

SPECIAL REQUEST/AUTHORIZATION
NAVPER 11 0101-LF-L34-5109

NAME (Last, first, middle initial) SKINNER DOUGLAS J.		RATE LT-1
SHIP OR STATION USS CANOPUS AS-34		DATE OF REQUEST 12-22-1970
DEPARTMENT/DIVISION/WARD NO. 1A		DUTY SECTION/GROUP THREE (3)
NATURE OF REQUEST <input type="checkbox"/> LEAVE <input type="checkbox"/> SPECIAL LIBERTY <input type="checkbox"/> SPECIAL PAY <input type="checkbox"/> COMMUTED RATIONS <input checked="" type="checkbox"/> OTHER (Below)		
NO. DAYS REQUEST	FROM (Date and time)	TO (Date and time)
DISTANCE (Miles)	MODE OF TRAVEL <input type="checkbox"/> AIR <input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> CAR	
LEAVE ADDRESS (Street, box/route no., City, State, Zip Code)		TELEPHONE NUMBER

REASON FOR REQUEST

I REQUEST A CONGRESSIONAL INVESTIGATION OF CANSY CIVIL OF USS CANOPUS, AS OF THIS DATE MY CHIT HAS BEEN LOST IN RED TAPE, SO I'M SUBMITTING ANOTHER CHIT.

The authority to request this information is contained in 5 USC 303 Departmental Regulations. The principal purpose of the information is to enable you to make known your desire for one of the four items listed or for some other special consideration or authorization. The information will be used to assist the command and employees of the Department of the Navy in determining your eligibility for and approving or disapproving the special consideration or authorization being requested. Completion of the form is mandatory; failure to provide required information may result in delay in response to or disapproval of your request.

(Signature of applicant)

I AM ELIGIBLE AND OBLIGATE MYSELF TO PERFORM ALL DUTIES OF PERSON MAKING APPLICATION

SIGNATURE OF STANDBY	DUTY STATION
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PERSONNEL OFFICE

EARNED LEAVE DAYS AS OF:	LEAVE THIS FISCAL YEAR	DATE LAST PAID
RECOMMENDED APPROVAL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	SIGNATURE AND RANK/RATE/TITLE/DATE <i>[Signature]</i>	
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	SIGNATURE AND RANK/RATE/TITLE/DATE <i>[Signature]</i>	
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	SIGNATURE AND RANK/RATE/TITLE/DATE <i>[Signature]</i>	
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	SIGNATURE AND RANK/RATE/TITLE/DATE <i>[Signature]</i>	
<input type="checkbox"/> APPROVED <input checked="" type="checkbox"/> DISAPPROVED	SIGNATURE <i>[Signature]</i>	

REASON FOR DISAPPROVAL

LOG OUT AND IN WITH OOD (When required)

OUT (Hour & date)	INITIALS OOD	IN (Hour & date)	INITIALS OOD
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Dear Friend:

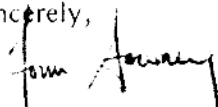
June 14, 1977

Thank you for your recent letter.

I want you to know that action is being taken on your request, but it may take some time to complete. I will be in touch with you again as soon as possible.

If I can be of further assistance please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tom Downey", written over a horizontal line.

THOMAS DOWNEY
Member of Congress

March 30, 1977

Douglas J. Skinner EN1
Repair Division
USS Canopus (AS-34)
FPO N.Y. 09501

Dear Mr. Donney;

I'm an enlisted First Class Petty Officer, of eleven years, serving aboard this command, USS Canopus (AS-34). I have been aboard her over the past two years. I have been out of your congressional district for many years stationed around the states and overseas, but am still a taxpayer from your district.

I'm writing this because I'm annoyed about the just completed shipyard overhaul. This ship was at Charleston Naval Shipyard from January 1976 to September 1976 and during this period, much time and money was wasted because of the lack of quality assurance and the haste of the repairs. A ship of this size, I believe, needs a year or so overhaul after being on the line for an extended period of five years. But Sublant needed her services in Spain, so time was shortened because of the rotation of their tenders for repairs. The Holland (AS-34) was repaired in 1975, the Canopus in 1976 and the Simon Lake in 1977.

The Ships personnel and their dependents lost their tranquility and their dependents and much more. We left Scotland before Christmas and was in Charleston for the same. After

the dependent shuffle for the holidays, then long work hours in the yards, then again in November, movement of families to Spain, we suffered another shakey Christmas. Now back on site again there is hard work to get back to a normal routine. Some planning, but what the heck, we are the military. We have to do as ordered no matter what the hardships it causes. That's why this ship is losing many good personnel to other commands or separation from the Navy.

I have requested a congressional investigation as shown on the enclosed chit. The first one disappeared after I saw the Executive Officer on November 27, 1976. The Chief Engineer approved it that time but this time he changed his opinion. I have been informed by a few superiors that I'm crazy and wasting my and your time for making "waves". "The System" will take care of itself and this galls me. For I know that I have something here that's wrong and needs to be looked into by personnel higher than myself.

I have talked with the Executive Officer about this investigation and was told that the NAVSEA was looking into quality assurance of the shipyard. I wasn't pleased with this so I talked with the Commanding Officer and we had a nice lengthy discussion. He informed me that I was authorized to write you as a taxpayer and not as a representative of this command.

The shipyard Ship Superintendent, Lt. Damar, has resigned

his commission when his time was completed. He did an outstanding job for the Canopus with all the shipyard red tape. He had written a few letters about the faults in Charleston Shipyard. I believe they were sent to Navsea and Comsublant. If this is a common practice, then the Navy doesn't seem to care. That's why as a taxpayer the matter has to be looked into.

The following is a listing of some of the major repairs that expended much waste, money and manhours. Many of these discrepancies have been documented during ships Insurv of October 1976. Others are on the ships C.S.M.P. (Current Ships Maintenance Project) readout for the 3-M system. We had shipyard personnel onboard since overhaul inspecting different types of machinery for repairs.

Why did number 1 and 4 SSTG reduction gear units need new bull gears? Much money and time was wasted by repairing damaged gears. It was by shipyards negligence and wasn't corrected until replaced with new gears.

Why did they overhaul number two anchor windlass gearbox twice to discover an overlooked broken key on the main bull gear?

How and why did all four ships Travel Cranes have contaminated hydraulic oil systems? They have the results of spectrographic analysis at their Laboratory Division, Code 134. Sloppy workmanship is causing a team to Spain to reoverhaul them again. Their inspector said that our sister ships cranes were in better condition going into overhaul than ours coming out.

Why is it that #1 Missile Crane has had three electrical fires in the Main Switchboard since the overhaul? They rewired them and added a safety circuit to prevent this from happening after the second time.

Why is it that number three Conveyor is causing so much trouble after a complete overhaul? I have even written the manufacturer on this and ships force has repaired it so its now in operational condition, but only after numbrous break-downs during crucial times which caused an additional amount of manhours spent on hand carrying supplies eight decks.

How is it that the new CHT (Collection, Holding and Transfer) systems have so many discrepancies that are of shipyard design and installation? The system doesn't even follow the shipyard blueprints!

Why is it that the forklift elevator cables failed during operation with no damage or injuries. The cable should have been replaced for its constant exposure to the elements. The failure resulted in a tremendous amount of money being spent on having a new 1000.00 cable weighing 2 tons flown overseas in a priority one status which Lord knows how much costs.

Why did the seven HPAC (High Pressure Air Compressors) have to be re-overhauled by ships personnel after operational failures, adding to the priority one story?

Why is it that shipyard didn't have knowledgeable personnel overhauling ships Airconditioning R-11 plants? The list could go on and on for I haven't gone into the galley, Dry Cleaning Plant, Telephone switchboard, ships boat stowage,

repairs to compartments, etc. But these will do for starters I'm sure. Much of the money for repairs was over the cost of the initial overhaul package. But at this rate, the Shipyard should run in the red unless there is a cost overrun clause.

I believe that this investigation is worth the time and trouble. It may have some feedback on my Naval Career but the future for the military is an uneasy question because of retirement questions before the Congress. I realize that much of what I have said is just griping but my suggestion is that Quality Assurance be brought into effect more widely than it presently is. It is better to insure a job is being done correctly at the same time it is being overhauled, thus creating more jobs, than having a tremendous amount of money being spent on frantic Priority One repairs. Schooling for shipyard workers might also be in store, having a threefold benefit. One, it would be an investment of money being repaid in better work. Two, it would even enhance the shipyard workers own life and three, it would be money used wisely to strengthen people and machinery instead of throwing ~~the money~~ ~~away~~ ~~on~~ ~~Priority~~ ~~One~~ repairs. The amount of money spent on these repairs could have sent who knows how many shipyard workers to school on the same equipment. I am open to further suggestions concerning my strife to bring the Navy back into the stride of advancement.

Thank You,

Douglas J. Skinner EN1 USN



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO

18 MAY 1977

Dear Mr. Downey,

This letter is in response to your inquiry regarding the letter of March 30, 1977 from EN1 Douglas J. Skinner, stationed on board the USS CANOPUS (AS-34). In his letter, Petty Officer Skinner has requested a congressional investigation of the recent shipyard overhaul of USS CANOPUS. USS CANOPUS started a regular overhaul at Charleston Naval Shipyard, Charleston, SC, on January 5, 1976 and completed on August 28, 1976. Since the completion of overhaul, USS CANOPUS has been assigned to Rota, Spain for homeport, where she is the refit support tender for Submarine Squadron Sixteen.

Petty Officer Skinner's allegation of poor shipyard performance in the overhaul of USS CANOPUS is under study at this time. I expect the study to be completed by May 20th, after which I will furnish you a complete reply.

Sincerely,

R. L. J. Long
Vice Admiral, U.S. Navy

The Honorable Thomas J. Downey
House of Representatives
Washington, D. C. 20515

Encl



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO

26 MAY 1977

Dear Mr. Downey,

This letter is in response to your inquiry regarding the letter of March 30, 1977 from EN1 Douglas J. Skinner stationed on board the USS CANOPUS (AS-34), and amplifies my initial response of May 13, 1977. In his letter, Petty Officer Skinner requested a congressional investigation of the recent shipyard overhaul of USS CANOPUS. I have completed a study of the allegations in Petty Officer Skinner's letter and the following information is provided.

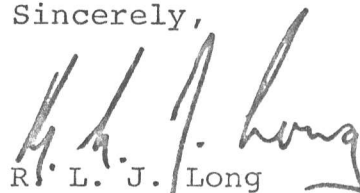
With respect to duration of the CANOPUS overhaul at Charleston Naval Shipyard, current Navy policy for submarine tender overhauls is to have a pre-overhaul ship off-load period of two weeks followed by an eight month overhaul and a subsequent three month period for post-overhaul ship training and transit to the submarine refit site. These planning factors were adhered to for the CANOPUS overhaul except for the shortening of the Shakedown and Transit Period by two weeks. The shakedown and transit was compressed to 2 1/2 months in order to give CANOPUS a longer turn-over period at Rota, Spain, during its relief of the departing tender. This provided improved continuity of support to assigned POSEIDON missile submarines.

With regard to the quality of work accomplished during CANOPUS overhaul, Commander Submarine Force, U. S. Atlantic Fleet (COMSUBLANT), for a significant period of time prior to Petty Officer Skinner's letter to you, had been aware of rework problems encountered following the overhaul of USS CANOPUS and had made inquiries into the quality of work performed. At the request of COMSUBLANT, the Commanding Officer of the CANOPUS submitted a report to him dated March 4, 1977 discussing in detail the major problems encountered during the overhaul and immediate post-overhaul period. The problems identified by Petty Officer Skinner in his letter to you were discussed in detail in the Commanding Officer's official report along with probable causes and recommendations to prevent recurrence. The Commanding Officer identified as a principal cause the lack of quality assurance during the overhaul of the CANOPUS. Although it is too early to determine, it is believed that the identification of the problems encountered during the overhaul of the CANOPUS has helped the submarine tender USS SIMON LAKE (AS-33) foresee and prevent similar problems while undergoing their current overhaul at Charleston Naval Shipyard.

Petty Officer Skinner's concern is appreciated and his writing to you will in no way jeopardize his career. He is a conscientious Petty Officer who works hard and, as can be expected, is unhappy with having to do rework on equipment which has just been overhauled. In any overhaul of this magnitude, there will be some rework required; it is the Navy's intent to reduce such rework to a minimum. The cost of quality assurance will vary depending on the amount of effort applied. Charleston Naval Shipyard, as a result of problems during and immediately following the overhaul of USS CANOPUS, is reviewing their present quality assurance organization with the goal of upgrading it to produce quality overhauls which complete on time and within allocated funding. Numerous actions are underway at this time as a result of this review.

Your interest in this matter is appreciated. If I can be of further assistance in this matter, please feel free to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. L. J. Long". The signature is stylized with a large, sweeping "L" and "J".

R. L. J. Long
Vice Admiral, U.S. Navy

The Honorable Thomas J. Downey
House of Representatives
Washington, D. C. 20515

THOMAS J. DOWNEY
2ND DISTRICT, NEW YORK

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Congress of the United States
House of Representatives
Washington, D.C. 20515

May 31, 1977

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INTERNATIONAL TRADE
SBA OVERSIGHT AND
MINORITY ENTERPRISE

Douglas J. Skinner, EN1
Repair 2 Division
USS Canopus (AS-34)
FPO New York 09501

Dear EN1 Skinner:

This will further respond to your March 30 letter requesting a congressional investigation into the recent shipyard overhaul of USS CANOPUS.

To comply with your request, a copy of your allegations were forwarded to the Office of the Chief of Naval Operations. Enclosed is a copy of the reply I have received from Vice Admiral Long in response to your letter.

The Admiral admits that there had to be an investigation into the quality of work performed during the CANOPUS overhaul at the Charleston Naval Shipyard. At the request of COMSUBLANT, the Commanding Officer of the CANOPUS submitted an official report discussing the major problems of the overhaul and post-overhaul period. He also included probable causes and recommendations to prevent recurrence.

The Admiral feels confident that as a result of this investigation, the quality of these major overhauls at Charleston Naval Shipyard will be upgraded. I appreciate your time and efforts to make me aware of this situation. If I can be of further assistance, please let me know.

Sincerely,



THOMAS J. DOWNEY
Member of Congress

TJD/cp
Enc: 1