

ORIGINAL

USS CANOPUS (AS34)
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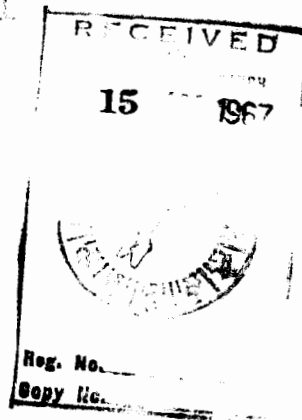
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From: Commanding Officer, USS CANOPUS (AS34)
To: Chief of Naval Operations

Subj: Report Symbol 5750-1

Ref: (a) OPNAVINST 5750.1

- Encl:
- (1) Commissioning Booklet
 - (2) Copy of CANOPUS message 311415Z January 1966
 - (3) Copy of Order of Starlighters Certificate
 - (4) Copy of CANOPUS Civilian Club ltr of 16 January 1966
 - (5) Copy of Supply Department History
 - (6) Copy of Second and Third Endorsement SUBINSURV CHASB sp301:0011fAS34 of 20 April 1966
 - (7) Copy of Commanding Officer, Naval Engineering Center, Philadelphia, Penna., ltr Serial 2761 of 6 June 1966
 - (8) Copy of July 1966 issue THE HELMSMAN
 - (9) Copy of August 1966 issue THE HELMSMAN
 - (10) Copy of September 1966 issue THE HELMSMAN
 - (11) Copy of November 1966 issue THE HELMSMAN
 - (12) Copy of December 1966 issue THE HELMSMAN
 - (13) Copy of CANOPUS' "Welcome Aboard" booklet
 - (14) Copy of Change of Command Booklet, Commander Submarine Squadron EIGHTEEN
 - (15) Copy of Change of Command Booklet, USS CANOPUS (AS34)
 - (16) Photo of Ship's painting by Mrs. John M. Barrett
 - (17) Photo of CANOPUS underway, Rota, Spain
 - (18) Photo of CANOPUS (AS34) at Cooper River Site
 - (19) Photo of CANOPUS (AS34) and HUNLEY (AS34) showing views of Cooper River Site
 - (20) Photo of CANOPUS (AS34) at Rota, Spain site
 - (21) Roster of Officer as of 31 December 1966
 - (22) Legal brief for 1966
 - (23) Re-enlistment statistics for 1966
 - (24) Medical statistics for 1966
 - (25) Chaplain's activities for 1966
 - (26) Weapons Department man hours for 1966
 - (27) Repair Department man hours for 1966
 - (28) Copy of Commander Submarine Force, U. S. Atlantic Fleet ltr Serial 16/002 of 3 January 1966
 - (29) Copy of Mrs. Clair Lowrance ltr of 7 January 1966
 - (30) Copy of Commanding Officer, USS SHARK (SSN391) ltr of 7 February 1966
 - (31) Copy of Commander, U. S. Naval Base, Guantanamo Bay, Cuba ltr of 9 February 1966
 - (32) Copy of Big Brothers of Puerto Rico ltr of February 1966

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- (33) Copy of Commander U. S. Naval Base, Guantanamo Bay, Cuba, message 172118Z February 1966
- (34) Commandant SIXTH Naval District ltr Code 008 of 25 February 1966
- (35) Copy of Charleston Evening Post ltr of 4 April 1966
- (36) Under Secretary of the Navy ltr of 13 April 1966
- (37) Copy of Commander Submarine Squadron SIX message 031800Z
- (38) Copy of CANOPUS AUTODIN Tributary Citation
- (39) Commander Robert D. CANFIELD, CHC, USN, ltr of 1 June 1966
- (40) Commander Submarine Force Atlantic Fleet message 050040Z August 1966
- (41) Copy of Commander Mine Force Atlantic Fleet ltr Serial 1619 of 16 August 1966
- (42) Copy of Embassy of the United States, Lisbon, Portugal, ltr of 26 October 1966
- (43) Copy of Chief of Information, Washington, D.C., ltr Serial 3646 of 14 November 1966
- (44) Copy of Commanding Officer, U. S. Naval Communications Station, Rota, Spain ltr Serial 1535 of 20 December 1966
- (45) Copy of Extract from AUTODIN Tributary Information ltr of December 1966

1. The following history of USS CANOPUS (AS 34) for calendar year 1966 is submitted in accordance with reference (a). Although not related to 1966, enclosure (1) is forwarded as relevant for retention in CANOPUS Command History. The magnitude of the Supply story is such that it is submitted separately as enclosure (5).

a. Chronology of Events.

- 1 January.....In homeport Charleston, South Carolina at Naval Shipyard preparing for shakedown.

Under administrative control of Commander Submarine Flotilla SIX.
- 7 January.....Underway from Charleston for Shakedown and Class Trials.

Thirty Secretary of the Navy guests aboard.
- 11-17 January...Class trials Vieques Island range.
- 18-26 January...Port visit--San Juan, Puerto Rico.
- 27 Jan-18 Feb...Shake down training, Guantanamo Bay, Cuba.

31 January Picked up two Cuban Nationals, 7 miles Southeast of Windward Point, Guantanamo Bay, Cuba. See (Encl: 2).

1 FebruaryCANOPUS designated Cryptograph Repair Facility Afloat

3-4 February.....Liberty port visit, Fort Lauderdale, Florida.

28 Feb-17 Apr....Charleston Naval Shipyard, Post Shakedown Availability

11 MarchInstalled UNIVAC 1500 Computer system

12 MarchInstallation of Data Communications Equipment completed
 Joined Automatic Digital Network as tributary of linker
 Air Force Base, Oklahoma.

23-25 March.....Final Capabilities and Proficiency Review

11-13 April.....Nuclear Weapons Acceptance Inspection, no grade assigned.

18-20 April.....Final Acceptance Trials Enroute to Norfolk, Virginia

14 AprilInstallation of Charleston Navy League Officers on board,
 (190 dinner guests).

18 AprilReceived authorization to operate KG-13 and KW-26 crypto-
 graphic systems.

20 AprilConditional acceptance date.

21 Apr-1 MayAt Norfolk, Virginia in support of units of Submarine Squadron
 SIX.

2-3 MayTransit to Charleston, South Carolina

4-7 MayFirst Administrative Inspection by Commander Submarine Squadron
 EIGHTEEN -- Overall grade: EXCELLENT

5 May-18 Jun.....Final Loadout.

8 May.....CANOPUS data processing system operational

8-10 MayLoaded the ship's COSAL on the Fastrand Drum, eliminating
the 801 stock battery for the COSAL.

15 MayLoaded the Production Management Program package on the computer,
using the system for the first time on a CANOPUS refit.

17 MayRadiological Control Inspection.

19 MayChief of Naval Operations Letter 745P30 of 19 May 1966
promulgated. Set homeport date effective 24 September as
Rota, Spain.

24-27 May.....Nuclear Weapons Acceptance Inspection for Polaris and Astor
by COMSUBLANT -- Grade: SATISFACTORY.

18 June.....Moved to Cooper River Site.

21 June.....Loaded the Tender Load List on the Fastrand Drum, merging
the COSAL and TLL into one stock status file containing over
68,000 stock items. This completely did away with the 801
stock battery cards, and put inventory management on the computer.

24 June.....Shifted operational and administrative control to Commander
Submarine Squadron EIGHTEEN.
Commenced SSBN refits -- first SSBN alongside USS VON STEUBEN
(SSBN623).

24 June.....All traveling crane tracks found to have insufficient strength.

24 Jun-24 Sep.....Refit of SSBN's of COMSUBRON EIGHTEEN at Cooper River Site

5 JulyCaptain G. F. MORIN, USN, relieved Captain R A MOORE as
 Commander Submarine Squadron EIGHTEEN.

5 August.....Captain John D. EATON, USN, relieved Captain John M BARRON,
 USN as Commanding Officer, USS CANOPUS (AS34)

September.....AN/UCC1 Multiplex System received and installed by ship's
 force.

9 September.....Relieved at Cooper River Site by USS HUNLEY (AS31)

24 SeptemberUnderway from Charleston, South Carolina enroute to Rota, Spain.

4-9 OctoberLiberty port visit Lisbon, Portugal.

10 OctoberArrived Rota, Spain -- Shifted operational and administrative
 control to Commander Submarine Squadron SIXTEEN

15 Oct-31 Dec....Upkeep of units of Submarine Squadron SIXTEEN in relief of
 USS HOLLAND (AS32).

4 November.....First Anniversary of commissioning.
 Received final certification to operate all installed crypto-
 graphic systems.

10 November.....Received CHINFO Merit Award for ship's newspaper

b. Basic Narrative.

The year 1966 was one of outstanding success and productivity. Departing
 on Shakedown 7 January under clear skies, CANOPUS arrived off Vieques Island on
 11 January after a smooth, no casualty trip.

Class trials under the direction of David Taylor Model Basin personnel were conducted during the period 11-17 January. On board at the time were 30 civilian guests of the Navy consisting of prominent businessmen from all parts of the country. This group later formed the CANOPUS "Green Crew" and CANOPUS Civilian Club as a result of this cruise (enclosure 4). They have since been and continue to be kept informed of the ship's progress via newsletters and the ship's newspaper, "THE HELMSMAN".

Following these trials the ship was routed into San Juan, Puerto Rico for a liberty port visit which was extended to allow CANOPUS to do repair work on USS SHARK (SSN 591), USS TRITON (SSN 586) and HMS ALCIDE, in order that these units could continue their assignments in "Operation Springboard" 1966. The local Navy League Chapter held their monthly meeting on board CANOPUS during the period in San Juan.

An interesting development during the year was the founding of the CANOPUS Order of Starlighters, the aim of which was to provide recognition to women, either Navy or civilian, who made some outstanding contribution to CANOPUS or the Navy, (see enclosure (3)). Admitted to the order during 1966 were:

Mrs. Claire Lowrance, wife of Vice Admiral Vernon L. LOWRANCE, USN, Commander Submarine Force, U. S. Atlantic Fleet for her outstanding contribution to the Submarine Force via her administration of the Dolphin Scholarship Fund.

Mrs. Alice V. Rose, wife of Radioman First Class Robert ROSE, USN, USS CANOPUS, (two awards). The first for her community work in Pasca-

goula, Mississippi which was officially recognized by the Pascagoula Chamber of Commerce, the second award for community service in connection with CANOPUS Wives Club, Little League and Teen Center in Menriv Park housing, Charleston, South Carolina.

Mrs. Dorothy A. Everson, wife of LT Richard W. EVERSON, USN, USS CANOPUS for her service in connection with Red Cross, (Gray Lady) and other community services in Pascagoula, Mississippi which also was publicly recognized by the Pascagoula Chamber of Commerce.

Mrs. Pina J. Luffman, wife of Engineman First Class L. R. LUFFMAN, USN, USS CANOPUS and Mrs. Patrica A. Petrzala, wife of Engineman Second Class Francis A. PETRZALA, USN, USS CANOPUS for community services in connection with the Little League and Teen Center Activities in Menriv Park Housing, Charleston, South Carolina.

Mrs. Blanch R. Slank, wife of Machinist Mate First Class Ronald M. SLANK, USN, USS CANOPUS, for her contribution in the efficient organization and functioning of the CANOPUS Wives Club.

Mrs. Patricia H. Borho, wife of LT John M. BORHO, USN, USS CANOPUS, for her aid and assistance to arriving CANOPUS dependents in Rota, Spain.

Shakedown training in Guantanamo Bay was marked by superior performance on the part of CANOPUS' crew which resulted in the accomplishment of all training scheduled and recognition by Commander, Naval Base, Guantanamo Bay, Rear Admiral John D. BULKELEY, U. S. Navy. Worthy of particular note was the accomplishment of a 100% mark in man overboard drills and outstanding marks in Seamanship

and Ship Control. The Ship's band, "The Anchormen" provided entertainment at the Club and Teen Center of San Juan and Guantanamo promoting CANOPUS and the Navy at every opportunity. On 31 January while operating south-east of Windward Point, CANOPUS picked up two defecting Cuban Nationals who were treated for exposure and delivered to Commander, Naval Base Guantanamo. The Liberty port visit to Montego Bay, Jamaica although restricted to but a few hours due to weather was a major success for the 50 Guantanamo Bay personnel and dependents embarked due primarily to a shipboard program of entertainment carried out by all hands.

Upon termination of refresher training, CANOPUS proceeded by Windward Passage, and Providence Channel to Port Everglades, Florida for a three day liberty port visit, 20-23 February, during which the local Navy League chapter was entertained on board. Leaving Fort Lauderdale at midnight in gale winds and driving rain, CANOPUS proceed to Charleston, South Carolina for Post Shakedown Availability and final loading out. In March the UNIVAC 1100 Computer System consisting of the 1281 Computer, 1509 High Speed Printer, 1549 Card Reader, Punch Interpreter, 1240 Magnetic Tape Transports and the 1533 Keyboard Console was installed in CANOPUS. The system was later expanded by addition of the UNIVAC 1004 Central Processor, UNIVAC Fastrand Mass Memory Storage Drum and the IBM 1202 Optical Page Reader. The data system went on the line on 8 May 1966 and now consists of programs broken down into three categories as follows:

- (1) Production Management (12 Programs)

This Package of 12 programs gave CANOPUS the ability to set up and maintain a current job file containing the status and progress of every job being done by both the Repair Department and Weapons Repair Department. The current job file is built and maintained on the Fastrand Drum. The file is updated daily and a printout produced every morning indicating the current status of each job, plus a three day forecast of the loading in each shop. An exception printout is also produced, indicating late jobs, jobs requiring a new estimate of manhours, etc.

(2) Supply Inventory Control (35 Programs)

The inventory control programs were written with the Random Access Drum as the file maintenance device. To maintain a complete file on each item, a 56 word record was set up for each federal stock number to be carried on board, both in the COSAL and Tender Load List. The stock status file for the drum was programmed to be expanded to a maximum of 150,000 stock records. The random access feature of the system allows CANOPUS access to any record in the file, record the transaction in the record, and print out all transactions effected during each 24 hour period. This method established pre-posting system, and did away with the manual 801 stock battery and manual offsetting of transactions made. It also provided supply with a constantly updated stock status file.

(3) Supply Financial Management. (45 Programs)

This package of programs was needed to substantially reduce the

time required to generate monthly reports, and to provide faster response and better control of financial transactions. The financial runs are made weekly instead of monthly, and the time required to generate external financial reports has reduced from 50 hours to approximately 5 hours, on a monthly basis.

Also in March the Data Communications Equipment installation was completed and CANOPUS joined the Automatic Digital Network (AUTODIN) as a tributary of Tinker Air Force Base, Oklahoma. After six weeks operations and a first month rating of number five, CANOPUS achieved the number one rating in the network for the month of May 1966, (enclosure 38). CANOPUS was later selected as Tributary of the Month in December 1966 (enclosure 45).

The communications load has steadily increased to the point that there are two Top Secret, two Secret, and one Data circuit in full time operation, and now handles about 7,000 messages per month.

The Final Capabilities and Proficiency Review at which CANOPUS, Fleet, and Special Projects Office Representatives agreed that CANOPUS would be capable of meeting her support requirement in the weapons area was held 23-25 March at the Charleston Naval Shipyard. The Nuclear Weapons Acceptance Inspection for POLARIS and ASTOR handling qualification was conducted by Commander Submarine Force, U. S. Atlantic Fleet on 24-27 May, completing the required weapons area inspections.

Final acceptance trials were held during a transit to Norfolk, Virginia 18-20 April. No problems were encountered and CANOPUS

was provisionally accepted by the Navy on 20 April. CANOPUS remained in Norfolk 21 April-1 May assisting in the refit of SUBRON SIX submarines, then returned to Charleston arriving in the Shipyard 3 May. Commander Submarine Squadron EIGHTEEN conducted an Administration Inspection of CANOPUS 4-7 May. An overall grade of EXCELLENT was awarded.

The period 5 May-18 June was devoted to final loadout during which the data processing system became operational and the ship's COSAL and Production Management Programs were computerized. The system was tested satisfactorily on a CANOPUS refit. On 17 May the Radiological Control Inspection was held for the purpose of qualifying monitors, ship's superintendents, and the Radiological Control Officer.

CANOPUS' ultimate homeport to Rota, Spain, effective 24 September 1966 under the control of Commander Submarine Squadron SIXTEEN was announced by Chief of Naval Operations letter 754P30 of 19 May 1966. The Nuclear Weapons Acceptance Inspection for POLARIS and ASTOR was held by Commander Submarine Force, U. S. Atlantic Fleet 24-27 May 1966 and CANOPUS was one step further toward being completely certified to perform her mission. On 1 June CANOPUS was issued BUSHIPS code OQB authorization to handle radioactive material related to the repair of naval reactors. The AEC license for use of by-products of radioactive material had been issued 1 October 1965.

On 18 June CANOPUS moved from the Charleston Naval Shipyard

to the Cooper River Replenishment Site to relieve USS SIMON LAKE (AS 33) which was deploying to Holy Loch, Scotland. On 24 June operational and administrative control was shifted to Commander Submarine Squadron EIGHTEEN and the first SSBN, USS VON STEUBEN (SSBN 623) was received alongside for refit. The period 24 June, 24 September was spent at the Cooper River Site, SSBN's refitted and man hours expended are shown in enclosure (26) and (27).

On 5 July Captain G. F. MORIN, USN relieved Captain R. A. MOORE, USN as Commander Submarine Squadron EIGHTEEN (enclosure 14).

On 5 August Captain John D. EATON, USN relieved Captain John M. BARRETT, USN, as Commanding Officer of USS CANOPUS, (enclosure 15). Captain BARRETT was ordered to duty as Commander Submarine Squadron SIXTEEN, CANOPUS' next assignment.

On 9 September CANOPUS was relieved by USS HUNLEY (AS 31) which had arrived from Holy Loch, Scotland. CANOPUS departed Charleston, South Carolina, 24 September arriving in Lisbon, Portugal 4 October for a liberty port visit. Departing Lisbon, Portugal 9 October CANOPUS proceeded to Rota, Spain arriving 10 October and reporting for duty to Commander Submarine Squadron SIXTEEN in relief of USS HOLLAND (AS 32). From that time to 31 December CANOPUS was employed in the refit of FBM submarines of that Squadron.

CANOPUS assumed communications responsibilities for COMSUBRON SIXTEEN on 23 October and celebrated her first anniversary on 4 November.

Some of the congratulatory messages, awards etc. received are

appended herewith as enclosure (28) through (45).

The original of enclosure (16) was presented to Rear Admiral E. L. SACKETT, USN, (Ret.), who was the last Commanding Officer of USS CANOPUS (AS 9).

c. Lessons Learned, Conclusions and Recommendations.

Enclosure (5) contains data required by this paragraph concerning Supply and Logistics. In that CANOPUS was built by a civilian shipbuilding corporation the ship as delivered could handle only unclassified communications. Security equipment was to be installed during the fitting out period in the Charleston Naval Shipyard. The lack of a "Tempest" (Secure System) inspector during the construction phase at the civilian yard resulted in major errors in wiring from a security standpoint. Extensive work at heavy cost was required in the Charleston Naval Shipyard to rectify the situation and bring CANOPUS' communications complex to where certification to operate all cryptosystems could be obtained. Much of this time and money could have been saved by requiring civilian contractors installing wiring in "Secure" communications spaces to have a qualified "Tempest" inspector working with and advising them.

The tracks installed on the four traveling cranes were found to have insufficient strength after a 14 hour endurance test under a full load. In September the Charleston Naval Shipyard modified the tracks on number three crane and modification of the other three is planned for early 1967.

The Dental Department of CANOPUS has been in operation since the day of commissioning. The very latest dental equipment was installed

prior to the ships arrival in Charleston, where the necessary supplies for full operation were waiting on the pier. Utilizing the newest concepts of modern Dentistry the ship's company was seen on a full time basis, providing complete dental treatment.

Until the time of our first refit ship's company was the main area of concern. Now the submarines use 55% of the total appointments and Submarine Squadron SIXTEEN, which includes Staff, CANOPUS, OAK RIDGE, the Tugs, and occasionally patients from our supply ships and other visiting ships, utilize the remaining 45%.

From 4 November 1965 until 31 December 1966 the total number of patients seen was 5,335. Some of these had multiple appointments included in this figure. The total number of procedures rendered during the same time was 14,670, covering all phases of Dentistry.

Experience on site has dictated the current method of time allocation. The method employed is to reserve 35-40 appointments per submarine. Appointments ^{are} distributed after a complete screening of all Dental records and clinically examining many of the submarine crew.

Repair Department manning was considered adequate while refitting submarines with a maximum of two alongside but with three alongside, although facilities were adequate, manning in the machinist's trades was inadequate by a factor of one-third.

During the last stages of building and continuing until the end of Post Shipyard Availability, the outfitting of the MK 14/16 Torpedo Shop proved to be a major problem area. Due to the lack of support equipments in the supply system, many individual components had to be manufactured

by the Charleston Naval Shipyard and by CANOPUS personnel before the ship was operational.

Some problems were encountered in releasing both forward anchors during the period of shakedown and refresher training. This problem was rectified at the Charleston Naval Shipyard.

The ship's newspaper "The HELMSMAN", copies of which are appended as enclosures (8) - (12), was selected by Chief of Information as a Merit Award winner for the Third Quarter 1966 on 14 November.

Distinguished visitors to the ship during 1966 included:

- 6 January 1966 Vice Admiral V. L. LOWRANCE, U. S. Navy, Commander Submarine Force, U. S. Atlantic Fleet; Rear Admiral Charles E. LOUGHLIN, U. S. Navy, Commander Submarine Flotilla Six, and Rear Admiral H. J. KOSSLER, U. S. Navy, Commander Mine Force, U. S. Atlantic Fleet, for a visit prior to CANOPUS' departure for Refresher Training.
- 4 February 1966 Princess Helga-Lee zu Schaumburg-Lippe, a social visit at Montego Bay, Jamaica.
- 11 February 1966 Rear Admiral John D. BULKELEY, U. S. Navy, Commander Naval Base, Guantanamo Bay, Cuba and Captain James A. FRIDMORE, U. S. Navy, Commander, Fleet Training Group, Guantanamo Bay, Cuba, dinner on board.
- 4 April 1966 The Honorable Robert H. BALDWIN, Under Secretary of the Navy, and Rear Admiral H. GOLDBERG, (SC), U. S. Navy, Commanding Officer, U. S. Navy Ship's Store Office, in

connection with the Navy Ship's Store Office Advisory Group meeting on board.

- 28 April 1966 Rear Admiral K. R. WHEELER, (SC), U. S. Navy, Fleet and Force Supply Officer, Staff, Commander in Chief, U. S. Atlantic Fleet, social visit. RADM WHEELER was a member of the crew in USS CANOPUS (AS 9).
- 1 June 1966 Rear Admiral Levering SMITH, U. S. Navy, Director Special Projects Office.
- 24 September 1966 Vice Admiral V. L. LOWRANCE, U. S. Navy, Commander Submarine Force, U. S. Atlantic Fleet, for a visit prior to CANOPUS' deployment to Rota, Spain.
- 10 October 1966 Almirante Manuel GONZALEZ y RAMOS-IZEQUIERDA, Spanish Navy, Commandant, Naval Base, Rota, Spain, an official visit.
- 18 October 1966 Major General W. T. THURMAN, U. S. Air Force, Chief, MAAG, Belgium and Luxembourg nations for an indoctrination visit.
- 8 November 1966 Admiral John S. THATCH, U. S. Navy, Chief, U. S. Naval Forces Europe for an indoctrination visit.
- 10 November 1966 General D. A. BURCHINAL, U. S. Air Force, Deputy Commander in Chief, United States European Command for an indoctrination visit; accompanied by Rear Admiral J. A. TYREE Jr.
- 17 November 1966 Ambassador Angier Biddle DUKE; Mr. Charles P. NOLAN, American Consul General, Sevilla, Spain, and Rear


Admiral Norman C. GILLETTE, U. S. Navy in connection with a visit by Madrid Spain Navy Leaguers.

26 November 1966 Mr. Charles M. MATHIAS Jr., House of Representatives.

28 November 1966 Mr. John J. REED, Deputy Assistant Secretary of Defense for Family Housing, an indoctrination visit.

1 December 1966 Mr. James A. BYRNE (Dem.-Pa.) member of the House of Representatives.

14 December 1966 Mr. Richard BEAUMONT, Deputy Under Secretary of the Navy for Manpower, an indoctrination visit.


J. D. EATON

Copy to:

Commander Submarine Force, U. S. Atlantic Fleet
Commander Submarine Flotilla SIX (W/O Enclosures)
Commander Submarine Squadron SIXTEEN (W/O Enclosures)