Department likewise has shown tremendous improvement. A few months ago, they didn't run boats, land helicopters nor handle vertreps. Today they have developed many new skills and are getting better each day.

So it is with the rest of the ship. We are working together with a common goal and building a fine reputation for L. Y. SPEAR. Let's keep that cooperation going long after our return to Norfolk.

A couple of thoughts for people who are thinking about getting out of the Navy. Yes, you probably can get out and make more money (initially). Yes, you can probably enjoy greater freedom to indulge in sex, booze and drugs. Yes, you can probably spend more time at home than at sea, in the Navy. But can you find a profession with greater opportunity for long term growth? Can you find a job with greater opportunity to travel? How about comradeship? I have friends all over the world, whom I've met and worked with in the Navy. At this point, you are probably thinking "cut the B.S. - we military people are underpaid". For the moment, that is true - but I think we will see that corrected in the near future. I recently attended a high school class reunion. I was quite surprised to learn that out of my high school graduating class (about half of whom are college graduates), I earn more than any of them. I did it in the Navy starting at boot camp. You can, too, if you want to badly enough. Sure, it's hard work to be a success. You have to work harder, study harder and outperform your contemporaries to be successful in the Navy (but the same applies in civilian life, only with fewer opportunities). Think about it before you leave the Navy.

I will always remember my tour of duty on SPEAR as the finest in my career. Best wishes to my Supply family, and all my friends and shipmates.

CDR Paul D. RASMUSSEN
SUPPLY CORPS
United States Navy

To Commander Rasmussen - We're going to miss you, shipmate. To Commander Cook - Welcome aboard!

DENTAL CHECKUPS!

The benefit of a dental checkup once or even twice a year is your assurance of a healthy mouth. To begin with, when you receive your dental examination not only are you keeping tooth decay under control, but many other diseases can be detected. If you are having specific dental problem, early detection can save you a lot of discomfort later on. If your oral hygiene is up to par, preventive measures such as a stannous fluoride treatment may be administered. Either way, it is beneficial to your all around good health to have a dental checkup at least once a year.

The Dental Department conducts examinations during sickcall hours (0700 to 0900) and (1230 to 1300) Monday through Saturday. Come on up!!!

W. E. BARNARD
DT2 USN



HMC O'BRIEN RE-ENLISTS!

HMC O'BRIEN re-enlisted on 2 June 1980, onboard SPEAR in the ships Pharmacy. Medical and Dental personnel attended the swearing in honors which were carried out by LCDR THOMPSON, Medical's Division Officer. HMC O'BRIEN, a pharmacy technician, reported onboard SPEAR for duty in October 1977 during which time he has been LPO, DCPO, Welfare & Recreation Committee Member and Property & Accounting supervisor. Some of his previous duty stations include USNH Newport, RI; USS COLUMBUS (CG-12); MCSC Barston, Calif.; VA-34 aboard the USS John F. KENNEDY (CVA-67) Pharmacy School at Portsmouth, Va.; Boone Clinic Pharmacy LPO at Little Creek Amphib. Base and a tour in Vietnam with the 1st Marine Division.

HMC O'BRIEN will depart SPEAR on 1 July for a guaranteed four year Guard III assignment at Naval Hospital Cherry Point, North Carolina.

Chief O'BRIEN has been an invaluable asset to SPEAR'S Medical Department and his experience and skill will be missed greatly. Good Luck and Best Wishes Chief O'BRIEN in all your future endeavors.

J. T. EVANS
HM2 USN



SUPPLY SAILOR-of-the-MONTH!

On June 2, 1980, SHSN VEGA was selected as the Supply Dept. Sailor-of-the-Month! SHSN VEGA was selected based on his outstanding performance in preparing the sales division for deployment and his courteous attitude while working in the ships soda fountain. While assigned to the soda fountain, SHSN VEGA is tasked with proper stocking and displaying of merchandise, cleanliness of the stores, and properly accounting for funds derived from sales.

After reporting aboard L. Y. SPEAR in November 1978, SHSN VEGA has consistently demonstrated a high degree of proficiency and a willing desire to give the best possible service to his fellow shipmates. With exemplary performance over the last few months SHSN VEGA justly deserved to be selected as Supply Sailor-of-the-Month. Congratulations!!!

GUARD III PROGRAM!

Guard III Re-enlistment Program provides two guaranteed assignments, one must be used at first re-enlistment. The second guaranteed assignment may be used at members discretion any time prior to commencement of the 25th year of service. Personnel who have had two guaranteed assignments under Guard I and/or Guard II program in their first ten years of service will be entitled to one additional guard assignment as a careerist.

Description:

A. Guaranteed duty assignment is interpreted as being either a type ship or home port for sea duty or for shore duty in a specific geographical location requested by the member.

B. Guard III re-enlistment incentive assignments are intended to be made for transfer at PRD equal to EAOS prior to an extension becoming operative. As an exception, first term personnel may elect re-enlistment under Guard III between four and six months prior to completion of Prescribed Sea Tour (PST) for transfer at completion of PST.

Eligibility:

Personnel may not be under orders for PCS transfer at time of application, be within six months of EAOS as extended. Personnel may re-enlist prior to any signed extension agreement of 24 months or less becoming operative; however, in so doing the member must agree to re-enlist for a period equal to the unexecuted extension plus four years, up to a maximum total of six years. Unexecuted extensions for six months or less may be disregarded. Personnel must also be eligible for duty in accordance with sea/shore or OUTUS/CONUS rotation. You must also be willing to re-enlist for four or more years and be recommended by the Commanding Officer. Other eligibility requirements include evaluation performance marks, rating crec, and several other stipulations. For more information on the Guard III re-enlistment program and other educational areas, contact your divisional career counselor or Command Career Counselor.!



ALCOHOLICS ANONYMOUS . . .

Alcoholics Anonymous is a fellowship of men and women who share their experience, strength, and hope with each other that they may solve their common problem and help others to recover from alcoholism. The only requirement for membership is a desire to stop drinking. There are no dues or fees for A.A. membership; they are self-supporting through their own contribution. A.A. is not allied with any sect, denomination, politics, organization or institution; does not wish to engage in any controversy; neither endorses nor opposes any causes. A.A.'s primary purpose is to stay sober and help other alcoholics to achieve sobriety.

Alcoholism is an illness. Like most other illnesses - heart disease, TB, cancer, - it can strike people of any age. Alcoholism develops at different rates in different people. Many of us - we can see now - have been alcoholics from the minute we took our first drink. It isn't the flavoring in the drinks, malt or grape or grain - it isn't the bubbles or the branch water - it's the alcohol that gives us trouble. It doesn't matter how much or how little we drink, the important question is: what is our drinking doing to us? How is it affecting our lives?

The attempt to control our drinking is a signal all by itself. Blackouts are rarely a standard reaction to normal social drinking. Blackouts are generally viewed as a symptom of alcoholism!

The following is a quiz about drinking. Just for your own curiosity answer the questions "honestly". If you have a desire to learn more about Alcoholics Anonymous or the illness of alcoholism for yourself or a friend, contact Chief DENNY at Ext. 464 or write: Alcoholics Anonymous

Box 459
Grand Central Station
New York, N.Y. 10017



Yes No

- | | | |
|--|--------------------------|--------------------------|
| 1. Do you lose time from work because of drinking? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do you drink to lose shyness and build up self-confidence? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Is drinking affecting your reputation? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Do you drink to escape from home worries? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Does it bother you if somebody says maybe you drink too much? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Do you have to take a drink to go out on a date? | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Do you ever get into money trouble over buying liquor? | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Have you lost friends since you've started drinking? | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Do you hang out now with a crowd where stuff is easy to get? | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Do your friends drink less than you do? | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Do you drink until the bottle is empty? | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Have you ever had a loss of memory from drinking? | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Has drunk driving ever put into a jail or hospital? | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Do you get annoyed with classes or lectures on drinking? | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Do YOU think you have a problem with liquor? | <input type="checkbox"/> | <input type="checkbox"/> |

L. Y. SPEAR POWER & LIGHT . . . and more!

It's been over 75 days since L. Y. SPEAR left Norfolk - over two and a half months without VEPCO and the lights are still lit! The Engineering Department works around the clock, seven days a week making this possible. "B", "M", and "E" Division personnel toil in space temperatures that often exceed 120 degrees fahrenheit providing the ship with steam, water and electrical power. Since getting underway, "M" Division has distilled in excess of 2,288,000 gallons of potable water. That's an average use of 31 gallons per person per day! The Engineers are also behind the steam to run the laundry, hot water heaters, and galley equipment. Not to mention that much of the 1,160,000 plus gallons of fuel burned since leaving Norfolk has gone to producing thousands of kilowatt hours of electricity for the ship. At VEPCO rates none of us could afford it that's for sure!

Next time you relax in an air conditioned office don't forget the guys in "A" Division who made it possible. They are also the ones responsible for your hot showers and ice cold sodas. And how about "DC" Division and all the plumbing systems they maintain on board. It's not a pleasant job but we'd all be miserable without it!

Each department on L. Y. SPEAR has worked hard making this deployment possible. We all deserve a little appreciation. All hands can show their appreciation to the Engineering Department by practicing conservation measures. Don't leave lights, fans and other electrical equipment on in unmanned spaces. We'd save a lot of kilowatt hours not to mention wear and tear on generators and maintenance personnel with your help. Don't waste water, take Navy showers. And report fresh water leaks to Damage Control Central. Maintain air conditioning boundaries too. Your efforts can make the Engineers' job a little easier.

A well done to all the boiler technicians, machinists mates, electricians, IC men, and hull technicians that are part of "L. Y. SPEAR POWER AND LIGHT . . . and more". The ship couldn't function without your efforts. Keep up the good work!

3-in-1 Word Search Puzzle! By: SKSN BLOMDAHL

1. Try to find the 35 European cities listed below by searching UP, DOWN, ACROSS, BACKWARDS, and DIAGONALLY to find them.

2. If all cities are found the remaining letters that are unused starting from top left to right to the bottom will spell a most welcome message. There are 19 letters in the secret message. Prize involved: see note 3.

3. For an added puzzle with prize included try to name the country with the city. First one to contact me with the answers to 30 or more will be the one to collect the prize which is a 5 STARR CROSSWORD PUZZLES BOOK, brand new, valued at \$7.95. If eligible contact: SKSN BLOMDAHL at Ext. 207/279. Parts 2 and 3 need to be shown to claim prize!

ABERDEEN _____

✓ ANTWERP _____

✓ ARAD _____

BARCELONA _____

✓ BASEL _____

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