



Rec'd 4/24/92
DEPARTMENT OF THE NAVY

**USS CANOPUS AS-34
FPO AA 34087-2895**

5750
Ser 012/0852
APR 10 1992.

From: Commanding Officer, USS CANOPUS (AS 34)
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY FOR 1991

Ref: (a) OPNAVINST 5750.12E

Encl: (1) 1991 Command History of USS CANOPUS (AS 34)
(2) Copies of (AS 34) SITREPS/OPREP-3s
(3) Copies of Two (AS 34) Port Visit Reports
(4) Biography of Captain Bennie L. Fletcher III, USN
(5) Photograph of Captain Bennie L. Fletcher III, USN

1. Enclosures (1) through (5) are submitted in accordance with reference (a).

W. J. Mead
W. J. MEAD
By direction

1991 COMMAND HISTORY OF USS CANOPUS (AS 34)

1. Command Composition and Organization

USS CANOPUS, home ported in Kings Bay, Georgia, is assigned to the operational control of Commander, Submarine Squadron 16. USS CANOPUS was commanded the entire year by Captain Bennie L. Fletcher III, U.S. Navy. The ship's mission is the repair and resupply of nine (9) FBM submarines at Refit Site VI, Kings Bay, Georgia.

2. Chronology 1991

- 23-30 JAN - Underway in local operating area conducting training.
- 07-11 MAR - Underway in local operating area conducting training.
- 22-29 MAR - Supply Management Inspection.
- 30 APR - 02 MAY - Underway in local operating area conducting training.
- 14-15 MAY - Underway in local operating area for Underway Material Inspection (UMI) conducted by INSURV.
- MAY - Successfully implemented SUADPS-RT and ADMIN-RT Release 3.0 and upgraded SNAP I hardware configuration.
- 01 JUN - Received Atlantic Fleet Best Sales and Services Award for 1990.
- 15 JUN - Implemented Master Military Pay Account "view only" access and Split Pay Option.
- 15-17 JUL - Underway training enroute to Freeport, Bahamas.
- 17-20 JUL - Port visit to Freeport, Bahamas.
- 20-23 JUL - Underway training enroute to Kings Bay, GA.
- 07-09 AUG - Underway in local operating area for Engineering Readiness Evaluation (ERE).
- 15 AUG - Accredited 129 microcomputer systems on board along with SNAP I system.
- 20-22 AUG - Surprise Navy Technical Proficiency Inspection (NTPI).
- 01 OCT - Received COMSUBLANT Communications Excellence Green "C" Award for FY91.
- 01 OCT - Received COMSUBLANT Yellow "M" and SUBLANT Black "W" for best Medical and Weapons Departments in FY91.
- 31 OCT - Runner-up in COMSUBLANT Ney Memorial Food Service Award competition.
- 05-10 NOV - Underway training enroute to St. Thomas, U.S.V.I.
- 10-14 NOV - Port visit to St. Thomas, U.S.V.I.
- 14-19 NOV - Underway training enroute to Kings Bay, Georgia.
- 15-17 DEC - Underway in local operating area conducting training. Successfully conducted personnel MED-EVAC via helicopter.
- 30 DEC - COMSUBLANT nominee as shipboard prototype for full Master Military Pay Account access.
- 31 DEC - Received COMSUBLANT Silver Anchor Award for Retention Excellence in FY91.

3. Narrative

a. Significant repair events:

(1) Conducted 21 refits and one Extended Refit Period (ERP) on tended submarines, expending a total of over 450,000 production man-hours.

Enclosure (1)

(4) Launcher Repair performed 166 missile/liner transfers, 73 missile receipt/transfer inspections, 38 Electronics Assembly Installations/removals, 19 Missile fuse Set Tests, 72 IMU/Electronics Assembly Transfers, 8 Battery repairs/X-Rays, 238 Missile Inverter Transfers, 88 Ballast Can Transfers, 24 Missile Acceptance Tests, 84 Nose Cap Installations/Removals, 52 EBW Firing Unit Tests, 2 H3520 Operations, 27 Missile Tube Repairs, 107 Launch Tube Closure Inspection and 35 SPALTS.

(5) Navigation Repair performed over 148 FBM Navigation System repairs, installed 8 major system SPALTS, conducted 165 alignments (both optical and mechanical), performed 29 ESGM Nitrogen purges, 29 Tender-aided IFS calibrations and 420 preventive maintenance procedures. In addition, they accomplished 10 AN/BQN-3 Transducers and 8 AN/BQN-3 Cable replacements ahead of schedule.

(6) Quality Assurance received and processed 37 SPALTS, and conducted 5,933 Quality Assurance Inspections. The Weight Test Workcenter performed 832 Weight Test evolutions while monitoring the weight test programs of 33 CANOPUS workcenters, 10 FBM submarines and OAK RIDGE (ARDM 1).

(7) Implemented W-7 Division on 9 DEC 1991 responsible for the operation and maintenance of the two 57.5 ton Boat and Missile (B&M) cranes on board CANOPUS. The B&M cranes were formerly maintained and operated by Deck Department.

d. Legal Statistics (1991):

- (1) *Non-Judicial Punishment Cases...103*
- (2) *Summary Courts-Martial.....11*
- (3) *Special Courts-Martial.....02*
- (4) *Article 32 Hearings.....03*
- (5) *General Courts-Martial.....03*

(2) IMA "Firsts" included:

(a) A waterborne replacement of a 627 class SSBN Secondary Propulsion Motor (SPM) performed successfully on two submarines.

(b) Completed ShipAlt AS-2000, Nuclear Support Facility Training Room. Previously a depot level alteration, this represented an investment of over 6,000 man-hours of production.

(c) Manufactured a Level I bonnet for a trim system valve allowing a deploying SSBN to depart on schedule with a fully operational trim system.

(3) A waterborne replacement of the propeller on an SSBN was successfully performed. This evolution had not been performed by this IMA in over three years.

(4) Performed an emergent replacement of the towed array on an SSBN. This tedious evolution was successfully completed in only 19 hours.

b. Surprise inspections by Georgia Department of Natural Resources and the United States EPA found no environmental discrepancies.

c. Significant Weapons Events:

(1) Torpedo/Gunnery Repair safely reloaded more than 50,000 ordnance items via TAK and truck. Over 400 MK 48 torpedoes and Moss units were transferred to submarines in refit. Unprecedented administrative accuracy of over 97.5% on all transaction reports.

(2) The Fire Control Division completed 9 major Extended Operating Cycle Inspections and 27 follow-up inspections, 18 major Optical Alignment Group evolutions, 77 Special Project Systems Alterations and 31 AN/BST-1 Submarine Emergency Communications Transmitter System Handling Evolutions. In addition, numerous extensive repairs were accomplished to the MK 88 Fire Control system and AN/BST-1 Submarine Emergency Communications Transmitter System.

(3) The Special Weapons Repair Division completed 653 Special Weapons Operations, 2 REB Shop Mate/De-mate Operations and 2 H3520 Transfer Unit Mate/De-mate evolutions. W-3 Division drafted and released a total of 123 Weapons Status Reports for CANOPUS and tended units with a record administrative accuracy rate of 100%. Submitted 4 Trouble and Failure Reports and 19 Unsatisfactory Reports to correct various hardware and documentation deficiencies.



DEPARTMENT OF THE NAVY

USS CANOPUS AS-34
FPO MIAMI, FL. 34087-2595

3128
Ser 02/ 2419
12 AUG 1991

From: Commanding Officer, USS CANOPUS (AS 34)
To: Commander Submarine Force, U.S. Atlantic Fleet

Subj: PORT VISIT TO FREEPORT, BAHAMAS

Ref: (a) COMSUBLANT OPORD 2000

1. USS CANOPUS conducted a port visit to Freeport, Bahamas from 17 July to 20 July 1991. The ship anchored out southwest of Freeport Harbor. Conduct of the crew was excellent. This is an above average port to visit. There is easy access to Fleet Landing; however, getting water taxis to handle a liberty party of 600 people during peak periods was a problem. Transportation to Freeport locales is available but taxi prices are high. Locals were generally friendly and beaches were outstanding. The weather was excellent. Specific information requested by reference (a) is formatted to the appropriate paragraph.

a. Anchored Freeport, Bahamas, near southwest corner of harbor limit on chart 26323. Used starboard forward anchor (105 fathoms of chain) and stern anchor (30 fathoms of chain) for holding power to create a lee for small boat operations.

b. Nearest civilian housing bearing 000 degrees, range 14,000 yards.

c. Shore power not available (at anchor).

d. Pilots available. Skill adequate.

e. Tug service was available, however not used. Adequacy unknown.

f. Anchorage depth of water: 74 feet.

g. Traffic consisted of cruise ships (average of three per day) and commercial vessels into port of Freeport or in outer anchorage.

h. A water taxi was used on a schedule of one run every hour. Contracted through Reef Tours Limited. The craft was inspected in accordance with CINCLANTFLT guidance and met all requirements. No water taxi was available the first day of the port visit. Ship's boats were used to supplement water taxi during peak periods.

Enclosure (3)

Subj: PORT VISIT TO FREEPORT, BAHAMAS

i. Communications with Freeport port authority (pilot) made by VHF bridge to bridge (channel 16 and 14). Communications with small boats and shore patrol maintained with ship's VHF walkie-talkies.

j. Liaison contacts (husbandry agent's) name: Mr. Clayton Curtis. Although initial messages and telephone communications were all positive, many arrangements made by the local husbanding agent were unreliable or non-existent when the ship arrived in port. The first day was spent rearranging for logistics support such as water taxi, buses, hotel rooms, etc.


k. Fleet landing security maintained by shore patrol party although local police presence was visible at times.

l. Anchorage is suitable for continued port visits.

m. Liberty problems were minimal. CANOPUS men's slow pitch softball team competed against the Royal Bahamas Police Force; it was a close game but the local police prevailed.

n. No problems encountered with Navigation, though the channel was different than charted. The eastern edge of the channel entrance was 400 yards further east than annotated on the chart.

o. Logistics upon initial arrival in port as arranged by husbanding agent were unsatisfactory. For other large ships visiting Freeport, recommend making own arrangements vice relying on husbanding agent. Information from the embassy (i.e., logistics request reply) was unreliable and most plans were based on a much smaller liberty party. There is a need for organized bus service for the crew from the Fleet Landing to town, several miles away through questionable neighborhoods. This service was requested but poorly organized by the agent. Trash barge was not arranged for until our arrival; it made three trips a day and service was considered adequate if not always timely.


B. L. FLETCHER III

Copy to:
COMSUBGRU 10
COMSUBRON 16
(COMFAIRCARIB, Roosevelt Rds, RO



DEPARTMENT OF THE NAVY

USS CANOPUS AS-34

FPO AA 34087-2595

3128

Ser 02/3307

26 NOV 1991

From: Commanding Officer, USS CANOPUS (AS 34)
To: Commander Submarine Force, U.S. Atlantic Fleet

Subj: PORT VISIT TO CHARLOTTE AMALIE, ST. THOMAS, U.S.V.I.

Ref: (a) COMSUBLANT OPORD 2000

1. USS CANOPUS conducted a port visit to Charlotte Amalie, St. Thomas, US Virgin Islands, from 10 Nov to 14 Nov 1991. The ship anchored southwest of B-2, the charted anchorage. Conduct of crew was excellent with no liberty problems. Easy access by water taxi and abundant local transportation in St. Thomas locales make it an outstanding port to visit. Locals were always friendly and beaches were outstanding, as was the weather. Specific information requested by reference (a) is formatted to the appropriate paragraph.

a. Anchored St. Thomas, U.S.V.I. Southwest of B-2 on chart 25649 (civilian). Used forward starboard anchor (90 FTMS chain) and stern anchor (45 FTMS chain) for holding power and to create a lee for small boat operations.

b. Nearest civilian housing bearing 350 degrees, range 1600 YDS.

c. Shore power not available (at anchor).

d. Pilot was available. Skill excellent (used for approaching anchorage only).

e. Tug service not used.

f. Anchorage B-4, depth of water 55', average current set 255 degrees, drift .5 KTS.

g. Traffic consisted of cruise ships (three visits per day) and commercial vessels (3 per day) into port of St. Thomas.

h. Water taxis used on schedule of one run every hour. Contracted through Varlack Ventures Inc. Ship's small boats alternated to reduce expense.

i. Communication with St. Thomas port authority (pilot) made by VHF bridge to bridge (channel 16 and 84). Communications with small boats and shore patrol maintained with ship's VHF walkie-talkies.

j. Liaison contact's (husbanding agent's) name: Mr. Dave Hamlin. (High Seas Maritime Inc).

Subj: PORT VISIT TO U.S.V.I., CHARLOTTE AMALIE


k. Fleet landing security maintained by shore patrol party although local police presence was visible (at all times).

l. Anchorage suitable for continued port visits.

m. No problems between local civilians and liberty parties. A reception for the local U.S.V.I. Navy League was held aboard CANOPUS in the evening of 10 November. The U.S.V.I. Navy League reciprocated with a reception for the Wardroom at the home of a U.S.V.I. Navy League director on the evening of the 11th.

n. No problems encountered with Navigation with exception of last minute change of planned anchorage due to large (over one thousand foot long) cruise ship scheduled to arrive and anchor in our original anchorage prior to our departure.

o. Causeway barge was invaluable for small boat/water taxi service. Trash service was adequate although the trash lighter was so small it had to make frequent runs (and it charged by the run.) No other problems with logistics encountered due to outstanding liaison with the husbanding agent, Mr. Dave Hamlin.



B. L. FLETCHER III

Copy to:
COMSUBGRU 10
COMSUBRON 16
COMFAIRCARIB, Roosevelt Rds, RQ