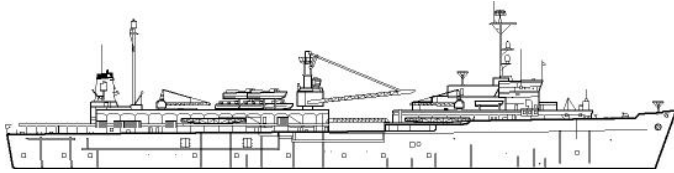


Dedication



4 November 2005

The USS CANOPUS (AS-34) model being commissioned on this day, the 40th anniversary of her original commissioning, is dedicated to the approximately 12,000 officers and crewmembers that served on her from 4 November 1965 to 7 October 1994.

Those that served can take great pride that our ship fully fulfilled her mission for almost three decades and advanced the end of the Cold War with peace from strength.

Our motto was always upheld:

“Ready to Serve, Ready for Service”

Hear Ye! Hear Ye! Hear Ye!

Let it be known to all Sailors
on the Seven Seas
and all

Submariners under the Oceans that:

was present at the Commissioning of the
Fleet Ballistic Missile Submarine Tender
United States Ship CANOPUS (AS-34) Model
on the
4th day of November 2005
at the
Oregon Museum of Science and Industry
Portland, Oregon



Rear Admiral Frank M. Drennan
United States Navy
Commander
Submarine Group 9

Rear Admiral Frank M. Drennan is the Commander, Submarine Group 9 and Commander Submarine Force, U.S. Pacific Fleet Representative located at Naval Base Kitsap, Silverdale WA. The Admiral is responsible for operational/administrative command and control of SSBNs, SSGNs, and SSNs and reserve commands based in the Pacific Northwest.

A native of Elberton, Ga., Rear Admiral Drennan graduated from the U.S. Naval Academy with a Bachelor of Science degree in Aerospace Engineering and received his commission in 1976. Prior to command, he served at sea in USS James Madison (SSBN 627), USS Birmingham (SSN 695), and USS Louisville (SSN 724). He served ashore on the staffs of COMSUBRON 16, COMSUBPAC, Naval Submarine School, OPNAV, and the Joint Staff.

Rear Admiral Drennan commanded USS Portsmouth (SSN 707) from August 1992 to March 1995. During his tour, Portsmouth was awarded the Submarine Squadron Three Battle Efficiency "E" for excellence in combat readiness and all-around ship's operations, as well as the Engineering "Red E" and the Supply "Blue E" departmental awards.

Rear Admiral Drennan commanded Submarine Squadron Six from August 1999 to August 2001. From January to June 2000, he carried out additional duties as the Undersea Warfare Commander for Commander, George Washington Battle Group on the staff of Commander, Cruiser/Destroyer Group Two.

Following selection for flag rank, he served at U.S. Strategic Command as Director for Strike Plans, Director, Joint Forces Headquarters-Information Operations and Deputy Commander, Joint Functional Component Command, Space and Global Strike.

Rear Admiral Drennan holds a Master of Science degree in Engineering Management from the Catholic University of America and is a graduate of the Harvard Business School Advanced Management Program.

Rear Admiral Drennan is a U.S. Pacific Fleet recipient of the James Bond Stockdale Award for Inspirational Leadership during his command of USS Portsmouth. He also received the David Lloyd Award for excellence in leadership during the Submarine Officer Advance Course. He is entitled to wear the Defense Superior Service Medal (two awards), Legion of Merit (three awards), the Meritorious Service Medal, the Navy Commendation Medal (five awards), and the Navy Achievement Medal.



Rear Admiral John M. Barrett
United States Navy, Retired
Commanding Officer
USS CANOPUS
November 1965 to August 1966
Command Sponsor
USS CANOPUS Model

John Michael Barrett enlisted as an apprentice seaman in the Naval Reserve in 1938 and graduated from the US Naval Academy in 1942. During ten submarine war patrols in World War II, he participated in sinking 17 Japanese combatant and merchant ships and damaging 8 others. For these actions he was awarded the Silver Star, 2 Bronze Stars and the Navy and Marine Corps Medal for the rescue of a shipmate washed overboard in heavy seas off Okinawa.

Subsequent to World War II, he became a carrier aviator. From duty as a test pilot at Pautuxent River, he returned to submarines in 1952 for submarine command and numerous submarine assignments afloat and ashore, until his selection to Flag Rank in 1968. Submarine highlights afloat were submarine command, submarine division command, commissioning and command of a new Polaris/Poseidon submarine tender (CANOPUS), and command of the Polaris Ballistic Missile Submarine (SSBN) Squadron Sixteen based at Rota, Spain. Submarine associated shore assignments were Head, Programs Branch in the Submarine Warfare Division in the Office of the Chief of Naval Operations; Director, Plans and Programs in the Polaris Special Projects Office; and, first US Executive Secretary for the Joint US/UK Polaris Program. The last two of his seven cold war operational commands were Commander, Service Force, US Pacific Fleet (COMSERVPAC) and Commander, Naval Logistics Force, Pacific (COMNAVLOGPAC).

Subsequent to retirement after 35 years of active naval service, he was an early director in forming the Pacific Fleet Submarine Memorial Association and the subsequent development of BOWFIN Park, the

Submarine Museum and the magnificent Submarine Memorial across from the Arizona Memorial at Pearl Harbor.

In 1990, Admiral and Mrs. Barrett moved from Hawaii to the Columbia River Gorge. He then organized a successful three-year effort to establish the submarine BLUEBACK as a Memorial to all submarine shipmates on ETERNAL PATROL ^{of} past, present and future. BLUEBACK is moored as part of the Oregon Museum of Science and Technology (OMSI) on the Willamette River in Portland, Oregon.

He and his shipmate of 57 years, Joan, live in the Columbia River Gorge in White Salmon, Washington. They have three sons and two daughters and are now, happily, professional grandparents to eight grandsons and five granddaughters--so far!

Jack Barrett is authorized to wear submarine dolphins, naval aviator wings, and the surface warfare insignia. He notes that the submarine dolphins are always on top.



Captain John D. Eaton
United States Navy, Retired
Commanding Officer
USS CANOPUS
August 1966 to December 1967
Command Sponsor
USS CANOPUS Model

Captain Eaton graduated from the U. S. Naval Academy and was commissioned an Ensign in June 1944. His first assignment was to USS WASP (CV-18) as Assistant Navigator and Gunnery Division Officer. From August 1946 to March 1947 he served on board USS VALLEY FORGE (CV-45), followed by a tour on the staff of Commander Cruiser Division EIGHT. His next assignment was to submarine duty. After completing Submarine School in December 1947, he reported on board SEA POACHER (SS-406). From June 1950 to June 1953 he earned a law degree at the George Washington University Law School, Washington, D.C.

Captain Eaton was assigned as Executive Officer, USS TORO (SS422), from August 1953 to June 1955, after which he assumed command of the USS ROCK (SSR-274). From August 1957 to June 1958 he attended the Command and Staff course at the Naval War College. From 1958 to 1961, he served as a legislative attorney in the Office of Legislative Affairs, Navy Department, Washington, D.C. From July 1961 to July 1963 he was Plans Officer on the Staff of Commander Carrier Division SIXTEEN.

In July 1963 he reported as Operations Officer, Staff, Commander Submarine Squadron FOUR, following this with a tour as Commander Submarine Division FORTY-TWO from June 1964 to August 1965. From August 1965 to June 1966 he attended the Naval Warfare Course at the Naval War College.

From August 1966 to December 1967, Captain Eaton was the Commanding Officer of the USS CANOPUS and took the ship from its original homeport of Charleston, South Carolina to Rota Spain.

He then served on the staff of Command Naval Forces, Viet Nam for 16

months. Upon return to the states, he assumed the command of Submarine Squadron EIGHT in New London. He then joined the staff of the Joint Logistics Review Board in Washington, D.C. He returned to the fleet and became Commanding Officer of Submarine Squadron TWO. His last assignment, from 1971-1974, was as a member of CINCLAN Fleet staff.

Captain Eaton has been awarded the Asiatic-Pacific Campaign Medal with 6 stars; Presidential Unit Citation; Legion of Merit (two awards) in addition to various other campaign medals.

Captain Eaton is a member of the District of Columbia and Connecticut Bars. He currently resides in Cheshire, Connecticut. He is married to the former Ruth Ann Buttler of Alexandria, Virginia. They have two sons.



**Captain Hugo E. Marxer
United States Navy, Retired
Commanding Officer
USS CANOPUS
July 1980 to July 1982**

retirement in November, 1983. His service awards include three Legions of Merit and two Meritorious Service Medals.

Captain Marxer is married to the former Jacklyn Mae Love of Louisville, Kentucky. They reside in Atlanta, Georgia and Highlands, North Carolina. They have three daughters and eight grandchildren-all boys.

Captain Hugo E. Marxer is a native of Portland, Oregon. After graduation from Washington High School in Portland, he attended the University of Oregon for one year and Portland State College for one year prior to entering the United States Naval Academy in June, 1953. He was graduated and commissioned an Ensign in June, 1957.

Captain Marxer's first assignment was in USS BRADFORD (DD545). Upon detachment in December 1958, he entered the Naval Submarine School. After graduation in June, 1959, Captain MARXER reported to USS CAIMAN (SS 323) and served until April, 1961, when he started nuclear power training. He was ordered to USS ANDREW JACKSON (SSBN 619) (B) in June, 1962. Subsequent to his tour in ANDREW JACKSON, Captain MARXER served in USS DANIEL WEBSTER (SSBN 626) (G) as Engineer Officer from July, 1965, to July, 1967, and in USS BENJAMIN FRANKLIN (SSBN 640) (G) as Executive Officer from October, 1967, to June, 1969. His next assignment was to the staff of Commander Submarine Squadron Fifteen where he served two and one-half years as Operations and Training Officer.

He assumed command of USS ULYSSES S. GRANT (SSBN 631) (G) in September 1972 and served until October 1975. He was then assigned to the Office of the Chief of Naval Operations where he led the SSBN Security Program, until he was assigned as Commanding Officer of USS CANOPUS (AS-34) in June, 1980. Captain Marxer served as C.O. CANOPUS until July, 1982.

He was then assigned as Chief of Staff for Commander Submarine Group Six in Charleston, South Carolina, where he served until his



**Captain Jack Peters
United States Navy, Retired
Chaplain
USS CANOPUS
June 1976 to June 1978**

A veteran of the Korean, Vietnam and Persian Gulf conflicts, Captain Peters enlisted in the Navy in 1950 and remained on active duty until 1954. During that time he served on the USS Frontier (AD-41), USS Blue Ridge (GC-11) and USS Valley Forge (CVA-45). He was commissioned an Ensign in the Chaplain Corps in 1960. His duty stations include: Commander, Destroyer Squadron 7, San Diego (1966-68); Naval Station Long Beach (1968-70); Naval Air Station Miramar (1972-75); Chaplains Advancement Course (1975-76); Second Marine Division, Camp Lejeune (1978-81); Naval Air Station Whidbey Island (1981-84); Third Marine Division, Okinawa, Japan (1984-85); Naval Hospital, San Diego (1985-87); and Third Marine Aircraft Wing, MCAS El Toro (1987-91).

Ship assignments included: USS Okinawa (LPH-3), USS Denver (LPD-9) and USS Canopus (AS-34). He achieved the rank of Captain in 1981.

Jack's awards include: Meritorious Service Medal; the Navy Commendation Medal (1 Gold Star); Combat Action Ribbon; Navy Unit Commendation; Meritorious Unit Commendation (1 Bronze Star); Good Conduct Medal; Fleet Marine Force Ribbon; Marine Corps Expeditionary Medal; Navy Occupation Service Medal; National Defense Service Medal (2 Bronze Stars); Korean Service Medal (4 Bronze Stars); Vietnam Service Medal (1 Silver Star and 2 Bronze Stars); Sea Service Deployment Ribbon; Navy and Marine Corps Overseas Service Ribbon; Philippine Presidential Unit Citation; United Nations Service Medal; and the Republic of Vietnam Campaign Medal.

Captain Peters currently resides in Tuttle, Oklahoma with his wife Norma.



**Richard R. Retin
Photographer's Mate 2nd Class
USS CANOPUS
November 1965 to January 1968
Primary Sponsor
USS CANOPUS Model**

Richard Randall Retin joined the Navy in August 1964 soon after graduating from high school in Van Nuys, California. He went through boot camp in San Diego, company 472. His first assignment was to naval aviation training squadron, VT-23 at NAAS, Kingsville, Texas. There he became a plane captain on the F-11A Grumman Tiger.

In July 1965, he entered the Naval School of Photography in Pensacola, Florida. Being in the top three of the class, he was given the opportunity to request his desired duty station. To the chagrin of his classmates, he requested sea duty on an East coast based aircraft carrier, but was assigned the CANOPUS instead. Having taken the Photographer's Mate 3rd class promotional exam soon after starting the school, he was informed he passed and was promoted just prior to graduation in November 1965.

He came aboard the CANOPUS in Charleston in November 1965. Soon afterwards, the ship's color processing lab was built, and he became in charge of all color print processing. He was aboard for the GITMO shakedown cruise and subsequently was onboard for the ship's assignment to Rota. He was promoted to 2nd class in October 1966. He was separated in January 1968 and is authorized to wear the National Defense Medal.

At the USS Canopus Association 2000 reunion in Norfolk, he was elected Secretary. He was the coordinator for the 2004 Reno reunion, where he then became Chairman and assumed responsibility for the Association's website.

Richard is now fully retired and residing in Reno, Nevada. He is married to the former Caridad Flores Banez for the past 28 years. His current fulltime hobby is running the USS Canopus Association.



Ed Pado
Shipfitter 2nd Class
USS CANOPUS
September 1965 to May 1968
Primary Sponsor
USS CANOPUS Model

Edward Pado is a native of Newport, Rhode Island and was born into a navy family in 1943. His father, a veteran of naval service in the Pacific including Okinawa, was instrumental for Ed entering the U.S. Navy. In May 1964, he went through boot camp in Great Lakes and holds the distinction of being assigned to the Canopus while in basic training

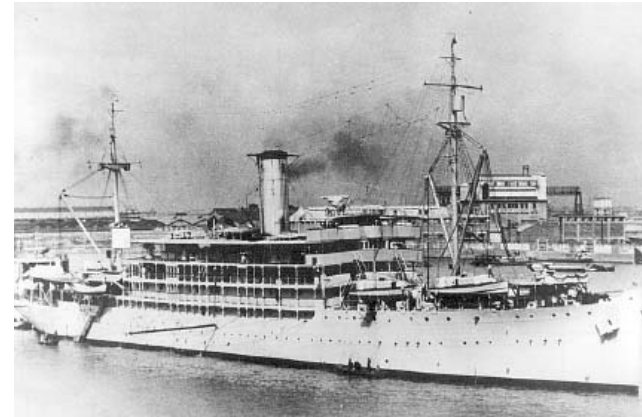
After boot camp, Ed was assigned to Shipfitter “A” school in San Diego. He graduated in March 1965. He then went to Norfolk to join the Canopus Balance Crew and attended pre-com, firefighting and sub repair schools. During this time, he went TAD to the USS Orion (AS-18) for three months.

Ed officially reported aboard Canopus in Charleston in September 1965 and was assigned to the Sheetmetal Shop. He was advanced to 3rd class in May 1966 and 2nd class in April 1967. He separated in May 1968 and is authorized to wear the National Defense medal.

Ed considers his naval service as the best and proudest years of his life. He has previously served as the USS Canopus Association Chairman for four years and is currently the Vice Chairman. He is responsible for the original design and posting of the Canopus website. Ed retired after 26 years service from a Fire Department in Rhode Island. He credits his Navy firefighting training and experience with Canopus, as invaluable during his career in the Fire Service

He is married to the former Janet Walker of Boston, MA. They reside in Newport, Rhode Island. They have two sons.

History of the Original USS CANOPUS (AS-9)



Canopus (AS-9) was launched in 1919 by New York Shipbuilding Co. in Camden, NJ, as Santa Leonora. She was later acquired by the Navy from the Shipping Board on 22 November 1921 and converted to a submarine tender. She was commissioned in Boston on 24 January 1922 with Commander A. S. Wadsworth in command. She then reported to Submarine Force, Atlantic Fleet.

Canopus remained at Boston until 9 November 1922, when she sailed for further fitting out at Coco Solo, C.Z., and San Pedro, Calif., her base as tender to the submarines of Division 9 until 17 July 1923. Sailing to Pearl Harbor, Canopus tended Submarine Division 17 of the Battle Force with whom she sailed for permanent duty with Asiatic Fleet in September 1924.

Arriving in the Philippines 4 November 1924, Canopus began her regular schedule of services in Manila Bay, and each summer based with the fleet at Tsingtao, China, with occasional training cruises to various Chinese and Japanese ports, and to the British and French colonies. Between 1927 and 1931, the tender was flagship of submarine divisions, Asiatic Fleet, and later was attached to Submarine Division 10 and was flagship of Submarine Squadron 5.



On 7 December 1941, Canopus, aging but able, lay at Cavite Navy Yard, as tender to Submarine Squadron 20. In the anxious days that followed, her men worked day and night to repair ships damaged in the daily air raids as well as to keep her brood of submarines at sea. With the Army falling back on Manila, Canopus sailed to Mariveles Bay at the tip of Bataan on Christmas Day. On 29 December 1941 and 1 January 1942, she received direct bomb hits which resulted in substantial damage to the ship and injuries to 13 of her men. Working at fevered pace, her men continued to care for other ships while keeping their own afloat and in operation. To prevent further Japanese attack, smoke pots were placed around the ship and the appearance of an abandoned hulk was presented by day, while the ship hummed with activity by night.

Just before the New Year, the last of the submarines left Canopus, but her activity continued as she cared for small craft and equipment of the Army and Navy, sent her men into battle in the improvised naval battalion which fought so gallantly on Bataan, and converted her own launches into miniature gunboats which attacked the Japanese moving south near the shore. But the overwhelming Japanese strength could not be held off forever, and upon the surrender of Bataan on 9 April, Canopus was ordered scuttled and sunk, to deny her use to the enemy. On 10 April, she was proudly backed off into deep water under her own power, and the brave veteran whom the Japanese could not sink ended a lifetime of service to the Navy when she was laid to rest by her own men.

Canopus received one battle star for service in World War II.



Ship's Emblem

The ship's emblem represents in symbolic form the character of the ship. The CANOPUS emblem is a shield signifying the ship's defensive and protecting function as opposed to the aggressive cutting edge of a combatant.

The Greek ship and the star cluster represent the Agro Navis constellation in which the slur CANOPUS resides. The big star connecting the scroll and the shield is CANOPUS. Flying through the void of space beside the constellation is the POLARIS missile guided and watched by the helmsman, the big star.

The dolphins above the crest are symbolic of our primary mission to support and tend the submarine force. The crossed rifles, encircled, recall the heroic stand of the crew of our namesake, USS CANOPUS (AS 9), on Bataan.

The motto set in a banner at the bottom pledges our dedicated readiness to serve in the CANOPUS tradition of determined excellence.

The star CANOPUS is a yellowish-white star in the southern hemisphere and the second brightest star in the sky. Only Sirius is brighter. CANOPUS can be found in the constellation Carina a part of the older Argo Navis or "Ship" constellation, estimated to be 100 light years (or 600 trillion miles) from Earth. CANOPUS can't be seen from north of the latitude of Florida.

Commissioning Threads of the

USS CANOPUS



Query

Why do we gather in this place?
What threads run through these deeds
That start the strands of duty's lace
To hold the ship's tradition beads?

Blue

First is the thread of the state of the art
In a weapon of naval design
That offers the promise of peace from the strength
That surprise and concealment define.
Such is the case of POLARIS on site,
As it slips through the opaque deep.
It can stay, it can hide, it can hear, it can launch,
And its vigil means free men can sleep.

White

Second, a thread from the stars of the Greeks,
Who have chosen the names that we know,
And placed in the heavens heroic events
As a chart by which sailors can go.
Turn from the star that centers the north
In an arc to the south where resides
CANOPUS, the steersman, who shows by his light
From the Argo a brightness that guides.

Red

Third is the thread of tradition that comes
From Gilmore, Decatur, and Jones.
The line of devotion to the country so strong
It runs deep to the marrow of bones.
Think--on a service to fix and repair
As the task of a crew in war's breach.
CANOPUS, the first, lies forever entombed
By her crew that fought on Bataan's beach.

Response

We gather here a skein of thread
That has some blue and white and red.
We weave a fabric pennant bright
And hoist it high into the light.
A sign to all who look above
That this Commissioned Ship is of
The United States of America.



The Ship's Poem, Commissioning Threads, was written by Commander E. C. Higgins, Supply Corps, U. S. Navy. It was authored and published for the commissioning of USS Canopus AS-34 at the United States Naval Base Charleston, South Carolina on 4 November 1965.



Commissioning U.S.S. CANOPUS Model

Mustering for Ceremonies

Pipe aboard Rear Admiral Frank M. Drennan
Commander, Submarine Group 9

Pipe aboard the past Commanding Officers
of the USS Canopus (AS-34)

Invocation

Captain Jack Peters, Chaplain Corp, USN Retired

Welcoming Remarks and recognition of those present

Talk: "How We Got Here"
Richard Retin, Chairman, USS Canopus Association

Reading of the USS Canopus *Commissioning Threads*

Rear Admiral John M. Barrett, USN Retired
LCDR L. Stuart Taylor, USN Retired

History of the old USS Canopus (AS-9)

Everett Perry, AS-9 Historian

History of the USS Canopus (AS-34)

Ed Pado, Vice Chairman, USS Canopus Association

Rendering of Honors to the Past Commanding Officers of the USS Canopus (AS-34)

Richard Retin and Ed Pado

Re-Dedication of the & U.S.S. CANOPUS Spirit



History of the USS Canopus Association

Richard Retin

Sponsors of USS Canopus Model

Ed Pado

Remarks by Rear Admiral Frank M. Drennan

U.S. Navy, Submarine Group 9

Commissioning of the Model

Champagne toast
Mrs. Joan Barrett, Sponsor

Setting the Watch

Rear Admiral John M. Barrett

Benediction

Captain Jack Peters

Cake Cutting with Officer Sword

Rear Admiral Frank M. Drennan
Rear Admiral John M. Barrett
Captain John D. Eaton

Group pictures with USS Canopus model

and outside with the USS Blueback (SS-581)

Navy capable of refitting and maintaining a submarine with the Poseidon Missile System.

After completion of this overhaul, Canopus sailed for Holy Loch Scotland via the Panama Canal. In May of 1970, she relieved the USS Simon Lake AS-33 at Holy Loch. She reported to the Commander of Submarine Squadron 14.



Canopus remained in Holy Loch until November of 1975. During this time, Canopus was instrumental in establishing several new maintenance concepts while completing, on schedule, every submarine refit during the 67 months at Holy Loch. During the last year at Holy Loch, Canopus received numerous awards including the Ney Award for the best large mess afloat, the second consecutive Battle Efficiency "E", the CINCLANTFLT Golden Anchor Award for personnel retention, and the Navy Unit Commendation for her role in the first FBM Submarine Extended Refit Period.

In 1976, the Canopus underwent an extensive refit at Charleston Naval Shipyard and returned to Guantanamo Bay, Cuba for refresher training. The Canopus returned to Rota, Spain in December of 1976.



As a result of the shipyard overhaul in Charleston, Canopus brought new and improved capabilities to Rota for the support of Submarine Squadron 16.

In June of 1979, the Canopus relieved the Simon Lake at the Naval Weapons Station at Charleston South Carolina.



The Canopus now reported to the Commander of Squadron 18. In January of 1980, the Canopus got underway and went 200 miles off the coast to conduct drills. In March of 1980, Canopus got underway and made a liberty cruise to Cape Canaveral, Florida.

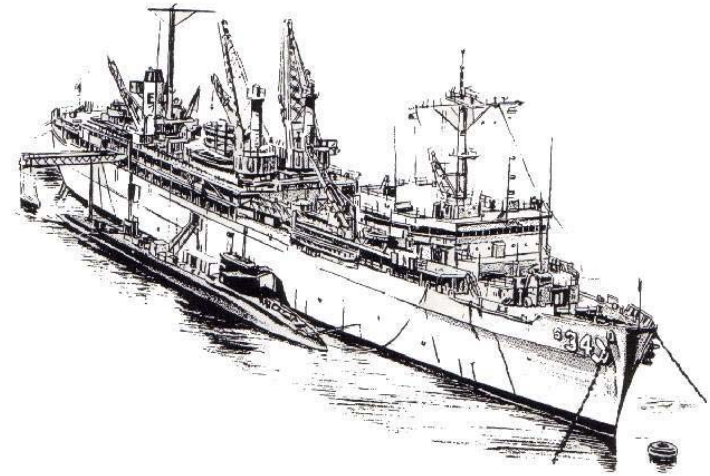
While underway from Charleston conducting local operations, on the morning of 28 October 1980, the Canopus performed the

rescue of a yachtsman from a life raft that had been adrift for 6 days.

In 1984 after being relieved by the USS Holland AS-32, the Canopus underwent an overhaul at Charleston Naval Shipyard - which lasted until 1985. Refresher training and shake-down was conducted out of GITMO (Guantanamo Bay, Cuba).

After a short stay at Charleston, the Canopus sailed in July 1985 to Kings Bay GA, where she relieved the Simon Lake - assuming upkeep and refit duties for the SSBNs of Subron 16.

The Canopus was located at Kings Bay Georgia during the early 1990s. During a ceremony held at Warrior Warf, Naval Submarine Base, Kings Bay on Friday, the Seventh day of October, 1994 -- USS Canopus' 29 years of service was celebrated, and she was decommissioned from active service.



Ship's Data

Length (overall):	644 feet
Beam:	85 feet
Draught (loaded):	23 feet 8 inches
Maximum Height: Keel to Topmast Part:	176 feet
Displacement:	21,266 tons
Shaft Horsepower:	20,000
Speed:	20 knots
Type Propulsion:	steam
Number of Screws	one
Allowance:	52 Officer and 1124 Enlisted Men
Berths:	1420
Armament:	Two twin 3 inch/50 cal rapid fire mounts



Service Capability

Fresh water, fuel oil, oxygen and nitrogen supply service
Complete shore power and telephone service
POLARIS missile repair and replacement
POLARIS navigation overhaul facilities
POLARIS fire control overhaul facilities
Torpedo storage and repair facilities
Complete shipfitter, sheetmetal, pipe and welding shops
Machine, optical, hydraulic, instrument and gauge shops
Electrical, gyro and interior communication shops
Rubber, plastic and carpenter shops
Electronics, sonar and antenna repair facilities
Complete printing, photographic and drafting capabilities
A modern metals test facility
Noise testing and fine calibration capabilities
Complete nuclear power plant repair and decontamination facilities
Six cranes, 2 cargo elevators and 9 stores conveyors
An 80,000 item supply center with a \$6,000,000 inventory
Complete laundry and dry cleaning facilities
\$200,000/month payroll operation
\$20,000/month retail store operation
Marine security force
Complete medical and dental care with a 44 patient hospital
Complete digital computer service
Deep sea diving capability

(Reprinted from an 1970's Welcome Aboard Booklet)

Commanding Officers



Captain John M. Barrett	NOV 65 - AUG 66
Captain John D. Eaton	AUG 66 - DEC 67
Captain Harold J. Trueblood	DEC 67 - SEP 69
Captain John M. Davis	SEP 69 - JUL 70
Captain Richard M. Hoover	JUL 70 - JUN 72
Captain Walter A. Brooks	JUN 72 - May 74
Captain Milton R. Alexich	MAY 74 - JUN 76
Captain John M. Will Jr.	JUN 76 - AUG 78
Captain Dwaine O. Griffith	AUG 78 - JUL 80
Captain Hugo E. Marxer	JUL 80 - JUL 82
Captain Charles C. Holcomb	JUL 82 - JUL 84
Captain Michael J. Lees	JUL84 - JUN86
Captain Thomas J. O'Brian Jr.	JUN 86 - JUL 88
Captain Frederick A. Adams	JUL 88 - JUL 90
Captain Bennie L. Fletcher II	JUL 90 - FEB 92
Captain C.J. Ihrig	FEB 92 - MAR 94
Captain Ronald B. Glover	MAR 94 - NOV 94

Awards

Battle Efficiency "E"

01 July 1974 – 30 June 1975
01 October 1982 – 30 September 1983
01 October 1985 – 30 September 1986
01 October 1991 – 30 September 1992

Meritorious Unit Commendation

01 July 1974 – 10 November 1974
January 1982 – June 1983
01 April 1991 - 01 April 1994

1975

Blue Supply "E"
Red Engineering "E"
Ney Award
Golden Anchor Award

1977

Red Engineering "E"
Red Damage Control "DC"
Green Communications "C"

1978

Red Engineering "E"
Red Damage Control "DC"
Green Communications "C"
Blue Supply "E"
Repair "R"
Gunnery "E"

1979

Battle Efficiency Engineering
Red Damage Control "DC"
Red Engineering "E"
Red Damage Control "DC"
Repair "R"
Deck Seamanship "D"
Gunnery "E"

1982

Battle Efficiency Repair "R"

1983

Blue Supply "E"
Red Engineering "E"
Green Communications "C"

1986

Blue Supply "E"
Green Communications "C"
Silver Anchor Award

1987

Repair "R"
Blue Supply "E"
White Weapons "E"
Silver Anchor Award
Green Communications "C"
Yellow Medical "M"

1988

Blue Supply "E"
Red Engineering "E"
Green Communications "C"
Silver Anchor Award

1989

Deck Seamanship "D"
Green Communications "C"
Blue Supply "E"
Red Repair "R"
Dental "D"

1990

Blue Supply "E"
Yellow Medical "M"
Silver Anchor Award

1991

Green Communications "C"
Yellow Medical "M"
Black Weapons "W"
Silver Anchor Award

Captain Barrett Addresses Ship's Commissioning

(Reprinted from the December 1965 issue of the Helmsman)



CAPT. BARRETT ADDRESSES AUDIENCE



DIGNITARIES CROWD HELICOPTER DECK



BOS'N CAVANAUGH PIPES FIRST WATCH

Mr. Secretary, Admiral Lorange, Admiral Galantin, other dignitaries, ladies and gentlemen, I would like to conclude with a few brief remarks to those who have honored the men of CANOPUS by participation in our ceremony.

Mr. Secretary, may I invite your attention to the quality of the crew that the Navy assembled here. During the past four months, I have had the opportunity to work closely with officers, chief petty officers and leading petty officers - Those I choose to call career professionals - in circumstances that could have been trying. They have come from all over the world and the Navy - from carriers, cruisers, destroyers, amphibious ships and submarine tenders, from far flung and isolated naval bases such as Guantanamo Bay and Iceland. Their performance in assisting in the construction of a complex new ship and in organizing and training of a new crew of eleven hundred officers and men and has been superb.

They are keenly intelligent, well trained, have a high sense of personal and moral responsibility and are dedicated to our country and to our Navy. I am deeply proud of my crew, particularly of the quality of my career professionals.

But I am even more proud of the Navy for developing men like these. As one of our top leaders I am sure that you are more than aware that the development of such men does not just happen, regardless of their native ability. It is a step-by-step, day-by-day, year-by-year process of demanding high standards, rewarding those who meet the standards and weaning out those who do not. Commissioning a large new ship has given me the unique opportunity to see the results of almost all facets of our naval organization. On the basis of my experience of the last four months and my 23 years experience as a naval officer much of it dealing directly with personnel matters - I can report to you, sir, that never has the Navy had a higher caliber of career professional, officer and enlisted, than it now has.

To Mr. Fred Mayo of Ingalls Shipbuilding Corporation and Captain John Guerry, Supervisor of Shipbuilding at Pascagoula, Mississippi - Please accept our thanks for your kind remarks and extend my appreciation on behalf of the operating

forces for the organization and manner in which you allowed my crew to assist in the testing and inspection of the various systems and machinery aboard ship. I think it is not generally appreciated that Ingalls may have set a record in the construction of a surface ship of this complexity. Slightly over two years from contract signing to delivery is far shorter than the norm of three years. You have constructed and delivered a fine hull with excellent equipment in record time. It is now up to us to make it a topnotch ship.

To Vice Admiral Galantin, who as Chief of Naval Material, heads the vast management and technical organization behind the design and construction of this ship, to Admiral Levering Smith, who as Director of Special Projects is responsible for the design, development, production and logistic support of all facets of Polaris Weapon Systems, To Admiral Dennis Wilkinson, who as Director of Submarine Warfare for the Chief of Naval Operations is responsible for the planning, programming and budgeting for all submarines and their supporting ships - I can report that the planning, management and technical organization of the Navy in conjunction with Ingalls Shipbuilding Corporation has given the operating forces of the Navy a fine ship of superior design.

To Admiral Dorsey, Commandant of the Sixth Naval District and Admiral Batcheller, Commander of the Sixth Naval Shipyard - may I express our thanks and appreciation to you and your staffs for the smooth and efficient manner we have been welcomed to Charleston.

To Vice Admiral Lawrence, Commander Submarine Forces, U.S. Atlantic Fleet, Admiral Tyree, his Deputy, and to Admiral Loughlin, my immediate superior, - All I can say is it's great to be back in the fleet and we aim to make you as proud of CANOPUS as we are.

To My officers and men - you have done a superb job, both at Pascagoula and in Norfolk, under somewhat difficult professional circumstances, in assisting in the construction of this ship, in organizing and training ourselves to operate it, in representing the Navy throughout. But remember that as of now we are completely unsatisfactory in our primary mission of providing superior and efficient service to maintain the proven and accepted reliability of the Polaris Strategic Missile System. Everything we do in the next few months must be focused on the twin goals of safely operating the ship and organizing and training ourselves to provide outstanding service to Polaris submarines. I expect your performance to day to be the norm in the months and years ahead.

I believe I can best speak to all our families by speaking of my partner who has had to run a family of five fine but normal youngsters, while I have been gone for the last six months. She has had to sell a home in Virginia and establish a new one here in Charleston. The families of the vast majority of my crew - especially the career professionals - have had similar disruptive moves. All I can say is that these NAVY wives are a special breed and they are wonderful.

On behalf of the officers and men of the CANOPUS - Thank you, Admiral Sackett. This wonderful painting of the "OLD LADY" will be displayed in our conference room with pride and affection throughout the life of the ship.



I can best express the feeling that has grown between the OLD and NEW CANOPUS crews since your gracious wife christened our ship at its launching last February, by quoting from the letter of a crew member of the OLD CANOPUS, Mr. Ted Brownell, which I received "she (the new CANOPUS) is slightly haughty and aloof in a genteel sort of way. But then why shouldn't she be? Her mother, the "Old Lady", was endowed with unflagging determination and blessed with undying spirit."

"Naturally, she's out, not only to uphold that reputation, but to prove to the world, with her youth, modern knowledge and vitality, she can go the "Old Lady" one better! You see, she makes her grand debut doubly-armed for any contingency. In addition to her host of admirers who will be with her every moment, she carries - in her breast - the loyal spirit of hundreds of others who will sail with her, unseen, throughout her life ... a ship with two crews! CANOPUS! The most profound wish I can extend to you is that your fine crew will respect you and hold you with the high esteem we share for Admirals Sackett and Goodall; may your crew enjoy a mutual respect for one another to the degree of reflecting the true Spirit of a "Happy Ship"."

Signed Ted Brownell.

This "can do and fighting" tradition which your crew established, Admiral Sackett, is being transferred to us and is important to us. We are also doubly fortunate in having your wife as our sponsor and the wife of your predecessor in command of the "Old Lady", Mrs. Greame C. Bannerman with us today, but we don't want you to forget us - so to you as the representative of the men of the "Old Lady" I would like to present - on behalf of my crew - a painting of the new CANOPUS done by my wife, Joan Barrett.



I would like to take this occasion to publicly thank one of our finest navel officers and our sister ship the SIMON LAKE, for their cooperation in passing on the benefits of their experience to us - and for allowing our engineering and other personnel to train onboard. But I also must point out to Captain Caborn, that the ship's data page in our commissioning booklet list CANOPUS as one foot longer, one foot wider and one ton more displacement than his fine ship.

I was surprised at this in reviewing the booklet as we are sister ships built to the same plans and specifications and should be the same. When I inquired, the Supervisor of Shipbuilding and Ingalls Shipbuilding Corporation assured me that the difference was due to the summer heat in Pascagoula, which caused the hull to expand. So as of now, Jim, CANOPUS lays claim to being the world's largest tender. We can't say "finest" until we prove ourselves, but please tell your fine crew not to look back because we are right after you.

In closing, may I extend my deepest and most sincere thanks to the many old friends who have come from all over the country to witness the pride with which, I, my officers and men take over this fine new ship for the greatest navy in the world has ever seen. THANK YOU!

History of the USS Canopus Association

The USS Canopus Association was formed in June 1998 at Kings Bay, Georgia. The initial officers were:

Ron Slank	Chairman
Lee Barratt	Mailing Secretary
Randy Rathman	Recording Secretary
Lee Luffman	Treasurer
Bob Wilson	Publicity and Historian

The first draft of the by-laws was written at that time.

The first reunion was held June 18 – 20, 1999 in Charleston, South Carolina at the Radisson Inn Airport. The by-laws were adopted at that time. There were 93 attendees, including Admiral John M. Barrett, Captain Jack Peters, and Charles Ward, that served on the Old Canopus on the deck force from 1939 to 1940.

Norfolk, Virginia was the site for the second reunion held September 28 to October 2, 2000 at the Hilton Norfolk Airport. Chuck Zito was the reunion coordinator. There were 97 attendees. Elections of officers were held:

Ed Pado	Chairman
Mike Gordon	Vice Chairman
Treasurer	Joe Williams
Secretary	Richard Retin
Historian	Bob Wilson
Supply Officer	Doug Skinner

The third reunion was September 5 – 8, 2002 at the Biloxi Beach resort. Planning and coordinator was provided by Ron Slank. There were 103 attendees. Highlight of the reunion was a tour of New Orleans. All officers remain the same, except Historian duties were passed on to Richard Retin.

Our first western states reunion has held in Reno, Nevada, September 30 – October 3, 2004 at the Atlantis Casino-Resort. Approximately 90 shipmates and guests attended. Highlights were a cruise on Lake Tahoe and a visit to the silver mining town of Virginia City. Both Admiral Barrett and Captain Eaton attended.

Elections of officers were held:

Richard Retin	Chairman
Ed Pado	Vice Chairman
Treasurer	Joe Williams
Secretary	Jim "Mushy" Morschhauser

The next reunion will be held in New London, CT, October 19 – 22, 2006.

Canopus Lifers

Lifetime Members of the USS Canopus Association

Richard Retin PH2 - 1965-1968 - RS Division Photo Lab
Ed Pado SFM2 - 1965-1968 - R-1 Sheetmetal Shop
Jonnie Peterson SH3 - 1973-1975 - S-3 Barber Shop
Captain John M. Barrett - 1965-1966 - Commanding Officer
Captain Jack R. Peters - 1977-1978 - Chaplain
S. Eric A. Fairbanks PM3 - 1975-1976 - R1 Carpenter Shop
Ronald M. Slank MMC - 1965-1968 - M & A Division
Blaine J. Sites PH2/AC - 1981-1984 - R0 Photo Lab
Stephen Rosinsky TMSN - 1967-1971 - W2
Captain John D. Eaton - 1966-1967 - Commanding Officer
Alfred J. (Al) Hall SKCS - 1974-1977 - S-7 Division SUBSAT
Larry L. Wittbecker MM1 - 1965-1966 - M Division
Charles F. Norris OM2 - 1965-1967 - R-2 Optical Shop
Edwin L. Hamilton HM2 - 1978-1980 - Medical Department
LTJG Lee Barratt - 1981-1984 - R-3 & R-7 Divisions
Jim "Mushy" Morschhauser OM3 - 1965-1967 - Print Shop
David E. Cross ET1 - 1969-1974 - W-5 Division
Daniel H. Therrien MR2 – 1966-1970 – R-2 Machine Shop

**Plank Owners
of the
USS CANOPUS Model**

BOLD = Super Canopus Lifer



Autographs

Bruce Noble EN2 - 1977-1980 - A Division Boat Shop
Ronald M. Slank MMC - 1965-1967 - M & A Division
LTJG Lee Barratt - 1968-1972, 1973-1975, 1981-1984 - R-3 & R-7
and LT Kelly Barratt - 1983-1985 - S-7 Division
Gerald R. Fuller HTCM - 1965-1968
Robert W. Welch Sr. CWO4 - 1977-1978 - Legal
Robert Hopkins EN3 - 1967-1969 - M Division
Jim "Mushy" Morschhauser OM3 - 1965-1967 - RS Print Shop
Charles Norris OM2 - 1965-1967 - R-2 Optical Shop
Michael Van DerSchaaf BMCS/SW - 1965-1970 - R-1 Division
Gary A. Diedrick YN2 - 1966-1970 - X Division
Jonnie Peterson SH3 - 1973-1975 - S-3 Barber Shop
Blaine J. Sites PH2/AC - 1981-1984 - Repair Division Photo Lab
William Pennington BM3 - 1974-1976 - 2nd Division Deck
Joseph P. Sweeney EMFN - 1978-1980 - E Division
Captain John D. Eaton - 1966-1967 - Commanding Officer
Alfred J. (AI) Hall SKCS - 1974-1977 - S-7 Division SUBSAT
Captain John M. Barrett -1965-1966 - Commanding Officer
Mrs. Joan Barrett - Commissioning Sponsor, USS Canopus model
Captain Jack R. Peters - 1976-1978 - Chaplain
Captain Thomas J. O'Brien - 1986-1988 - Commanding Officer
Douglas Morrell YN2 - 1975-1978 - Captain's and Supply Offices
David E. Cross ET1 - 1969-1974 - W-5 Division
Daniel H. Therrien MR2 – 1966-1970 – R-2 Machine Shop
Douglas K. Haas RM3 - 1965-1967 – Communications

USS Canopus Flag Hoist/Radio Call Sign



November - Charlie - Alpha - Whiskey