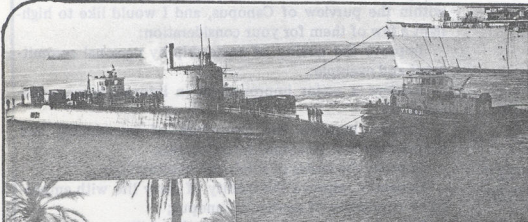


The Helmsman

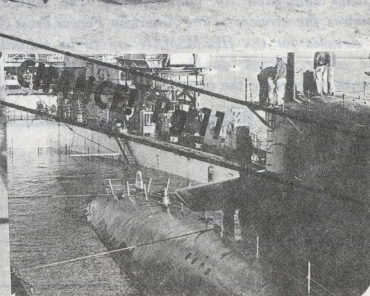
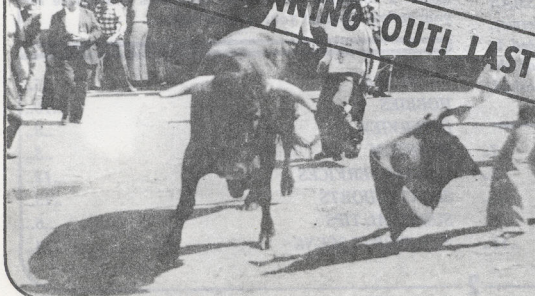


USS CANOPUS (AS-34), ROTA, SPAIN, VOL. 13 NO. 9

NOV/DEC 78



TIME IS RUNNING OUT! LAST



The HELMSMAN

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Captain's Call

by Captain D.O. Griffith

The Chief of Naval Operations recently promulgated a list of objectives on which we should concentrate over the next year or so. The list of objectives is three-fold: 1) To make a naval career as attractive and satisfying an experience as possible, 2) To improve our effectiveness in the use of available resources, and 3) To increase officer and enlisted professionalism. Although these concepts are quite broad, there are many specific goals that are well within the purview of Canopus, and I would like to highlight a few of them for your consideration:

Improve the quality of leadership by personal commitment and example;

Achieve a major improvement in internal communications;

Greatly improve the procedure of introducing and assimilating new personnel into Canopus;

Improve the basics of shipboard habitability;

Generally improve the quality of Navy life with emphasis on conditions of service in Canopus;

Improve opportunities for upward mobility;

Reduce the incidence of unauthorized absence;

Sustain deliberate efforts to make equal opportunity a reality for all people in the Navy;

Renew emphasis on moral and ethical values;

Develop ways to increase personal recognition for professional achievements;

Look like the first class Navy we are by maintaining the upward trend in Canopus' appearance, taking personal pride in the Navy uniform and increasing the emphasis on physical fitness.

The above compendium highlights a few of the more important people-related objectives. All of these goals are attainable with a little effort on the part of each of us. Let's show that "can do" spirit in all our efforts toward achieving these most important objectives. Should you desire, a complete list of CNO objectives is available for your review. Contact your division officer.

What's Inside

AS-9	..7..
CAPTAIN'S CALL	..2..
CAREER COUNSELOR	..4..
CHAPLAIN'S CORNER	..3..
CRUISEBOOKS	..11..
FEEDBACK	..5..
HOBBIES	..10..
INTERVIEW	..8..
PHANTOM	..5..
SPECIAL SERVICES	..12..
SPORTS SHORTS	..15..
SURVIVAL TIPS	..6..
THE SPORTS SCENE	..14..

EDITORIAL

F T N

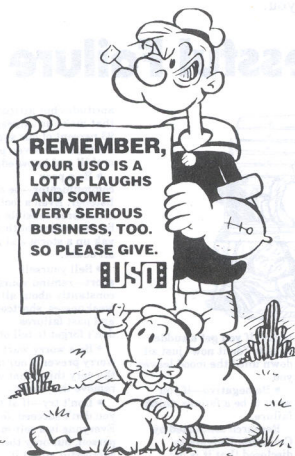
by DMC D. L. Harper

Everyone knows what these letters mean. After all, we see them every day, everywhere. What do they really mean?

Does a large organization such as the Navy really exist only to harrass an individual seaman recruit or master chief? Has the Navy such God-like power? Or does the individual simply have a persecution complex that substitutes the Navy for the mysterious "they" that is commonly used in civilian life?

The easiest thing for anybody to do is knock the organization they work for, be it the Navy or Sears and Roebuck. It really makes an individual feel more important to have a huge outfit like the Navy or Sears as an opponent rather than the personnelman or the credit manager who might be the real problem. After all, a person can't be expected to work out a problem with such a huge opponent, can he? While a problem with the personnelman or the credit manager would be expected to be solved with a little work.

Granted, not all problems can be solved. However, it always helps to know who you have a problem with! The next time you have the urge to knock the outfit, or even Sears, stop and think of an individual you should name instead. If you are an honest person, you will be surprised at the number of times you will name yourself!



Chaplain's Corner

by Chaplain R.R. Crowe

Foxhole Religion

Most people scoff at the validity of what is often called "foxhole religion." This unique type of religion occurred in time of war when the troops were finding cover in a small hole or depression in the ground. When danger became imminent, prayers would begin to ascend up to God along with all kinds of promises made to the Almighty. As soon as the danger passed, the promises were forgotten until the next attack. At that time, more and greater promises were made in return for safety. Alas, again, as soon as the crisis passed, the religious fervor did also. It is usually felt that this type of religion is vain and useless.

We see this type of religion in times of any kind of distress and not just in wartime. At boot camp the recruits not only flock to the chapel, but they engage freely in prayer times at night. As soon as the young sailors get out to the fleet, they will soon forget their new found helper and friend in God.....maybe!

The psalmist wrote, "The fear of the Lord is the beginning of wisdom." Although some say that love, not fear, is the proper motive for worship of God, nevertheless most of us met God as a helper when we were afraid. In fact, it is the very distresses and extenuations of life that make us reach out for help outside of ourselves. If we were self-sufficient, we would have no need of God and we would be gods unto ourselves. This state of ignoring God is afront to the Almighty. Perhaps that is why the Bible says that God cursed the earth for man's sake. We have wars, distresses and upsetting circumstances as curses so that we might reach out and touch God and find that he really isn't very far from us after all and that he really does care about us and our heartaches.

There are many who will sincerely ask for help and make sham promises that will soon be forgotten. Their religion is vain. There are some however, who are honest, who will reach out and be touched and will never be the same again. That's real religion.



CAREER COUNSELOR'S CORNER

GUARD III

The GUARD reenlistment program has recently been through a major change. It has been modified to now cover senior personnel in the Navy. The Guard II program is now called the GUARD III program. The 'III' signifies that this is the third modification of the original GUARD program.

I'd like to give you the purpose and a brief history of the Guard program. The main purpose of the GUARD program is to allow qualified petty officers to select a guaranteed follow-on assignment when they come up to their expiration of active obligated service (EAOS) and their planned rotation date (PRD), as a reenlistment incentive. The original GUARD program covered those members who had less than six years of active military service. Later this was replaced by the GUARD II program which went up to ten years of active duty. GUARD III program now covers personnel with up to 25 years of active duty. Keep in mind that there is no longer a GUARD II program only GUARD III.

GUARD III program provides for up to two guaranteed assignments, one of which must be used at first reenlistment. The second guaranteed assignment may be used at the members discretion any time prior to the commencement of the twenty-fifth year of service. Eligibility requirements for this program are being implemented in two phases. The first phase that became

effective on 1 October 1978 states that a member must have a least two years of active service, but less than 13 years for E-4's through E-6's and less than 25 years for E-7's to E-9's. Phase II which will be implemented by 1 October 1979, covers all enlisted personnel, E-4 through E-9, with less than 25 years active military service.

To be able to submit a GUARD III request, members must be within six months of their PRD and their EAOS prior to an extension becoming operative. Exceptions to the PRD requirements can be made if the member has exceeded the activity tour requirements.

The minimum number of years a member must reenlist is four years. If an extension of six years or more is pending, they must reenlist for a period that will exceed their present obligation plus any pending extensions by four years.

Due to the increased liberalization of the GUARD III program, it is impossible to generalize on how the GUARD III program will work in each individual situation. If you are coming to the end of your enlistment or are about to make an extension operative, it may behoove you to see how the GUARD III program will work in your particular case. Everybody will get at least one chance to use the GUARD III program, regardless of any other reenlistment incentive programs they may have previously used.

This is your chance to negotiate with the detailers for that choice set of orders. Take advantage of this program, it costs you nothing to see what the detailer will offer you.

It's Easy to Be a Successful Failure

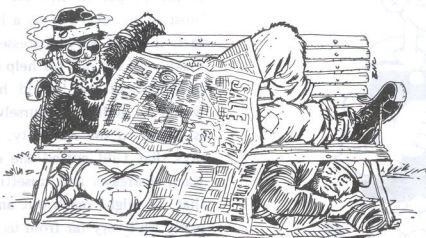
By A. Perrault

We hear a great deal about the laws of success, and self-help books are a booming business. But how about our right to fail?

An exhaustive survey taken recently disclosed that only three percent of all Americans are "outstandingly successful," 68 percent are "moderately successful," and 29 percent are "complete failures," achieving nothing.

The failure category is exemplified by two tramps sitting on a park bench discussing the economic situation. One said to the other, "This depression don't bother me none . . . I was a failure during the boom."

Here's how to guarantee failure even during times of unprecedented



prosperity:

- Be a duffer—avoid setting goals.
- The *Wall Street Journal*, faced with the complaint that high taxes make it impossible for anyone to rise from rags to riches today, made a study which disclosed there have been

more new millionaires starting from nothing in the past decade than in any other period in history. These people were all different in many ways except that they were decisive.

- Procrastinate—don't put it off, procrastinate

today! If you get a sudden urge to "do it now" just sit down until the mood leaves you.

- Be negative—if you want to be a failure, think failure.
- Research conducted by Columbia University disclosed that it is not

aptitudes but attitudes that make us successful: 93 percent of our success is attitude and seven percent is skill and knowledge.

- Be a poor communicator—be a poor listener. Even a fool is considered sensible when he keeps his mouth shut, so yank up a storm and remove all doubt.

- Sell yourself short—remind yourself constantly about all of your weaknesses, shortcomings, and past failures . . . and don't forget to tell others.

- Be a worry wart—worry prevents our doing the very thing that would remove the worry.
- Don't try—if at first you don't succeed, forget it! Everyone is a self-made person, but only the successful admit it.

Feedback: The Energy Crisis

Feedback makes its return to the Helmsman. We asked members of the crew if they thought there was an energy crisis, and if so, what should be done about it.

HTFN Sam Bailey, DC-No. I believe it is being created by a bunch of money hungry thieves. We should start a campaign for solar energy to upset their plan.

EM3 Larry Mills, E-Yes, but I don't think it is as great as people make it out to be. I feel there are some people trying to make a big profit out of it. We should put more emphasis on solar energy and undersea drilling. There are vast minerals under the sea if an effort was made to recover them.

HT1 Gordon McDougall, R-7-No. It is a communist plot. I stand on the Fifth Amendment.

MR1 Charles Headley, R-7- If we are having an energy crisis, why are the people in power not allowing energy saving devices on

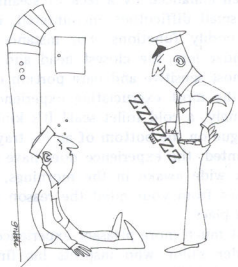
the market and why are they allowing windfall profits in the oil industry. We should put federal regulations on oil prices, just like natural gas prices last winter.

IC3 Andy Collins, E- Yes, but it doesn't have to be as bad as it is. It is being caused by several rich oil industry owners controlling the amounts of oil being processed in America and several foreign countries who are trying to destroy our economy. with oil influence. We should develop our own resources more fully and use nuclear energy and research other sources of energy.

LTJG Jim McDonald, PAO-There is no shortage of energy. There is a shortage of energy at prices we used to pay. It is silly to expect to pay 20 cents for a gallon of gas when everything else has gone up. You can't find fifteen cent hamburgers, comic books don't cost a dime anymore and the dollar is not worth a dollar, so you should expect the price of energy to rise. As to a

shortage, if you are willing to pay the price, you can get a million or a billion barrels of oil, as much electricity or whatever you need. When it becomes profitable, new energy resources will be developed. Anything for a buck.

ET2 Darrell Davis, R-4-Probably, but I never worry about it. If there is, some one will come up with something to do away with it, probably solar energy. I do my part to conserve, but I don't fear the future because of an energy problem.



"Sleeping on duty, eh, Perkins? And we'll just hold on to these for evidence!"



Returns

Not too long ago, I lost my I. D. card. I have since made blood sacrifices at the altar of the Personnel Office to get a new one. While it was missing, I was given a piece of paper saying, Yes, I am alive and American and I do belong here. This kept me out of that dreaded dungeon known as MarDet, where I have seen men led with hands held high like a veteran of a "B" WWII movie. Of course, that .45 held at the back of his head is a great motivator.

A little more recently, I came in late. Yeah, I had to shine the Chief's shoes until the leather was gone. This time, I went to Marshall Dillon's office and was treated

like a convicted rapist. After donating some of last night's San Miguel, I was stripped of my I. D. card. This time I was not given the strange paper saying who I am. When I said, "Hey, this makes me a security violator," Festus said, "That's the chance you'll have to take!"

I was quaking in fear when I walked out of the office. I was a good little sailor for the rest of the day. I did not want to go to MarDet, where the screams of the damned echo down the passageway. My point is this: At the moment the MAA took my I. D. card, I became a security violator. Why couldn't he have written the slip of paper and saved one of our lion-hearted jarheads and my Chief all kinds of hassle? It would not have taken that long to fill out a simple form. I think it would have been a good idea to at least have the MAA escort the prisoner up to the Personnel Office where he may be issued the form. A simple notation would state that the man is not allowed to leave the ship.

I leave this up to the powers that be to decide.

The Phantom

Survival Tips for Shipboard Life

by DMC D.L. Harper

Living full time aboard a ship is an interesting adventure and an experiment in adaptation. If you are one of those unfortunate few who have a running battle with inanimate objects, you know, one of those guys who breaks his little toe by dropping his steel toe boot on it, then shipboard life is not for you.

For the rest of us mortals, however, a few well selected tips will make shipboard life much easier and even fun!

The first thing to do is to remember that things don't run the same onboard as at home, so we have to overcome the difficulties in order to have a fuller, happier life. This is illustrated by the differences in procedures utilized by the boot tender sailor and the old salt.

Our ship is made of metal, a naturally cold substance often enhanced by a lack of steam. This leads, of course, to small difficulties encountered, even while taking care of bodily functions. For instance: A boot will sleepily wander into the closest head and unsuspectingly entrust a most sensitive and bare portion of his anatomy to one of the most excruciating experiences known to a sailor: Namely, a cold toilet seat! It's kind of like sticking your tongue on the bottom of an ice tray when you were a kid. Granted, the experience does have merit in that it brings you wide awake in the mornings, however it sometimes erases from your mind the reason you were there in the first place.

A much more pleasant experience is gained by the wise tender sailor who inspects his fingernails and morning acne until the boot vacates what is now a warm nest, which lends itself to meditation and a continuation of drowsiness until morning quarters.

A simple thing for salts is the choice of the racks they sleep in. A boot will gladly grab a middle rack because it is easier to make in the morning, easier to get in to at night, is not high where the heat is or low where the cold is, not realizing that it is the handiest place for the salts to fold their clothes, leave their candy wrappers or for a step

for the top rack occupant, and it makes a dandy seat for compartment cleaners. How much better, thinks another boot, is the top rack. It is high in the warmth and untouched by all but the hardest candy wrapper. These top rack inhabitants are noticeable by their bruised shins from slipping off the steps, and black eyes from not slipping on the middle rack occupant. They are bothered by nose-bleeds from the altitude, chronic headaches from banging their heads on the overhead pipes and are usually shell-shocked by the banging steampipes which made them crack their heads in the first place.

A wise salt in the bottom rack sleeps calmly through all this pandemonium, secure in the knowledge that inspectors will by-pass his triced-up bunk in the morning, not finding his unmade bed, last issue of Playboy and sometimes himself still sleeping. Besides, it's the shortest climb in the compartment to get to his rack after a night on the town.



EMC Ronald McDougall reenlists at Mohammed's with the aid of CDR. Bowman.

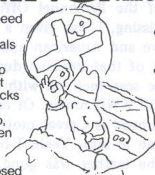
There ain't NOthin' That will SHOCK you AWAKE in the MORN' LIKE A cold Toilet Seat.

Oh yeah! Wait till you REACH BACK TO SWAB ER down AN FOOT IN TUP ON your shirt tail... See if that don't SHOCK you AWAKE!



WARNING ■ When you are approaching railroad tracks:

- Always observe the posted speed limits and warning signs.
- Don't try to race warning signals and speeding trains.
- At an unmarked crossing, stop completely at least 15 (but not more than 50) feet from the tracks. Look both ways. Open your window. Turn down your radio, air conditioner or heater. Listen for approaching trains before crossing the tracks.
- Don't try to wiggle through closed



- or closing crossing gates.
- Make sure you have time to get all the way across the tracks before you start.
- If your car does get stuck on the tracks, get all occupants out and walk away from the car in the direction of the oncoming train. Notify state police as soon as possible. People should be posted not less than a mile down the track in both directions to warn oncoming trains.

Backs to the wall

In last month's Helmsman, we left the CANOPUS, (AS-9), at Mariveles Bay, close to Corregidor. Hit during an air attack, the crew of CANOPUS had averted disaster through courage and skill in fighting fires. We re-join the crew of CANOPUS as 1941 ends and the defense of the Philippines enters a new year.

The CANOPUS was seaworthy again in a few days, although much ammunition had been lost by flooding the magazines, and several store rooms were badly messed up by the explosion. This cloud, however, had a silver lining for our Supply Officer, Lieutenant "Gus" Johnson, who found his office wrecked and his accounts burned, giving him a heaven sent chance to put an end to all his laborious accounting system for the duration. From that time on, our supply system was beautifully simple. What we had, we could use without the usual red tape, and if something was lacking, nothing could be done about it except to improvise a substitute or do without. There was nothing for the men to spend their money on, so there were no more paydayes. Ice cream and canteen supplies were free as long as they lasted. All clothing became community property, to be doled out to whatever unfortunate should appear in the most nearly naked condition. This Utopean state inevitably welded us all into a great family working and fighting in a common cause, with only one aim--to do our damndest to lick the Japs.

Obviously enough, the boys who had been the worst troublemakers in time of peace, became our most shining examples in wartime. Perhaps they had just too much restless energy for their own good when things were normal but this same quality enabled them to perform prodigies when the chips were down.

Ordinary methods of discipline of course failed, since the men got no liberty or pay anyhow, and what would normally be extra duty was now only the usual stint for everyone. But punishments were fortunately unnecessary, as the spirit of the community would tolerate no shirkers, and the men themselves saw to it that no one was derelict in his duty.

When the last of the submarines, carrying the Comodore and his staff to a new southern base, had pulled out just before the New Year had opened, we were left with something of the feeling a mother when the last of her children has grown up and left the home fires, to battle the world alone. Nothing would seem more useless than a submarine tender with no submarines to look out for, but we were soon to find that there were orphans aplenty to be adopted. There were many small Navy ships which were also stranded by the tide of the war ebbing south. These needed constant repairs as well as additional equipment for the task ahead of them. The word also got around

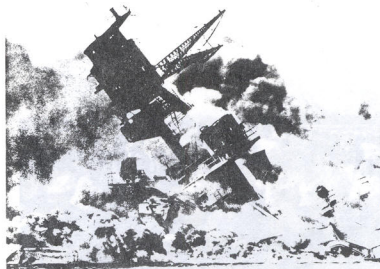
to all Army and Air Force units of well equipped shops which could and did accomplish miracles of improvisation, and these groups were not slow in making full use of all facilities. Again, the men of CANOPUS could feel they had a major share in the new mission--to hold Bataan.

Tojo's war birds, however, still wanted to have something to say as to whether the CANOPUS would stay in service. Our first bombing had made it apparent that the ship was not exactly a safe spot to while away the daylight hours, so the policy was adopted of scattering as many of the crew as possible ashore to sleep as best they could during the day, and return on board for work all night. Volunteers were called for to man the anti-aircraft guns during the danger period, with such response that practically no changes resulted in the regular gun crews. With the Gunnery Officer, Lieutenant "Red" Otter in control, these enthusiastic boys felt they were the lucky ones--there was always the chance some Jap plane might venture low enough to be knocked out of the sky, and such vengeance would be sweet enough to justify any risks.

Just a week after the first bombing, the Japs showed their annoyance at such temerity by sending another squadron of planes over the CANOPUS to try and scuttle the affair once and for all.

Again the closely bunched bomb pattern blanketed the ship, but only one missile made a direct hit. This time it was a quick-acting smokestack, and it literally sprayed the upper decks with small fragments. The gun crews, who had ducked behind their shields at the last instant before the bombs landed, had little protection from the splinters coming down from above, and three-quarters of them were

cont. on pg 13



This month, we interviewed Captain Dwaine O. Griffith and questioned him on his thoughts about the policies of the Canopus and his career as a submariner. The photos are from the August change of command ceremony and reception.

Captain D.

Commanding Officer

Is this your first visit to Rota?

No. I was the engineer officer on the WOODROW WILSON and we conducted five refits here in Rota from late 1964 to mid 1966. Rota hasn't changed that much in the past 12 years, but the services have improved.

How have the services improved?

The services have improved because the SITE has grown. The T-shed was not here then; so we now have a better supply capability. We also have better arrangements with the base to provide services and SITE II Special Services has grown considerably.

Is this your first experience with CANOPUS?

No. CANOPUS was in Holy Loch when I was in command of the CASMIR PULASKI, and we conducted four refits alongside her. They were all very good refits. I don't think CANOPUS has changed all that much in the four years since I left Holy Loch, but I do think she has become more productive, doing more in less man-hours. She is also cleaner and provides a higher quality of service.

Speaking of Holy Loch, how do you compare the two SITES?

There are obvious differences in language, weather, boat requirements, etc. I think in general, the Holy Loch tender tends to be a tighter, more cohesive organization. They have to ride liberty boats to work every morning and in a way, they are forced to stick together, while it is a more individual type thing here. People are scattered all over the place, and we tend to be more fragmented. Obviously the submarines are better preserved here and it is easier to maintain their preservation than in Holy Loch. As far as SITE operations are concerned, I think we here at SITE II are more productive; we get more per man-hour

than the Holy Loch tender. Consequently, the liberty is better. We have six sections, compared to their three, and we like to think we are doing the same amount of work.



As the commanding officer of a submarine, have you had occasion to think, "If this were my tender, I would do this differently?"

That's an interesting question, and I find the things I am concerned about now are the same things I was concerned about as the C.O. of a sub. I am anxious to see services rendered as scheduled, on time. I am a person who believes in punctuality. If we say we are going to do something at a certain time, we should do it then, not keep postponing it. I am most interested in minimizing the amount of re-work, increasing the quality of our work. By doing that, we are able to give our people better liberty. I feel very strongly about not having a lot of people waiting on the services of a few. It is similar to the way people feel when standing in line waiting to get their checks cashed. When they wait too long, they get uptight. I feel the same way about the services that the tender provides to the submarine.

Explain your policies toward drugs and other matters.

We cannot have drugs aboard the ship; therefore, when such cases come to me for non-judicial punishment, I intend to exercise my full authority. As far as rules and regulations go, I have always been a "book guy." I feel the Navy system is a good system, even though there are some problems. The regulations were based upon law, based upon experience, sound judgement, that sort of thing. We should follow those regulations, and if for some reason they cannot be followed, I should be the person to make that decision after careful deliberation of the facts



O. Griffith

USS CANOPUS (AS-34)

and circumstances. Then, it would be my responsibility to take some action to have those regulations changed. We would have to do this within the system.

What is your attitude toward the drug situation?

I think it is pretty well established. I am adamant about drug abuse, particularly aboard the ship. The use of drugs aboard the ship could not only hazard innocent people, but expensive machinery as well, and I must keep the drugs off the ship. I feel strongly about that. I am also concerned about the effect of drugs on the lives of the individuals involved. Yes, there is a drug problem, but not as bad as I was originally led to believe, and I think we are making some progress; however I would be deluding myself if I thought we could stamp it out.



There will be female officers reporting to CANOPUS next spring. What are your thoughts on women serving aboard naval ships?

I fully support the decision authorizing the assignment of women to duty on board ships and I look forward to their assignment on CANOPUS. Women are capable of performing many jobs on board, and they should be limited only by their qualifications. Two female officers should report to CANOPUS early next summer. I don't anticipate any great problems with the assignment of these officers. Prior to the assignment of enlisted women, some modifications to our facilities will be required. One frequently overlooked feature of the decision assigning women to sea duty is that more shore billets will become available for assignment to male sailors. This is an especially attractive feature in the critical rates.

What are your thoughts about going from a small command, such as a submarine, to the CANOPUS?

Command of CANOPUS is somewhat overwhelming, but I enjoy every minute of it. With a crew numbering



about 1200, it is impossible for me to personally know each and every crewmember. I miss the closeness of a submarine and the associated camaraderie. On CANOPUS, I have to rely on middle level management personnel to know their people well and to bring appropriate personnel matters to my attention. I would like to reduce the disciplinary problems to a minimum so that the Exec and I could spend more time working for and with the crew.

You spent a year and a half on the USS CARRONADE, IFS-1. What type of ship is this?

It is an inshore fire support ship. It was the first ship designed from the keel up as such. In WWII, there were LSMR's, which were converted LSM's made to fire rockets. The IFS was designed from the keel up with a main battery of 5" rockets. It was a different type of ship in that the bow was sleek, somewhat like a cruiser's, and the stern was more like that of a LST, and it had a strange ride as it swayed through the seas. The ship had massive firepower. It was designed primarily to support amphibious landings by neutralizing the beach just prior to landing. Because of the accuracy of the system, it could also provide close in "call-for-fire" support after the landing. The CARRONADE saw extensive action during the Vietnam War and is now decommissioned. I was initially the first lieutenant and later on the gunnery officer.



HOBBIES

One of the larger growth industries in the US is that, devoted to leisure time. Billions of dollars are spent each year on spare time activities, and as less time is spent on the job, more time and money will be devoted to recreation. Activities can be roughly divided into collecting, creating, entertaining and participating. Any one hobby may present several of these aspects, or only one. For example, go-karts are primarily for participation but creativity could be involved if you build them, they could be collected and they provide entertainment. Most sports can present participation or entertainment, depending on an individual's inclinations.

Many hobbies can be primarily collecting, but do allow for creativity in the display. Collecting stamps, coins, seashells or whatever allows some creativity. Other hobbies, particularly the craft types, emphasize creativity, as photography, painting or woodworking. If you have a hobby, common or unusual, that could be spotlighted on these pages bring it to our attention.

This month we will be looking at stamp and coin collecting. These two are examples of the most organized forms of collecting. There is an established market for all stamps and coins, from major dealers doing millions of dollars a year in business to the person trading and selling for his own collection. If you walk into a dealer with stamps and coins you can usually get an offer of something even if it's not as much as you expect or want. Few other collectables can make that claim, although markets

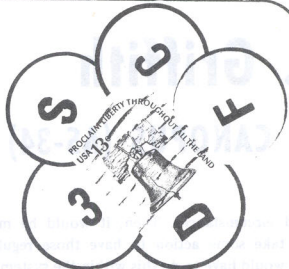
and dealers exist for everything from military medals to clothespins.

Collecting is now in a boom period. All collectables are enjoying increased prices, both through collector demand and speculation. As one of the more organized markets, stamps and coins are leading these trends. There are many people pushing stamps and coins as good investments, which they can be, if you know what you are doing. If you are the type to send in a coupon with \$100,000 for land in Florida or Arizona, then the current investment boom is for you. There are plenty of people out there waiting for an easy mark, so hold on to your wallet.

If you choose to treat these hobbies as hobbies, instead of a quick buck, you will find the entire experience more satisfying.

In the past, people tried to collect all the stamps of the world, which has never really been possible, but it was a target. Today, there are more countries issuing more stamps than ever before. In one year, more different types of stamps are issued than in the first 20 years stamps were used. Today, a general collection will be representative of the countries and not complete.

Another way to collect stamps is to specialize in a particular country, most often the one you are in, where the material is relatively easy to get. With the exception of new countries, it is increasingly harder to complete any country. This has created the topical collector. In topical collecting, you do not get lots of stamps that look the same and only have minor differences. The collection is based on a topic, such as birds, flowers, coins, religion, colors or just about anything that could interest you. The challenge is to find stamps relating to your topic. There are national associations which put out over 100 handbooks on various topics.



An advanced and growing field of collection is that of postal history. In this, the stamps are collected on the envelopes that show how the mails operate, (or in the modern case fail to operate.) This area is more difficult because research is required to understand how the post office operated and what all of the markings mean. A collection could be started today, which could be important in the future and could be started with very little money. Have you ever noticed various colored tags on your envelopes? These are involved with the sorting of mail and mean your letter was on the top of a pile going to the same place. If you look on the back of your mail, you may see small letters and numbers. These are added by the mail processing machines during sorting.



New Yule Stamps Issued in October

One of the best ways to be involved to a hobby is to become involved with others of similar interests. Here in Rota, there are many clubs which cover many of the hobbies. The Rota Stamp and Coin Club meets the first and third Tuesday of each month and will give you an opportunity to have your questions answered. If your interests lean toward other hobbies for which there is not currently an organization, find a couple friends and start your own club.

First Class Mail

New Postal Stamp,
Envelope Issued



Cruisebooks. Get one NOW!

As you may know, the latest project for the Public Affairs Office is the CANOPUS Cruisebook. It would be an understatement for me to say that this is quite a task for us. All materials for the book must be turned in to the publishing company in January, so time is running short.

As mentioned in the Plan of the Day, the book will cost \$8.00. If you will be going back to the States on the ship, you can put a \$5.00 deposit now and pay the remainder in May when the books arrive. If you will be leaving before then, you must pay the full \$8.00 now and leave us an address to send the book to. Don't plan on waiting until next May to buy your book because you may find that the price will have doubled. We do not plan on having a surplus of spare books to sell at the last minute, so buy yours now. We will only be ordering enough books to fill the orders placed with us now, so to get a book you must reserve it now.

Another thing you can do to help is to donate a few photos of the CANOPUS and crew in action. We are covering a long time period with this book, as most cruisebooks cover a single Med or WesPac cruise, about eight months. We are attempting to cover about 3-4 years, so you can see that quite a few of our shipmates could be forgotten unless you have some pictures of them. If you have a photo that you would like to see in the book, either color or black and white, please let us know.

The cruisebook will be similar to a high school yearbook, for those of you who are not familiar with

cruisebooks. We will have pictures of the divisions, along with pictures of crewmembers at work and play. We will also cover CANOPUS sports, port visits and Spanish life.

You may not realize it now, but there may be a day that you would like to recall your days aboard CANOPUS and the times you spent in Spain. Don't laugh, the time may come. Remember, in days to come, as you get older, these will be remembered as the 'Good Old Days.' Your parents and friends in the States may also want to know how it was in Spain. How are you going to remember 1200 different names and faces? How are you going to tell them about the beaches on Palma? Semana Santa? Bullfights? Red Square? Being at sea?

So far, a lot of people have been asking to see a copy of the book they are thinking about buying. We have samples of other CANOPUS cruisebooks and samples from the publisher, but you will have to wait till May to see the one now in the making.

If you are interested in buying your cruisebook, contact JO3 Daniels, EMFN Gary Wilson, EMFN Mike Medina, HTFN Sam Bailey, LCpl Boyd Boedeker or FA Doug Schrom. You can also order your book at the Public Affairs Office or the Site II Rec Center. There will be a cruisebook salesman at the end of each pay line on all paydays up to December 15th, when the sales end. The actual cost of the book is over \$16, with the Rec Fund making up the difference. So hurry and get your half price cruisebook. You'll only regret it if you don't.

CFC

Canopus and COMSUBRON 16 lead the Rota Combined Federal Campaign, (CFC), fund drive with over \$25,000 contributed.

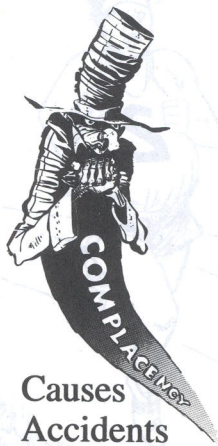
The 100 per cent goal was met by four departments, Dental, Supply, MarDet and Weapons, with many divisions giving 100 per cent and several other departments giving over 90 per cent.

Public Affairs Office lead the way for Canopus with 100 per cent contribution and an average contribution of \$72. This is over \$20 more than the highest base average contribution, and over \$50 beyond the average Canopus contribution.

Results In

Other divisions with 100 per cent and above average contributions are R-8, S-2, W-1, RO, S-7, E, Dental, W-3, W-4, X, W-6 and EA. While not reaching 100 per cent, DC, 1st and OPS/NAV contributed over the ship average, with DC and OPS/NAV falling short by only one person.

Seventeen other divisions reached the 100 per cent participation level with only two divisions giving less than 50 per cent. The efforts of the key-men and all those who gave, keep the Canopus number 1, and do their part to make the world a little better.



**Causes
Accidents
(and it
hurts, too.)**

notes from Special Services

November has been a slow month for tours at Special Services. We expect the situation to pick up with the ship's trip to Barcelona in December. If there is enough demand we will be running a bus to Barcelona. The price should be around \$75 for transportation and two nights in a hotel, depending on the number of people we take. The bus ride will be some 20 hours one-way, so people with a limited ability to sit still, and those with children consider yourselves warned. If there are enough people with lots of cash we can arrange air transportation. We haven't figured out an exact price, but it should be well over \$150.

Back in the bargain bracket we have our January trip to Garmish, Germany. For only \$290 we will give you a week in one of the most beautiful resorts in the world. We provide transportation to and from, and a room while you are up there. Ski equipment and clothing rentals are available at the recreation center, we are now waiting for a list of specific prices. Meals at the American facilities are good and very reasonable, and there is quite a variety with each hotel having its own specialty; French, Italian, Bavarian or American style. With the dollar heading down the slopes faster than you will be, this could be the last of the great deals.

Due to various requests from individuals and the seemingly impossibility of getting up local group tours,

we are now trying to arrange tours for groups of one to five people. We will probably be going to an off-base travel agency and using the regularly scheduled commercial transportation. It won't be as cheap as the large group tour, but it should be more convenient. We should know more about this in December.

Our intermural basketball season has ended, and it was fairly successful. Much of this is due to the hard work of Mike Westrick and his band of CANOPUS refs. They not only had to keep the games in line, but also maintained order and discipline before and after the games. It seems the high school atmosphere caused some of our people to revert back to their school time selves and were a little rowdy. The referees kept this to a minimum and definitely deserve a well done.

It looks like everyone is getting ready to leave Spain. It seems hard to instill enthusiasm for touring and several of our other activities. We at Special Services will be operating full schedule until it's time to leave, and we hope you will continue to take advantage of these opportunities. If you have yet to try our offerings, come on out and give it a chance. We are always looking for useful suggestions. We can arrange almost anything, if we can find the people with any interests.



Sergeant James A. Minkos of Canopus Marine Detachment accepts the Rota Navy League's Marine of the Year award from Chairman Blackie Mc Manus during ceremonies at the 1978 Marine Corps Ball, held on November 10th.

In addition to the plaque, Sgt. Minkos was also awarded a weekend on the Costa De Sol for his achievements. Major Howe of Marine Barracks and Captain Hurst of Canopus watch the presentation.

AS-9 (cont.)

cont. from pg 7

wounded--fortunately with no fatalities. No serious fires were started, but the upper decks looked like a sieve as hundreds of fragments had pierced the light plating.

The stretcher parties from ashore boarded the ship almost before the dust had settled and carried fifteen wounded men to dressing stations ashore, but the hardest part of the task was to convince each victim that someone else should not get attention first. One of the highlights of the scene was the sight of "Red" Otter dashing to the bridge, bleeding from half a dozen gashes, to make certain his skipper was all right, then dashing back to direct evacuation of the other wounded men before he would allow his wounds to be dressed. What "softies" our decadent democracy produces!

The damage due to the one direct hit had been only superficial, but inspection below decks disclosed that several near misses had also taken their toll. Each side had been pierced a few feet above the water by forty or fifty fragments of bombs exploded by contact with water alongside. Another bomb had exploded deeper in the water and dished in the hull two or three inches, cracking the plating and loosening rivets which were leaking steadily. These were the wounds which had to be bound up to make the vessel again seaworthy, and the welders were soon on the job, plugging the openings.

The tough old girl was not ready for her grave yet, but if she were to continue her career of usefulness, it seemed best to make the Japs think the last salvo of bombs had done the trick. It was useless to pretend any longer that we weren't there, but at least we could make them think that what was left was useless. The next morning when "Photo Joe" in his scouting plane came over, his pictures showed what looked like an abandoned hulk, listing over on her side, with cargo booms askew and blackened areas around the bomb holes, from which wisps of smoke floated up for two or three days. What he did not know was that the smoke came from oily rags in strategically placed smudge pots and that every night, the "abandoned hulk" hummed with activity, forging new weapons for the beleaguered forces of Bataan. Evidently the Japs were completely deceived, because only one half hearted attempt was made a week later by dive bombers to finish off the faithful ship, and that was driven away without damage by our anti-aircraft machine guns. These had been taken off the ship and mounted on the hills nearby, so as not to draw further retaliation to the vessel. thought

Japanese warships were reported to be infesting the waters around the Philippines, and the Naval Command had decided that no slow auxiliary vessel would have a chance for success in a dash for safer waters. Perhaps there was still a hope for relief to reach the Philippines, in which case the probable heavy loss of life in an attempt to break through would not be justified. The men, in no certain terms, expressed their preference for taking any chances at sea, rather than being bottled up, with a land siege in

prospect. But orders were orders, and since those in authority did not see fit to assign any great weight to our feelings in the matter, there remained nothing but to make the best of a bad situation and settle down to help make it a good siege while it lasted.

Some sort of protected living quarters ashore were a necessity if the night workers were to get any rest. This problem was partly solved by taking over a large storage tunnel just completed, and building bunks, offices, hospital accommodations, a radio and telephone communications center, and a makeshift field kitchen for cooking two meals a day. More than a hundred men not having repair duties lived underground with reasonable comfort, at least after the water dripping from bare rocks overhead had been trapped and piped into a shower spray, so that baths might at least be voluntary.

Many of the repair force slept during the day in this shelter, but most of them scorned the dank air and preferred to take their chances in the wide open spaces in the nearby hills, where they learned to sleep under the shade of tropical trees, leaving a lookout to warn them in time to roll into a foxhole whenever a bomber looked threatening.

By no means were all of our men in the night-owl group. Machine guns on every hilltop were manned by alert sailors with itchy trigger fingers, just living for the day when one of the dirty so-and -sos would venture low enough to give them one good crack at him. This didn't happen often but those that did forget themselves must have thought they had stirred up a hornet's nest and not all of them lived to tell the tale.



Finally, there were lookouts and signal stations on the hilltops, with telephone wires leading and reaching throughout the whole system to spot marauding planes while still far away and warn their shipmates of the impending danger. These men with little protection to themselves, kept their binoculars coolly trained on the bombers, describing the picture to more sheltered friends. Few of us will ever forget those quiet voices coming over the earphones, "They are heading directly over us--their bomb bay doors are open--don't believe they dropped bombs this time--no, here they come--looks as if they'll hit beyond us." More words drowned out by a shattering roar--then, "Lousy shooting--missed us by a quarter mile--must have their third team in there."

Anyone who has stood in the open where those deadly missiles are rushing down toward them, and has heard the ominous hiss which announces their near approach, will appreciate the iron control of a man who can keep up a blow-by-blow account when his next breath may be his last.

The Sports Scene

compiled and written by SH1 Mike Westrick

Millions of Americans, in the largest numbers ever, are turning to strenuous physical exercise as an escape from the illness, fatigue, pressures and boredom of today's sedentary way of life.

Activities range from hiking and jogging to skiing, bicycling, tennis, karate and even yoga.

Behind all of this interest and exercise is a growing awareness of the deteriorating physical condition of most Americans.

An estimated 50 per cent of the population is overweight, and 55 per cent of all deaths in the U.S. result from diseases of the heart and blood vessels--often associated with physical inactivity and obesity. Backaches are expected to be responsible for more lost work time than the common cold.

Whatever the reason for the physical fitness craze, a survey for

the President's Council on Physical Fitness and Sports several months ago revealed that 55 per cent of the U.S. adult population, some 60 million people, participate in one or more forms of supplementary exercise. Nearly 44 million walk, 22 million bowl, more than 18 million ride bicycle, 14 million swim and another 14 million do calisthenics, 10 million play golf and 6.5 million jog.

Dr. Kenneth Cooper, a Dallas physician, has won wide attention for his book *Aerobics*, and other fitness authorities warn that many forms of exercise, including golf, skiing, bowling and weight lifting are less desirable than swimming, bicycling or even walking. Reason: The former sports underemphasize steady exertion and do not strengthen key organs, like the heart and lungs.

Furthermore, Dr. Cooper holds muscular development to be of limited value and compares it to "putting a lovely new coat of paint on an auto that really needs an engine overhaul." He adds, "Endurance fitness should be your goal, improving not just your muscles, but your lungs, heart and blood vessels."

Experts caution that strenuous activity can be risky, especially for those over age 40 or in poor physical condition. Most dangers are not serious, but they are still painful. Joggers routinely suffer knee pains and pull tendons. According to the Insurance Federation of Pennsylvania, six out of every 1000 skiers will be injured.

Nevertheless, medical experts say that most people can benefit from exercise, provided the proper precautions are taken.

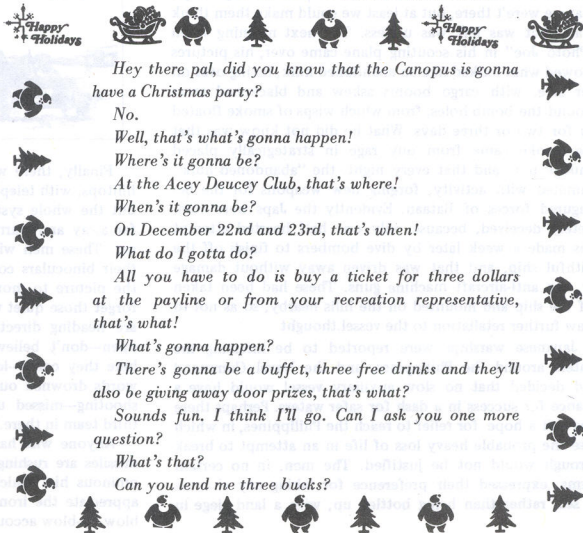
Intermural Basketball Standings

The Canopus Intramural Basketball league is coming to an end, and I would like to congratulate the 200 or so participants for getting involved with this program. The games have been held at the high school gymnasium and SITE II has provided transportation to and from the games for those in need.

Special Services feels this was a successful endeavor and would like to thank the crew for their support.

The standings as of November 27 are as follows:

1...W-4 2...S-7 3...ADMIN 4...S-1
5...R-1 6...R-5 7...DC 8...R-8



Hey there pal, did you know that the Canopus is gonna have a Christmas party?

No.

Well, that's what's gonna happen!

Where's it gonna be?

At the Acey Deucey Club, that's where!

When's it gonna be?

On December 22nd and 23rd, that's when!

What do I gotta do?

All you have to do is buy a ticket for three dollars at the payline or from your recreation representative, that's what!

What's gonna happen?

There's gonna be a buffet, three free drinks and they'll also be giving away door prizes, that's what?

Sounds fun. I think I'll go. Can I ask you one more question?

What's that?

Can you lend me three bucks?

CANOPUS Sports Shorts

Bulldogs downed

The Canopus Bulldogs were eliminated in their first game of the International Invitational Thanksgiving Tournament held November 24 and 25. The USS Oak Ridge (ARDM-1) humbled the Dogs by a score of 78-48 in a game that was considered sloppy for both teams.

The Oak Ridge went on to win the tourney with an undefeated record. Other teams participating were Naval Station Hospital and Spanish teams from Rota and Jerez.

Barcelona hockey

The Rota Flying Wings ice hockey team will play an exhibition game in Barcelona on December 12, 1978. The Wings have been sidelined since February, due to the repair work being conducted at the Seville Ice Rink. For more information concerning the game, watch for notes in the Plan of the Day.



"I bought a CB radio."

Varsity basketball

The Rota Naval Station Varsity Basketball league will feature three Canopus teams.

The "A" league team for Canopus will be coached by FTMC Dave Roth and SK1 "Leo" Harris. The Canopus will enter two "B" league teams, with the first being coached by HTFN Anthony Millhouse and the Canopus Supply team coached by LT Noble.

Special Services would like to wish all three teams "good luck" in the coming season.

CANOPUS bowling

The CANOPUS kicks off its own intermural bowling season starting Monday nights in January. There are currently 15 teams that will be competing; S-5, S-7, S-2, R-8, ADMIN, R-1, R-5, R-4, APL, DC, Weapons, 2ND Div., MARDET, R-7/R-0, and A Div. If you would like to join one of these teams, or enter your own team contact MS1 Rich Martin or HT1 Greg Ferritto.

In other bowling action, the CANOPUS has two teams participating in the Rota Naval Station Captain's Cup League. There are 15 men on each team and it is expected both should finish well this year. This league bowls Thursday nights at 1830.

Rota runners

Louis Rice of W-4 Division recently won two races sponsored by the Rota Runners Club. The races were seven and ten miles.

Other Canopus runners participating in the races were Roger Bowman, Steve Goss and Mike Westrick.

The club has a 20 mile race planned for December 9, 1978.

Athens marathon

In addition to the local races, Louis Rice finished third in the military and 27th in the international competition at the Athens International Marathon with a time of 2 hours, 49 minutes and 38 seconds. Roger Bowman ended up in eighth place among military competitors with a time of 3 hours, six minutes and 55 seconds.

Cruisebooks
make good
Xmas presents

\$ Counting a billion \$

WASHINGTON, D. C. (NES)
... How much is a billion dollars?

Suppose the federal government placed the following ad in the paper:

WANTED - A person to count one billion \$1 bills. The salary will be \$1 million,

payable after the job is completed.

Would you apply?

If you did, you would be wrong - for one simple reason. Working a 40-hour week, counting \$1 per second, it would take you 133 years to count one billion dollars!

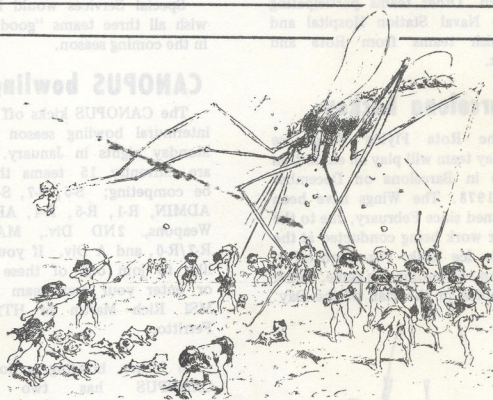


"Of course it's edible!
Would I fib?"

QUESTION?
 What do the people in this drawing
 and most of the people on the Canopus
 have in common?

?? ??
 ?? ??

ANSWER!
 They have not purchased their copy
 of the 1979 Canopus Cruisebook and
 they will soon be devoured by giant man-
 eating mosquitoes!



Division
 USS CANOPUS (AS-34)
 FPO New York NY 09501

The USS Canopus Association deeply appreciates
 the donation of this Helmsman issue from:

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