

**OUTDOORS:  
KINGS BAY STYLE**

takes a look at  
cooking  
your catch.

see page 8

**STUDY, STUDY, STUDY!**

September is approaching  
quickly!

**Advance, Advance, Advance!**

# THE CANOPUS STAR

Volume 2 Issue 5

June 1991



Senior Chief Temple shows off one of the many fish she caught.  
See page 10 for more photos. (photo by Kathy Hutton)

### CAPTAIN'S CALL

#### Those CANOPUS Elves

It's 1 a.m., but all is not quiet. CANOPUS' own denizens of dough, fondlers of flour, yeople of yeast, are hard at work in the galley bake shop. No time to nap, those purveyors of pastry bake scrumptious delights each morning as well as fresh bread and dinner rolls, so when the crew descends (ascends) to the mess decks for meals each day there will be fresh-baked products.

"I really like being a night baker," says MSSN Karen Hansel. "It's quiet at night and I get alot done." She, along with MSSN Joy Kenney, MS3 Olga Brace, MS3 Gretel Olsen and MS2 William Brown are currently assigned to the bake shop.

"Baking, or becoming a good baker, is really an art," says CWO2 Flaherty, CANOPUS' Food Service Officer. "Learning the right combinations of ingredients for each type of product takes time."

Baking on board is a high volume business. For a given

work-day, CANOPUS bakers will produce 1500 cookies, 700 dinner rolls and 350 donuts. Cookies, as most know, do not last long once they are served. Are you one of the CANOPUS' cookie monsters?

Though bakers like to show off and "do their own thing," they can't always bake just what they want to bake. Each day's work is planned on a food preparation work sheet. The sheet will provide the bakers with various instructions and serves as their work procedure. The sheets are prepared by MS1 Goding and MSCS Hansen.

Bakers are rotated at intervals to maximize training and because working 1930 - 0730 can become "old" after awhile.

Recently, the bakers have begun to make pastries and rolls from scratch vice using pre-prepared dough. Although this change means preparation time is longer, the result will be better tasting products.

CANOPUS bakers provide an important service to the crew. Think about them the next time you eat a cookie or yeast roll or pastry made on board.

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### EXECUTIVE OFFICER'S NICKEL

Education is the Key to Success!!! The old adage "you never stop learning" holds especially true in the Navy as well as in the civilian sector. Often after working very hard for and achieving a ship's qualification you suddenly realize that with the basic knowledge you've just mastered, the real learning process begins as you now better understand and appreciate all that's involved and at stake for the ship and the crew's safety and well-being.

I encourage all to set a goal of self-improvement through education whether it be Navy correspondence courses or college which is offered at the Navy Campus offices on the base. CANOPUS' Educational Services Office (ESO) stands ready to assist you in reaching your goals. Use their expertise and contacts to ease

the way through the administrative jungle you sometimes encounter during the admission process. Higher education will always be beneficial both in short term increase of knowledge, and long term as a proven track record of achievement that selection boards can readily see.

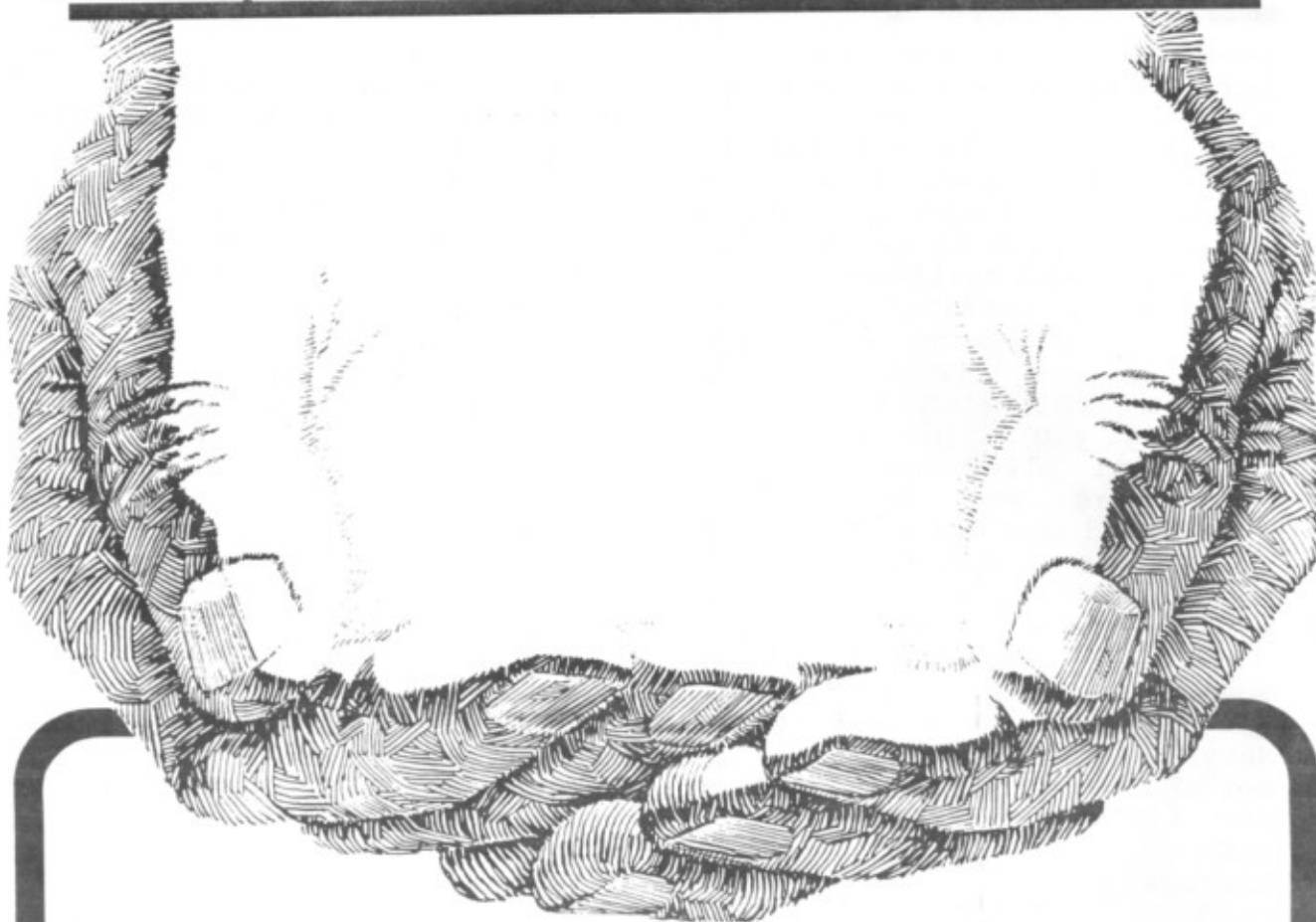
Don't wait to start down the road to higher education, the rewards justify the hard work. Be honest with yourself. If you don't know where to start, go to ESO. ESO can arrange for GED testing or Functional Skills testing if you are weak in a specific area and need some refresher work. Even if you aren't seeking higher education, but are having trouble comprehending or reading basic material, you should seek help from ESO to improve your skills in these areas.

Work hard and achieve your goals and don't worry, the rewards will follow!!

## NIT-PIK-SIX



**DEHYDRATION** is a real threat, whether in the desert or in your office. Eight glasses of water is the recommended daily intake (not including other fluids like coffee, tea, diet drinks, fruit juice or milk) for better health. Pour yourself a cool cup now and try to find the six differences between these seemingly identical drawings.



In Memory of

**SK3 Rommel Angeles Alvarez**

Friend and Shipmate

For his dedicated service  
to the U.S. Navy  
and  
USS CANOPUS (AS 34)

20 September 1988  
to  
21 June 1991

"Do not let your hearts be troubled...  
you know the way to the place where I am going."  
John 14:1,4



### SALTY SAM SAYS

by PC2 P. J. McKenna

#### Boot Camp and the Old Navy

In the days of the wooden ships and iron men, the U.S. Navy was manned by a different breed of men. Ships were considerably different, as were the needs of the service compared to the high-tech Navy of the present.

What was boot camp like in those bygone days?

What was it like to march down the grinder and into such historical episodes as the Battle of Mobile Bay, where Admiral David Glasgow Farragut gave the famous order, "Damn the torpedoes, full speed ahead."

While on the subject of boot camp in the Old Navy, we might as well bring up the subject of

working conditions in Santa's Workshop. Navy boot camp in the 1800's was just as real.

Prior to 1905, the Navy had a squadron of ships (which incidentally included ADM Farragut's old flagship, USS HARTFORD) where apprenticeship training was given. Later training stations ashore were established at Norfolk, San Francisco and Newport. In 1911, Joseph Gregg made history by becoming the first recruit to enter and later graduate from recruit training at Great Lakes. In 1967, a park on what is known as the "Ricky Side" of NTC Great Lakes was named in Gregg's honor after his death the previous year.

In 1923, San Francisco's Training Facilities were moved to San Diego. A little known training station was Port Royal Station, which was abandoned in 1915. It was turned over to the U.S. Marine Corps and developed into the training station known to many... the infamous Parris Island.



### NIT-PIK-SIX ANSWERS

1. Shading missing off canteen on the belt.
2. Image of nose missing on magnifying glass.
3. First drop of water missing from sloshed canteen.
4. Name plate altered to read: "Mangler."
5. Lens missing off glasses.
6. Front foot missing on desk.





**SPRING FLING FUN**

(above clockwise)  
The living Totem Pole.  
BM3 Wirey chills out with a  
little help from the CM/C.  
Doing the Electric Slide.



**MORE SPRING FLING FUN**

(below clockwise)  
Chief Ridgeway flips sliders.  
CWO3 Krzykowski fearfully  
awaits another dunk.  
CAPT Fletcher stretches for  
a difficult return on the  
volleyball court.



**OUTDOORS**  
**"KINGS BAY" STYLE**

With (SM1) Gentry & (EM2) Bell

We don't know about you folks, but we've had some of the worst fishing of our lives this past month. We have been trying everything, including worms, jigs, crank baits, spinner baits, buzz baits and even live night crawlers.

**LURE OF THE MONTH**

**Torpedo or Hula Popper**

The only success has been with a top water plug called the Torpedo, and this is only productive when fished early morning or late evening.

The only advice we have for you this month is a unique way

**MOTORCYCLE SAFETY**

by ET2(SS) Thresher

Back in 1973, I learned the true meaning of motorcycle safety. My father's best friend, who he used to go riding with often, was killed in a motorcycle accident. On that day my father and his friend were riding in an area where they shouldn't have been. It was dark and they never saw the cable that was stretched across the parking lot. His friend hit the cable just before dad saw it. His friend was declared dead on arrival at the hospital. Dad had some bumps and bruises. The cable that broke his friend's neck has been taken down, but the memory of that moment still lingers in our families' minds.

A few years later, I started to ride dirt bikes. My father did not want me to at first, but with some persuasion from my friends that owned motorcycles, he finally let me ride. He made sure I had the proper safety equipment, and that I wear it whenever I ride. He also told me to always ride with a friend; good advice to anyone no matter where they are and the level of experience.

to fry the fish that you may be lucky enough to land. This is one of the easiest and different recipes known. It has been proven to be delicious by Gentry's wife.

**GOLDEN FRIED FISH FILLETS**

**Ingredients:**

Fresh Fish Fillets (preferably not Bass)

1/2 cup milk  
1 egg (beaten)

1 cup flour  
1 cup potato buds (instant potatoes)  
1 tsp garlic powder  
1/2 tsp cayenne pepper  
salt to taste

First combine milk and egg in a bowl. Next combine remaining ingredients in a pie plate. Dip fillets in milk/egg mixture, then roll in other mixture until fully coated. Fry fish over medium high heat until golden brown. An electric frying pan is best with oil just covering fillets.

Today I race dirt bikes, and fix motorcycles at a local shop as a hobby. Through the years I have seen some of my friends hurt on motorcycles, and in most cases the injuries sustained would have been less severe if only they had been wearing protective gear. Please don't get me wrong, there is no protective equipment that will allow you to walk away without a scratch from all accidents, but your chances of receiving a lesser injury is what's important. Many times I have seen a motorcyclist hit from behind, with little that could have been done to prevent it. In these cases, and all others involving a motorcycle, the way to reduce any injuries is with the proper protective equipment. The Navy has recently updated their Highway Safety Program Standards (HSPS). In OPNAVINST 5100.12F (20JUL90) under Motorcycle Safety (HSPS #3), it tells you the required minimum personal protective equipment to be worn when an individual is operating or riding a motorcycle. They are as follows:

(1) A properly fastened (under the chin) protective helmet that meets U.S. Department of Transportation (U.S. DOT) standards.  
(continued on page 9, see MOTORCYCLE SAFETY)



## MOTORCYCLE SAFETY

(continued from page 8)

When a U.S. DOT approved helmet is not available outside the U.S., a helmet that meets or exceeds U.S. DOT standards of the host nation's standards shall be worn. It is recommended that a minimum of four (4) square inches of retro-reflective material be attached to each side and back of the helmet.

(2) Properly worn eye protective devices which are defined as impact or shatter resistant eyeglasses, goggles or face shield attached to the helmet. A windshield or faring is not considered to be proper eye protection.

(3) Properly worn long sleeved shirt or jacket, long-legged trousers and full-finger leather or equivalent gloves.

(4) Properly worn hard-soled shoes with heels. (Riders are encouraged to properly wear over the ankle shoes or boots.)

(5) Properly worn (as an outer garment) yellow or orange vest with 1 1/2" to 2" wide vertical or horizontal retro-reflective strips front and back.

The Navy has also stated each operator of a motorcycle shall successfully complete the Motorcycle Safety Foundation's Motorcycle Rider

Course/Riding and Street Skills (MRC-RSS) or other training approved by the Naval Safety Center. Each operator of an All Terrain Vehicle (ATV) shall successfully complete the ATV Safety Institute (ASI) ATV Rider Course or other training approved by the Naval Safety Center. The motorcycle and ATV courses shall be conducted by NAVSAFECEN approved instructors.

These courses teach you about the motorcycle and how it works. Like the equipment used on board Navy ships everyday, you should know how to operate and maintain it safely. A motorcycle is no different; the better you know it and take care of it, the safer it will be.

As I stated before, OPNAVINST 5100.12F covers the minimum safety equipment that you must wear. But speaking from experience, the most important personal protective safety equipment is common sense. No matter how much protective clothing you wear, you may end up as someone's best friend (they used to go riding with) if you don't use your head when you get behind the handlebars.

For information concerning motorcycle safety, contact the Motor Vehicle Safety Division, Naval Safety Center, Naval Air Station Norfolk, VA 23511-5796. Commercial (804)444-1470 or Autovon 564-1470.

## PN3 WILKERSON'S PHOTOPINION

If you could have lunch with the Captain, what would you talk about; what would you like to eat?



EMCN Price, E-O

My concerns about watch organization, lack of a "take charge attitude" by CPOs, and the propensity to use crisis management as an effective management tool.

Food: Crow.



RM3 Morco, OPS

About his real job, how he likes the CANOPUS, what his favorite dish is and would he try oriental food.

Food: Filipino food "Lumpia and Noodles".



SK1 Mitchum, S-7

I would ask why the Petty Officers are not allowed to be Petty Officers without micro-management; and the NBA Finals.

Food: Steak, lobster and shrimp.

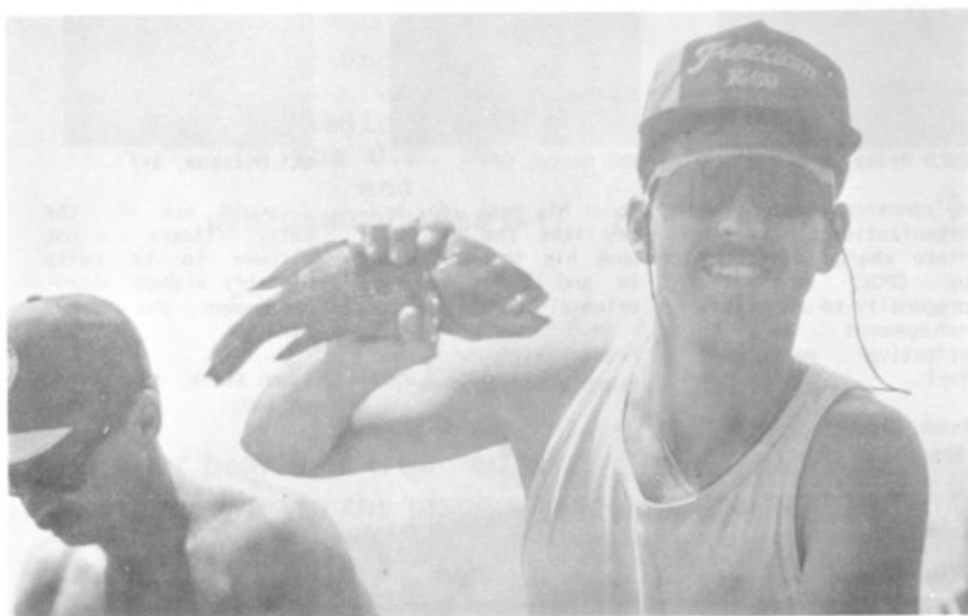


MS2 Moses, MAA

I would ask the CO if MS detailers have a copy of the CANOPUS instruction stating that Site VI personnel have to go to sea if the command needs them to; and if they do, why are they telling the MS's (who after spending 3 1/2 to 4 years at a sea going command) they don't have to go to sea. Food: T-Bone steak, shrimp and a baked potato.

**DEEP SEA FISHIN' FUN**

(right clockwise) CDR Manley reels one in. HT3 Spoerer proudly displays one he hooked. ENS Slaton's catch of the day.



CANOPUS COMICS

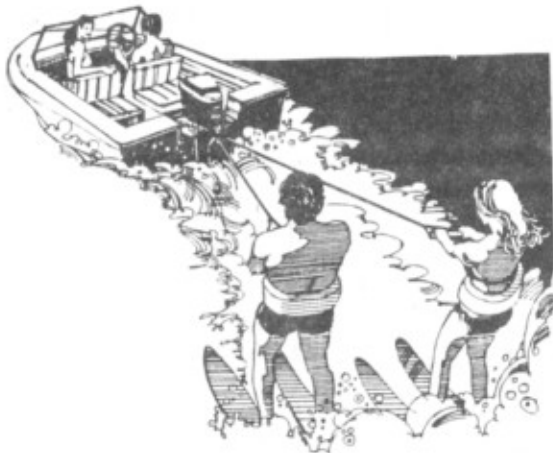


**CANOPUS SPECIAL SERVICES INFORMATION, x3645, 9x2778**

ENC Ridgeway--EN1 Radican--MS2 Butler--SN Judkins--SN Peterson  
Afloat Recreation Specialist--Kathy Hutton

**SOCCER TEAM FORMING**

Interested in playing soccer this Fall, then contact BT3 Campbell in the Fireroom, x7280. The league starts in September. Team colors and name will be voted on soon. The team is open to both men and women.



**CANOPUS TALENT CONTEST**

Have you got what it takes to entertain the crew? Want to be in the spotlight? You'd better get your act together! Special Services is planning a Steel Beach on the trip back to Kings Bay during the liberty port underway. Food, talent and fun! Contact Kathy to enter(tain).

The Special Services ski boat is ready for some Summer fun. It only costs \$25 a day. All ski equipment is available for checkout free of charge. Prior to checking out the ski boat, you must attend the Boating Safety Course offered at the Special Services trailers. Stay tuned to CANOPUS News This Week and the POD for course availability dates in July.

**Think Bahamas!**  
**Go Bahamas!**