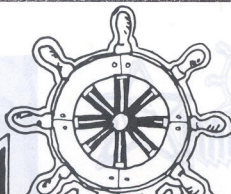
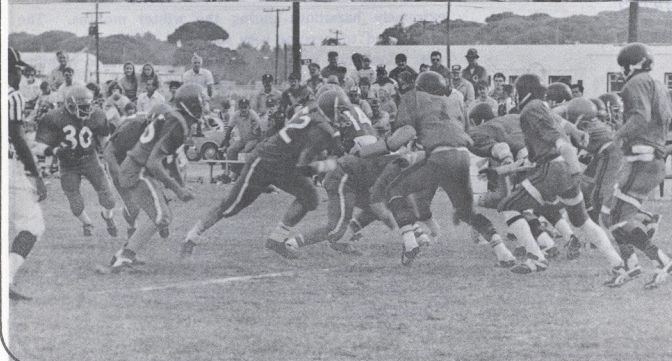


The HELMSMAN



USS CANOPUS (AS-34), ROTA, SPAIN, VOL. 13 No. 8

October, 1978



**A long
time
coming
pg. 14**



COMSUBRON SIXTEEN

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Captain's Call

by Captain D.O. Griffith

I have given much thought to the selection of an appropriate subject for my first Captain's Call article. There are several options open to me; for example, policy matters could be discussed, but the "HELMSMAN" is not really an appropriate vehicle for official proclamations. Also I could praise the CANOPUS family for its many outstanding achievements, and there are many! Rather than discuss a particular subject, I will instead comment on several items.

Naval Base Security

A number of people have asked me for the real reason behind the unfortunate shooting of one of our crewmembers a few weeks ago. Again, let me reiterate that my information on the matter is the same as that promulgated by COMSUBRON SIXTEEN in his message on 19 September. Essentially, the Spanish authorities have a valid and genuine concern for the security of the Base and high officials. This concern will continue to exist for several months and is the result of terrorist threats against civilian and military officials throughout Spain. Although there is cause to be concerned and aware of this heightened security, I do not feel that harm will come to those who obey the rules and exercise due precaution and sound judgement. Remember we are guests of the Spanish and must act accordingly.

Safety

Heads up on another item that can ruin your whole day—severe winter weather. Local roads become extremely hazardous during the winter months. The roads tend to become very slick and almost "icy" when wet. Combined with fog or other restrictions to visibility they present a treacherous condition at best.

Butano heaters in your homes can also be quite hazardous if not used properly—above all, make certain you have adequate ventilation for their use. Don't become a statistic!

"Can Do"

We continue to receive accolades from a variety of sources for the "Can Do" spirit of CANOPUS. I heartily endorse these many plaudits and pass along my own well done, with a particular "well done" to all the "Gunga Dins."

Quality or Quantity?

Why is it that the Japanese who have to import all of their raw materials and oil have a huge trade surplus while the United States with all of our resources falls deeper into debt. A large part of the problem is the lack of concern by all levels of American workers in the quality of their product. The Japanese now make large quantities of high quality products, and the world buys Japanese in recognition of this quality. Look at electronics, cameras and even cars, the Japanese increase their markets while American companies struggle to survive.

This lack of concern for quality can be seen in many levels of our society. Often it is not the content of schoolwork that is graded, only the quantity. Every one has heard of the teacher that grades term papers by the step method. This is where you stand at the top of the stairs and throw the papers in the air. The papers that land at the top steps get an A and so on down the stairs. The heavier papers land first and get a higher grade, the light ones float to a lower grade.

You may have seen the cartoon where the worker confronts his boss with "I'm here eight hours a day, you don't expect me to work too?" A person spending fifteen hours a day is not necessarily more productive than the man spending an eight hour day. Early in President Carter's administration he stated in a speech that a good family life and relaxation is important to a worker's productivity. This is recognized by the military leave system which acknowledges the need to get away from it all for one month a year. Everyone needs to step back from the job and look at the overall view. Most people today work to live, as opposed to the few who live to work. The trick is to get the majority to take pride in their work.

What good is the man who turns out 1000 of something an hour if half are defective? Obviously a man producing 500 quality pieces an hour is doing a much better job if you count the QA work that the first man requires. In the same way, a man that spends ten hours a day working at 50% of his capability is doing less than a man working eight hours at 80%. Even here you run into the same old problem of concern for numbers. When you look at a percent of this or hours of that, you are not looking at the people, or the quality of the job. It's time for everyone to pull their heads out of the computer printouts, or wherever else they may have their heads. Do your job to the best of your ability, take the time to do it right the first time. Make sure of the details but don't get lost in them. You may find that if you do the best you can you will find more satisfaction in your work. If you do your best, you can't do better.



Chaplain's Corner

by Chaplain (LCDR) R. R. Crowe

He sang in our chapel choir and was a good looking young sailor. But at this moment his life hung in the balance.

When the corpsman had gotten to him he found that shrapnel from the North Vietnamese rocket had torn a mortal wound through his chest.

"Am I going to die, Doc?" He asked.

At that moment the corpsman decided to talk him into fighting for his life. He said, "Naw, you're not going to die, you're going to make it."

The corpsman was aghast at his wound but never ceased to encourage the young sailor to hang in there. At the Delta Medical Field Hospital, triage sent him to the section where the hopeless were placed and the corpsman was told to leave him.

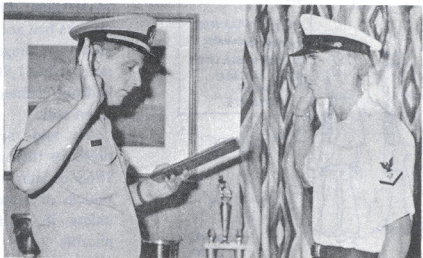
The corpsman refused, saying "He's my patient and I'm not going to leave him die." Right up until the helo evacuation to the hospital ship the corpsman kept up his encouragement to the patient.

I saw him the next day just as he was released from intensive care. His first words were, "Chaplain, I almost didn't make it."

I was fighting back the tears too, as I said, "I know, I know."

He is alive and well today because someone cared and spoke encouraging words. These words are the most powerful weapons for good we possess. Use them unsparingly.

"Do not use harmful words in talking. Use only helpful words, the kind that will build up and provide what is needed, so that what you say will do good to those who hear you." Ephesians 4:29 Good News for Modern Man Version New Testament.



HT3 William R. Parsley takes the oath from CWO4 Hurd as he reenlists for NonDestructive Testing School.

Buying a car overseas for import?

WASHINGTON, D.C. (NES) ... "If you plan to buy a foreign made vehicle overseas for import to the United States, be sure it meets U.S. safety and emission requirements. Also, be sure it has a manufacturer's plate attached, certifying that it meets those standards."

That's the advice of Commander J. W. Lunn, SC, chief of the terminal management branch at Headquarters Military Traffic Management Command (MTMC). He cited two examples in which military members' foreign built automobiles were impounded by U.S. Customs because they failed to meet import requirements.

In one case, the owner was told his car would not be released unless he posted a bond equal to its value, \$3,000. Customs officials told him the bond would be returned if the vehicle was brought into compliance with federal highway safety and emission standards within 90 days.

Thinking the manufacturer had merely forgotten to affix the required label, the owner left the vehicle at the port, continued to his new duty station



and wrote the manufacturer, asking for certification that the vehicle was built to comply with U.S. standards. The company wrote back, advising that the vehicle's design and engine could not be modified to meet U.S. requirements.

Lunn also told of a captain who bought a used car in Europe and arranged for commercial carrier delivery to New York's John F. Kennedy International Airport before he arrived there. The captain planned to drive it to his new duty station in California.

To be on the safe side, the captain had paid a dealer in Europe more than \$200 for modifications which were supposed to bring the car into compliance with U.S. safety and emission requirements. Upon his arrival at JFK, he learned that customs officials had impounded the vehicle and placed it in commercial storage because, even with the dealer modifications, it failed to meet U.S. standards.

Unable to pay the required \$2,000 bond, a \$400-plus shipping bill and the accrued storage charges, the captain left the car in storage and continued his journey by air. By the time he obtained modification instructions from the manufacturer, more than \$1,500 in storage charges had accumulated. At last report, storage charges were more than \$1,800 and the owner had not claimed his automobile, Lunn said.

He said the Clean Air Act prohibits the importation of any 1968 or later model year motor vehicle or motor vehicle engine unless it conforms with applicable U.S. air pollution standards.

"If you import a nonconforming vehicle, you are liable

for a civil penalty of up to \$10,000," Lunn warned.

"Only vehicles which are covered by a certificate of conformity with U.S. standards may be imported without posting bond until conformance is established," he said. Certified vehicles can be ordered for delivery overseas through numerous tourist-delivery programs offered by foreign car dealers and some travel organizations. Nineteen seventy-one and later model vehicles and 1978 and later model motorcycles manufactured in conformity with the standards will have a label showing that they conform. This label is affixed in the engine compartment or in another reasonably accessible location."

He said 1968-70 vehicles manufactured in conformity with U.S. standards can be identified by a Department of Transportation door-post label indicating that federal safety standards have been met.

"Be very wary of accepting claims by anyone that any foreign built vehicle meets U.S. standards or can be readily modified to meet them. Most vehicles manufactured abroad in conformity with U.S. standards are exported for sale in the United States. It's highly unlikely that a used vehicle obtained overseas meets U.S. safety and emission standards," Lunn warned.

For additional information, write to Director, Office of Standards Enforcement, National Highway Traffic Safety Administration, 2100 2nd Street, S.W., Washington, D.C. 20590, or Public Information Center (PM-215), U.S. Environment Protection Agency, Washington, D.C. 20460.

PACE

As we mentioned in last month's editorial, there are many ways for Navy men and women to further their education. One of those programs is PACE, the Program for Afloat College Education.

PACE for the Mediterranean, Caribbean and the North Atlantic is contracted through Old Dominion University in Norfolk, Va. The University of South Carolina is the contractor for the U.S. East Coast.

At the present time, ODU is offering English, Math, Business and Psychology and will teach additional topics providing there is an interest for a particular course and it is feasible for both the ship and ODU. The program is designed so that persons who are changing permanent duty stations can transfer their courses to schools at their new duty stations.

Dr. Robert Perchan, currently teaching English aboard CANOPUS, says that PACE, along with additional college courses that can be taken in off-duty hours, can provide a person with 2 to 3 years of college over a four year Navy tour. "PACE is a good program in that the students can concentrate on one course at a time. College freshmen must make sacrifices in one subject to help another," says Dr. Perchan.

Dr. Perchan says that there has been a unique problem in the area of attendance, since most CANOPUS

sailors live ashore and usually want to go home at 4 o'clock. He stresses that attendance to each class period is important because a full 12-14 week college semester course is condensed into eight weeks. "The students who want to learn have been very cooperative," adds Dr. Perchan.

English 110, basic college freshman composition, is the current English course offered on board CANOPUS. It is a required college English course, and Dr. Perchan says that he is pleased because the English 110 students on CANOPUS have taken the course because they want to learn, not solely because it is a mandatory course. In addition to the English course, Professor Thomas Brown is on board teaching history classes. Mr. Brown is currently teaching History 201, which covers the history of the United States from 1492 to 1876. This course will be followed up by U.S. history from 1876 to the present. These courses are electives for the Humanities course requirements. Each of the above courses counts as three semester credit hours.

Dr. Perchan and Mr. Brown both say that the CANOPUS crew has been very friendly and helpful to them, and would also like to recognize CWO2 Coleman for keeping the PACE paperwork running smoothly.

These courses are here for your benefit and as Dr. Perchan says, the only thing needed is interest from the crew.

For more information about new courses and sign ups, please contact CWO2 Coleman in the Personnel Office.

Great Lakes Cruise

With 3,500 miles of fresh water sailing logged and 10 ports visited, the three surface force Atlantic Fleet destroyers taking part in the Navy's Great Lakes Cruise are past the halfway point.

More than 100,000 people have visited the three ships — the USS William C. Lawe (DD 763), USS Davis (DD 937), and USS Robert A. Owens (DD 827), in the four weeks since the cruise began.

"The response has been better than even our most optimistic expectations," according to Captain William D. Daniels, task unit commander.

The ships have made port visits to Quebec and Montreal, Canada, Ogdensburg, Oswego, and Buffalo, N.Y., Erie, PA., Ashtabula and Toledo, OH., and Detroit, MI. Stops still planned include Cleveland, OH., and Toronto, Montreal, and Halifax, Canada.

In every city, sailors and townspeople competed in athletic contests and, frequently, sailors were invited to share home-cooked meals with local families.

In addition to bringing the Navy to large segments of Americans in inland areas for the first time in years, the Great Lakes Cruise is training reservists in restricted water navigation and operations.



Captain Hurst escorts the Marine Inspector General, MCEN Toomey, aboard to inspect the Marine detachment.

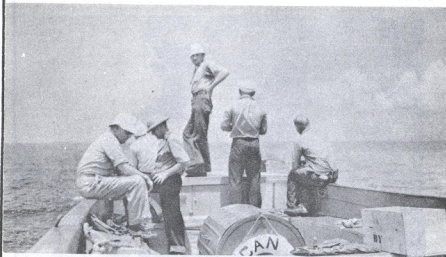
The Japanese Attack

by Rear Admiral E.L. Sackett, USN (ret.)

This is the second installment of the history of our namesake the AS-9. In the last Helmsman the CANOPUS was followed from her pre-war days until the first Japanese attacks on the Philippines. The Japanese had just bombed Clark airfield where we rejoin the AS-9 in the defense of the Philippines.

CHAPTER II (cont.)

At midnight of the first day, another air attack on Nichols Field brought the war to a spot where we on the CANOPUS had a grand stand seat for the spectacle, which looked for all the world like a good old Fourth of July display. From our anchorage off Cavite, just far enough away to muffle the noise, the showers of red, and yellow tracer bullets, the sparklers of anti-aircraft bursts followed by the bonfire glare of burning hangers and planes had an unreal quality which made it hard to realize that this was war, and our countrymen were fighting and dying amidst the conflagration. We learned that fifth columnists had led the bombers unerringly to the target by bracketing the field with flares, and with the help of a brilliant moon, the raiders could hardly miss.



However unreal it seemed, we had no desire to become a pretty bonfire ourselves, so we got underway and steamed around the harbor all night, so as not to be caught napping in the event of an attack. It is a wonderful solace to the nerves to be doing something, no matter how ineffectual, rather than to be a sitting duck, waiting for the hunter to let fly. Unfortunately, even the poor comfort of mobility was to be denied us from that time on.

At dawn the CANOPUS was ordered to go alongside the docks in the Port Area of Manila. This was chosen for the base of operations because when and if the expected sinking occurred, the depth under our keel would be shallow enough so that the ship would rest mostly above water, and valuable stores, torpedoes and equipment could be salvaged. Headquarters for the submarine "Commodore" (Captain John Wilkes, USN) and his staff were set up in the newly

built Navy Enlisted Men's Club. Several CANOPUS officers were incorporated into this staff to build it up to wartime proportions. After all, if the ship was not expected to leave port, why waste their services?

Torpedoes and spare parts were hurriedly unloaded, and lighted out to Corregidor, where less vulnerable shops were put into operation. Other stores and provisions were divided up, and one part stowed in a small inter-island ship in the hope that all would not be lost in one attack.

The superstructure of the CANOPUS was painted to match the color of the docks alongside, and camouflage nets spread overhead in an effort to deceive the Japs as long as possible as to our identity. The more exposed fuel tanks were emptied and filled with water to reduce the danger of a disastrous fire which might make it impossible to save the ship if the oil were touched off by a bomb. With the ship as ready as the men could make her, the grim question as to whether the value of her services in the time left to her would be worth the expected sacrifices was all that remained to be decided.

However, the Japanese had their own schedule, and the CANOPUS apparently was well down on the list of objectives. The main airfields had been first, then came Cavite, with again that wierd, unreal feeling, because the splashes, fire and smoke were only too evident a few miles away, while the detonations could not be heard. It hardly seemed possible that those swarms of silver winged insects so high in the sky could be responsible for that holocaust across the bay. Now at last our gunners had a chance to express their defiance, by firing at the groups which passed overhead. Unfortunately, it was little more than a gesture of defiance—for their guns were too small and ancient to have a chance of reaching the bombers at the extreme altitudes they habitually used.

Bomb damaged ships straggled out of Cavite Navy Yard following the attack, and the CANOPUS repair force slaved night and day getting them ready for sea, as well as equipping their regular brood of submarines for offensive patrols. Daily alarms sent the "pig-boats" to safety on the bottom of Manila Bay, but as soon as the marauding planes left, the "Business As Usual" sign would be hung out.

This sort of life did not lack for excitement, but was far from being the peace and rest which submarine crews must have to prepare them physically and mentally for the strain of their war patrols. There was every indication that conditions would get no better, and with the Army falling back on Manila, word came that the city would be abandoned to avoid complete destruction. Although CANOPUS was still intact, the harbor could no longer be used as a submarine base. The circle of bombing attacks was drawing tighter each day, and on Christmas Eve our headquarters

was hit, and spent bomb fragments landed on our decks.

During the night we got underway for what proved to be our last journey, and steamed out of the Bay toward Corregidor, with great fires and towering columns of smoke astern of us as evidence that the Army was scorching the earth as they prepared to withdraw into Bataan.

We were to set up shop again in Mariveles Bay, on the southern tip of the Bataan peninsula. Some of the submarines were still with us, but now we had no source from which our supplies could be replenished, and it was obvious that the best we could do would be to equip this last group for war patrol, and "then turn in our suits" as far as subs were concerned.

CHAPTER III

It was hoped that Mariveles Bay, being close to the guns of Corregidor would be immune to air attacks, although some misgivings were felt on that score when we found a bombed and burned out merchant ship in the harbor, and learned that his was the result of a light hearted Japanese Christmas Eve celebration. However, with high hopes, we moored the ship to the shoreline in a protected cove, and again spread our camouflage nets overhead. This time the objective was to make the ship look like part of the jungle foliage ashore, and we succeeded very well by using a mottled green paint, with plenty of tree branches tied to the masts and upper works. Unfortunately, a rock quarry nearby had made a white gash in the cliff, and from one direction, this made a background which it was impossible to match. We could only hope that Jap scouting planes would not happen to snap any candid camera shots from that particular direction.

Disillusionment in both these hopes was not slow in coming. On December 29th our daily visitors, evidently deciding that Manila had been adequately taken care of, turned their attention toward us. Squadron after squadron showed their contempt for the guns of Corregidor by blasting that island from end to end, and the last group of the day, as if by an afterthought, wheeled in from that fatally exposed direction and blanketed the CANOPUS with a perfectly placed pattern of bombs. Tied up as she was, and unable to dodge, it seemed a miracle that only one of the closely bunched rain of missiles actually struck the ship, but that one bomb nearly ended our career then and there. It was an armor piercing type which went through all the ships decks and exploded on top of the propeller shaft under the magazines, blowing them open, and starting fires which threatened to explode the ammo.

Disaster and danger are the touchstones which bring out the true quality in man, and those sailors never faltered. Hardly had the rain of rocks thrown from the craters in the hillside subsided when firefighting crews had jumped to their work. The Executive Officer, LCDR "Hap" Goodall, organized one party on deck, which attacked the blaze from above. They found smoke pouring from ammunition scuttles leading to the magazines below, and directed their hoses down the hatches, unmindful of ominous detonations which told them the magazines might blow up at any moment. Gunner's Mate Budzaj even climbed down a smoke

filled ammunition trunk with a hose in an effort to get at the bottom of the flame. When the fire pumps failed for a few moments, bucket brigades carried on the battle.

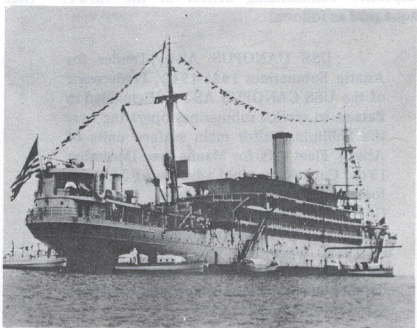
In the meantime, below decks, LCDR "Al" Hede had organized another fire party which tackled the problems by carrying their hoses through choking smoke in the compartments near the magazines, pulling wounded and dying men away from the blasted area where they had fallen. Most of the oxygen type breathing apparatus had been cut off by the explosion, but the shipfitter donned the one remaining outfit, and carried the hose right down to the magazines, backed up by his shipmates working in relays, each of which stayed as long as men could stand the fumes.

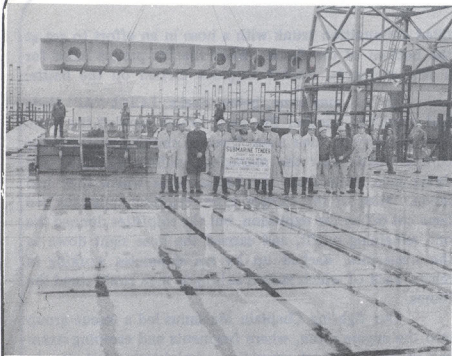
Our fighting Chaplain McManus led a rescue group into the engine room, where fragments and escaping steam had caused the most casualties, administering last rites to dying men and helping to evacuate the injured to make-shift dressing stations.

The officers in charge of the engine room, Machinist Hutchinson and Electrician Hall, had both been badly wounded by the first blast, but the Chief Machinist's Mate left in charge shut off the steam at the boilers until severed steam pipes could be isolated, thus saving more of his men from being scalded to death. He then helped the wounded to safety, and was later found wandering around dazed, having no recollection of what happened after the blast!

For hours the devoted crew fought before all the fires were finally out. When the magazines were inspected, several crushed and exploded powder charges were found, mute evidence showing how close to complete destruction the ship and all on board had been. Nothing less than a miracle could have prevented a general magazine explosion at the time the bomb set off those powder charges, but miracles do happen. The engine of destruction had carried its own antidote, and its fragments which severed pipes near the magazines had released floods of steam and water at the danger point, automatically keeping fire away from the rest of the powder. Our number just wasn't up that day.

cont. on page 15.





A very special "lady" who is well known to all of us will be celebrating her birthday on November 4.

She may not be the kind of "lady" you would ask to go out with, but we have all spent many a long night with her. "She" is the United States Ship CANOPUS, Submarine Tender Thirty-four.

On September 7, 1963, the Navy awarded a \$34,812,350 contract to the Ingalls Shipbuilding Corporation calling for the fourth fleet ballistic missile submarine tender. The keel for the CANOPUS was laid in March, 1964 in Pascagoula Mississippi, and on February 12, 1965, Mrs. Earl L. Sackett, wife of the commanding officer of the first CANOPUS, AS-9, broke the traditional bottle of bubbly over the bow as CANOPUS slid down the ways. Among the other guests present were Rear Admiral Earl L. Sackett, USN (Ret.) and Rear Admiral H.W. Gooddall, USN (Ret.), former C.O. and X.O. of the AS-9 during the brave stand the ship made while serving in the Philippines in 1941-42. Admiral Sackett presented a plaque to Captain John M. Barrett, USN, prospective commanding officer of the AS-34. That plaque read as follows:

USS CANOPUS AS-9, Tender for Asiatic Submarines 1925-1942, Predecessor of the USS CANOPUS AS-34. Remained in Bataan to service submarines operating near the Philippines after main surface units of Asiatic Fleet left for Manila area December 1941. Cut off by rapid advance of Japanese forces, damaged by repeated bombings, CANOPUS continued to render valuable service to US Forces until Bataan fell, April 9, 1942, when she was scuttled to prevent capture. Her crew then fought in defence of Corregidor where survivors were taken prisoner May 6, 1942.

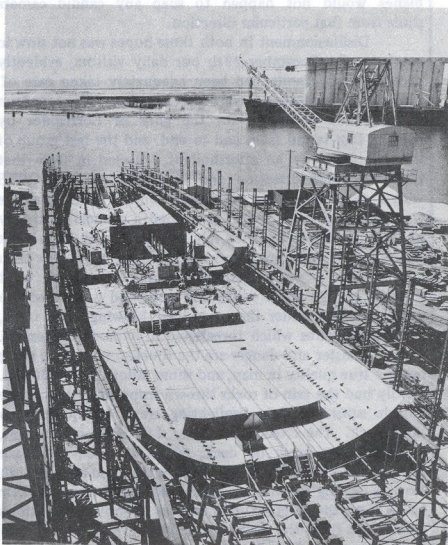
4 NOVEMBER 1965—1978

USS CANOPUS AS-34

13th Birthday

The plaque is mounted on our port side main deck today as a memorium for those gallant sailors of the AS-9.

Despite all the festivities, the CANOPUS could still not bear the title of "United States Ship". There was much work to be done. Both Navy and civilian technicians rolled up their sleeves to smooth the rough edges. On October 25, 1965, the CANOPUS was delivered to the Navy at Charleston Naval Shipyard, after a record breaking building period.





November 4 brought about the CANOPUS' official acceptance in to naval service as Captain Barrett and his crew boarded the ship. She was then outfitted and set sail for the Caribbean on January 7, 1966, for shakedown training in Guantanamo Bay, Cuba. She reported back to Charleston on February 24. CANOPUS completed her acceptance trials in mid-April and reported to the Cooper River FBM Site for duty with SUBRON 18 on June 24.

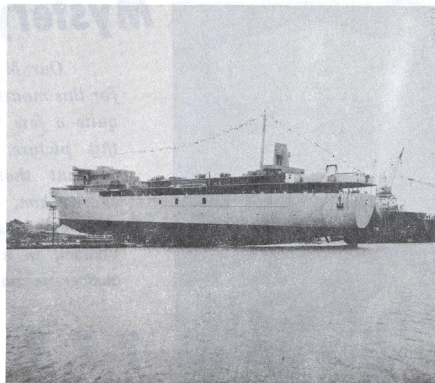
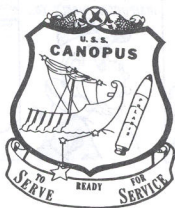
On September 24, CANOPUS set sail for duty with SUBRON 16 here in Rota. While in Rota, CANOPUS completed more Polaris refits than any other tender in a comparable time period.

She was relieved in April, 1969 to report to Bremerton, Washington, for overhaul. She was to become the world's first Poseidon capable submarine tender. Upon completion of the overhaul, she made the trip back through the Panama Canal and a brief stop in Charleston before reporting to SUBRON 14 in Scotland. During the Holy Loch deployment CANOPUS was awarded her second consecutive Battle Efficiency Ribbon and the Navy Unit Commendation Medal, along with a Ney Award for food service and a CINCLANTFLT Golden Anchor for retention. All of her refits during the 67 month deployment were on schedule.

1975 found CANOPUS back in Charleston for a yard period that lasted nearly a year. After the drudgery of Gitmo, she loaded up for her present deployment to Rota, arriving in December 1976.

Let's think of November 4 as a day to pay tribute to the hardest working ship in the Navy.

U. S. S. CANOPUS AS-9
 TENDER FOR ASIATIC SUBMARINES 1925-1942
 PREDECESSOR OF U.S.S. CANOPUS AS-34
 REMAINED IN BATAAN TO SERVICE SUBMARINES
 OPERATING NEAR PHILIPPINES AFTER MAIN SURFACE UNITS
 OF ASIATIC FLEET LEFT MANILA AREA DECEMBER 1941
 CUT OFF BY RAPID ADVANCE OF JAPANESE FORCES.
 DAMAGED BY REPEATED BOMBINGS. CANOPUS CONTINUED
 TO RENDER VALUABLE SERVICES TO U.S. FORCES UNTIL
 BATAAN FELL APRIL 9, 1942. WHEN SHE WAS SCUTTLED
 TO PREVENT CAPTURE. HER CREW THEN FOUGHT IN
 DEFENSE OF CORREGIDOR WHERE SURVIVORS WERE
 TAKEN PRISONER MAY 6, 1942



Up and About with the Safety Supervisor

The primary purpose of the Safety supervisor conducting shop safety surveys is to increase their operational readiness by assisting the shops with their accident prevention programs.

I would like to share a few of the comments I have to deal with each day. I love the safety business because I am not in it alone. It is an all hands responsibility and it works.

"Hey Boats, close us down."

"Life jackets just get in my way."

"They already know about it."

"I'm not afraid to get hurt."

"Are you for real?"

"You never give up, do you?"

by BMC I.F. Semien

"Why should you care, no one else does?"

"How did you get this job?"

"We have been doing it this way and no one has got hurt."

"What is it like, not being a Boatswain Mate anymore?"

"Write down what you want and quit harassing my men."

"I wish I had a racket."

"How about looking at this component, we think it's unsafe and no one is doing anything about it."

Thoughts run through everyone's mind at different times and different ways but it all adds up. No matter what terminology we use, it proves we are aware that the loss of a life and equipment is a terrible waste. Think Safety.

by mike furr

Gov't Workers

WRITE ON!

Government employees push some 60 million pens a year.

That's the number of ballpoint pens purchased by the Government last year, at a cost of \$5.4 million.

The pens were bought from a manufacturer employing the blind, in accordance with a 1971 law directing the Government to buy certain items from qualified workshops through the Committee for Purchase from the Blind and Other Severely Handicapped.

The manufacturer noted that the pens are tested for "write-out capability," durability, and nearly every other aspect from clips to packaging.

Some 30,000 pens are produced per hour, four pens a minute per worker, by workers who often have multiple handicaps.

DIGGER

Class, I have some good news and some bad news.



Good news is double lunch portions.

The bad news is that after lunch the instructor wants to...



????

Mystery Man

Our Mystery Man for this month has put in quite a few years since this picture. It's no accident that we have chosen him, but if you still can't guess, don't tie yourself in knots. The answer is on page 15.

??????



"GIVING YOU A DISCHARGE IS A GOOD SUGGESTION... BUT I DOUBT IF THE NAVY WILL PAY YOU FOR IT..."



Identifying the Drug Abuser

from RMC Pacheco

Although drug abuse in its various forms can produce identifiable effects, almost all such manifestations are, at their onset, identical to those produced by conditions having nothing whatever to do with drug abuse.

Many people use legitimate drugs in accordance with physicians' instructions but without the knowledge of their associates. For example, such disorders as epilepsy, diabetes, or asthma may require maintenance drug therapy that will produce low-level side effects. Or, a person might be drowsy from ingesting a nonprescription product—such as an antihistamine.

A clue to the possibility of drug abuse comes with persistence of symptoms which might otherwise appear "routine". When tablets, capsules, or other forms of drugs are found on a person suspected of being an abuser, they are not necessarily narcotics or any other dangerous drug.

There are no instant tests for identification of most drugs. The only way many drugs can be identified is through a series of complicated laboratory procedures performed by a trained technician. Simple visual inspection cannot be relied upon for drug identification. Many potent drugs which are misused are identical in appearance to relatively harmless drugs—many of which may be readily obtained without a prescription.

Although it is difficult to recognize drug abusers, many potential "hard-core" addicts can be rehabilitated if their involvement in drug abuse is spotted in its early stages...when professional help can be brought to bear on the problem in an effective manner.

Common Symptoms of Drug Abuse

Not all drug abuse-related character changes appear detrimental, at least in the initial stages. For example, a usually bored sleepy person may—while using an amphetamine—be more alert and thereby improve performance. A nervous, high-strung individual may, on barbiturates, be more cooperative and easier to manage. What must be looked for, consequently, are not simply changes for the worse, but any sudden changes in behavior out of character with a person's previous conduct. When such behavioral expressions become usual for an individual, there is a causal factor. That factor may be drug abuse.

Signs which may suggest drug abuse include sudden and dramatic changes in discipline and job performance. Drug abusers may also display unusual degrees of activity or inactivity, as well as sudden and irrational flareups involving strong emotion or temper. Significant changes for the worse in personal appearance may be cause for concern, for very often a drug abuser becomes indifferent to his appearance and health habits.

There are other, more specific signs which should arouse suspicions, especially if more than one is exhibited by a single person. Among them are furtive behavior

regarding actions and possessions (fear of discovery), sunglasses worn at inappropriate times and places (to hide dilated or constricted pupils), and long sleeve garments worn constantly, even on hot days (to hide needle marks). Of course, association with known drug abusers is a sign of potential trouble.

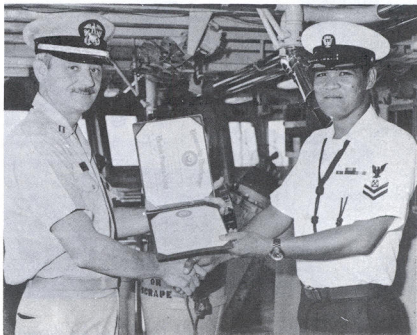
Because of the expense of supporting a drug habit, the abuser may be observed trying to borrow money from a number of individuals. If this fails, he will not be reluctant to steal items easily converted to cash, such as cameras, radios, jewelry, etc. And if his habit is severe enough, forcing him to use drugs while on duty, he may be found, at odd times, in places such as closets, or storage rooms.

In addition to these behavioral clues, which are common to most drug abusers, each form of abuse generally has specific manifestations that help identify those engaged in it. They are as follows:

The Depressant Abuser. The abuser of a depressant drug, such as the barbiturates and certain tranquilizers, exhibits most of the symptoms of alcohol intoxication with one important exception: there is no odor of alcohol on his breath. Persons taking depressants may stagger or stumble. The depressant abuser frequently falls into a deep sleep. In general, the depressant abuser lacks interest in activity, is drowsy, and may appear to be disoriented.

The Stimulant Abuser.—The behavior of the abuser of stimulants, such as amphetamines and related drugs, is characterized by excessive activity. The stimulant abuser is irritable, argumentative, appears extremely nervous, and

cont. on page 13



BM2 Ernesto F. Guray reenlists with the assistance of LT Bauder for orders to NAS North Island, San Diego.

notes from

Special Services

While the record doesn't really do it justice, the Site II tackle football team is really doing a fine job. There are still some games left so come on out and take a look. If the team can learn to hold onto the ball they could beat anyone in the league. We hope everyone is enjoying the cheerleading from our Big Orange Boosters. The girls put in a lot of effort every week to get ready for the games and we really appreciate it. Let's get a little more action from the stands to help them out.

Our Garmish tour is moving ahead for about middle January. We are investigating air fares and the other expenses to keep the price as low as possible. We will be dusting off the CANOPUS easy payment plan to make the trip available to as many people as want to go. This plan calls for a downpayment with your reservation with the remainder to be paid over the next 4-6 paydays. Garmish is just over the mountains from Innsbruck, home of the winter olympics a few years ago, and only about an hour from Munich for the more urban minded travelers. We didn't send a large group last year, but those who went were ready to sign up for this year's trip when they got back. Start saving now and watch the HELMSMAN, POD and QUE PASA for the latest information.

We have been trying to sell bullfight tickets when we can get them. We have to pay for these tickets in pesetas so that is all we can accept in payment. This is the very end of the bullfight season, so if you want to see a fight and you are leaving Spain before next Easter you had better jump at the next chance. Once the rains start the bullfighters are reluctant to get into a slippery ring with a ton of mean beef, so there are usually no fights in the winter.



EM1 Robert Johnson reenlists with the aid of his division officer LT Pelstring. Mrs. Barbara Jo Johnson looks on.

A reminder that Special Services has a suggestion box inside the door which is severely underused. We have found two suggestions in there over the past six months, both of which were acted on. To the people submitting candy wrappers, we are not sure if they are suggestions or complaints but we are still looking into the issue. Special Services tries to be a responsive organization and we are here to serve. Remember though, we are all people and anyone can have a bad day. If you don't get the answer you want or the service you desire, try another time or another person. If we can't help you we will at least understand why.

3 Basic Questions

What is a Drug?

A drug is "any chemical substance that brings about physical, emotional, or mental changes in people." Alcohol, tobacco, and even caffeine (in coffee, tea, cocoa, and cola drinks) are drugs. Other less widely used drugs include THC (in marijuana and hashish), amphetamines, barbiturates, tranquilizers, narcotics, cocaine, phencyclidine (PCP), volatile chemicals (glue and other inhalants), and LSD.



What is Drug Abuse?

Drug abuse is the use of a chemical substance, legal or illegal, which causes physical, mental, emotional, or social harm to a person or to people close to him or her.

There are different kinds of drug users:

- ☐ Experimental Users may try various drugs once or twice out of curiosity about their effects.
- ☐ Recreational Users use drugs to "get high" with friends or at parties, to be sociable or to get into the mood of things.
- ☐ Regular Users use drugs constantly to achieve or maintain a desired state, but continue to attempt normal activity (work, school, housework, etc.).
- ☐ Dependent Users can't relate to anything but drug seeking and drug taking. They experience mental or physical discomfort when they need drugs and will do anything to obtain them.

Are All Drugs Harmful?

All drugs can be harmful. The effect of any drug depends on a lot of things, including how much is taken and how often, the way it is taken (smoking, taking pills, etc.), whether other drugs are taken at the same time, the user's personality, and the setting (the place and the other people).

Drugs....

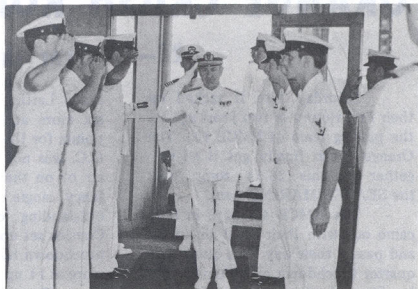
cont. from page 11

has difficulty sitting. In some cases, the pupils of his eyes will be dilated even in a brightly lit place.

Amphetamine has a drying effect on the mucous membranes of the mouth and nose with resultant bad breath that is identifiable as to specific odor such as onion, garlic, alcohol, etc. Because of the dryness of mouth, the amphetamine abuser licks his lips to keep the moist. This often results in chapped and reddened lips, which, in severe cases, may be cracked and raw.

Other observable effects: dryness of the mucous membrane in the nose, causing the abuser to rub and scratch his nose vigorously and frequently to relieve the itching sensation, incessant talking about any subject at hand, and, often, chainsmoking.

Finally, the person who is abusing stimulant drugs often goes for long times without sleeping or eating and usually cannot resist letting others know about it. (excerpt from NAVTRA 46100)



Rear Admiral Martinez-Canavate is welcomed aboard the CAN-DO CANOPUS for a tour and comparison with our ship and the SNS DEDALO.

Mortgage Problems Weighing You Down?

Let VA or FHA Help

If you're in the market for a home, you should know about the benefits of VA and FHA "guaranteed" home loans.

Many people have the mistaken idea that the Veterans Administration (VA) is in the business of providing home loans. It does in a very few circumstances, but the primary service VA provides is to "guarantee" home buyers' loans. The guarantee is made to the lending institution that provides your loan.

You become eligible for this benefit after serving on active duty 181 days (90 days for World War II and Korean veterans). The Government considers the loan guarantee provision a good risk. Only about 3 percent have ever gone into foreclosure.

The VA guarantee makes you a better credit risk to a loan company. And a VA-guaranteed loan often lowers your interest rates, too.

Besides the rate benefit, a VA-guaranteed loan doesn't require a downpayment, but the lender may require it.

VA-guaranteed loans can be used for a variety of purposes—financing a home or condominium, building a home, improving a home, refinancing an existing home loan, buying a mobile home or lot, or improving a mobile home

lot in conjunction with the purchase of a unit to be placed on a lot owned by the veteran.

The Federal Housing Administration (FHA) also guarantees loans to American citizens under a mortgage insurance plan. Using this benefit, military personnel can save the VA option until after leaving the Service. However, there are a few limitations to the FHA-insured mortgage.

First, this type loan can only be used to finance a single-family dwelling.

Second, an FHA-insured loan also requires a downpayment. Don't forget the closing costs. And there may be more cash to pay elsewhere.

FHA places limitations on the size of the loan it will insure. The maximum is \$60,000, although in a few high-cost areas that's stretched to \$90,000. If the home costs more, any amount over the limit must be paid in cash.



ORANGE CRUSH ROMPS

28-14 Over the CB Marines

Saturday Site II racked up their first victory in two years against the passing team of NMCB 40. The Orange Crush finally got it all together in this 28-14 romp over the SEABEE/MARINE team.

The NMCB 40 boys in blue came out with their usual air attack and passed their way for a quick first quarter touchdown on a Tom Liedke to Steve Latting end pass. The Orange Crush came right back with a strong running game as they marched up the field with Vic Povlick running it in from short yardage. It was Povlick again running for the two point conversion, making the score 8-6 at the end of the first quarter.

The CB/MARINES came through with another Tom Liedke to

Steve Latting pass combination for six more and adding the extra two points for the CB lead 14-8. The Big O.C. was not to be out done in the air or on the ground, as a series of fancy single wing drives with the outstanding catches by Sosthenes Cousins set up a 20 yard end around touchdown by Jeffry Bates to tie the score at 14 up.

Orange came out in the second half with passes by Mike Harris, Jeffry Bates, Bill Kelley and Ronnie Baker. The Big O. ground and passed their way toward the goal and finally a Ronnie Baker to Mike Weherly TD followed by a Jeff Bates conversion made the score 22 to 14, Site II.

In the final quarter the Orange defense had adjusted to the passing game of the CB's, forcing them to punt. Bruce Swanson crashed the line and blocked the punt. The Orange offense turned the ball over, calling on the defense again. Quarterback sacks by Harold



Peek and Sedrick McIntosh forced the CB's to give up the ball again giving the Orange another chance to score. Cousins was to complete several rough passes to set up a touchdown on a Ronnie Baker to Vic Povlick endzone pass. With the score 28-14 the CB's still had time but were stopped by interceptions by William Leasure and Sedrick McIntosh to end the game with a resounding Site II victory.

October Noted For Bloopers

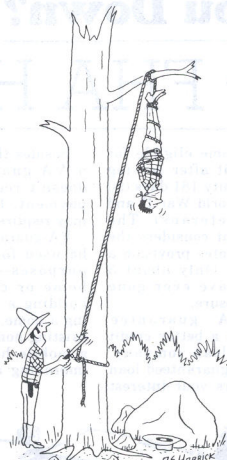
The best laid plans have often gone astray in the month of October.

The "Literary Digest," in October 1899, for example, announced that the horseless carriage would never come "into as common use as the bicycle."

On Oct. 2, 1905, President Grover Cleveland opposed giving women the right to vote, claiming that "sensible and responsible women do not want to vote."

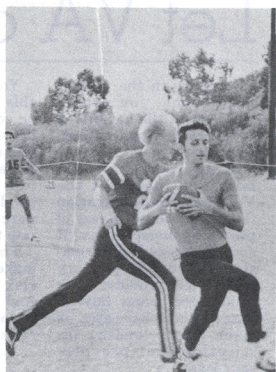
October is also the month that Mrs. O'Leary's cow kicked over the lantern precipitating the Chicago fire. Oct. 8, 1871, is the date the great blaze broke out.

And talk about football upsets. On Oct. 7, 1916, Georgia Tech trounced Cumberland University on the gridiron by a score of 222 to 0!



"Don't worry, Tex! I'll have you down in a second!"

	SITE II	CB/MAR
Points	28	14
1st Dns	17	9
Passes	18	32
Complete	6	12
Yrds Pass	93	102
Yrds Rush	183	14
Penalties	9	8
Yrds Pen.	132	69



MMI Ed Seese intercepts a NCS pass in some exciting action from the intermural football season.

The Sports Scene

by SH1 Mike Westrick

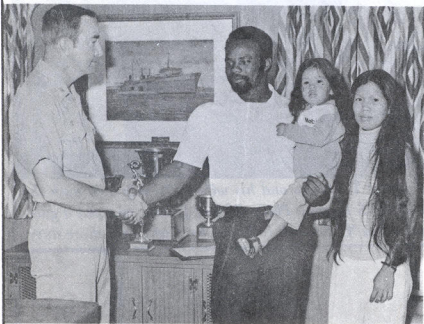
Many of you attended the recent athletic awards banquet held at the Acey Deucy Club on 28 September 1978. I must say it was a smashing success and a tribute to all the sportsmen in attendance. We definitely plan such gatherings in the future.

Now lets check the score books of recent sports:

In volleyball the men's varsity squad ended up the season with a 9 and 3 record. Well done Coach Byrd. In girl's volleyball the CANOPUS Blue team is tied for first. Our second team CANOPUS Black finished in sixth place. We would like to congratulate both teams for representing our command in the Girls and Women's Athletic Association league, this is a first for CANOPUS.

Turning our attention to touch football we find CANOPUS well represented with two teams competing in the base league. Team I having some trouble is now 0 and 6 and Team II with a 5 and 2 record. This marks the the half way point of seasonal play.

Looking at varsity tackle football we find Site II's Orange Crush totaling up some impressive statistics in the first three games, but stuck in first gear when it comes to winning. The Seabee-Marine slipped past the Orange Crush 12 to 0 as two Jeff Bates touchdowns were called back on penalties.



DP2 Jeffry Bates is congratulated by Captain Griffith on his reenlistment. Petty Officer Bates (Number 15) will be going to Point Mugu, California with his wife Agnes and daughter Jennifer Lee.

AS-9 ————— cont. from page 7.

In months to follow, our crew could never quite believe, until the battered hull finally slipped to its last rest beneath the waves, that somehow the old girl would not manage to pull through, as she had that day, and take them all out to rejoin the Fleet. That same night, up went the "Business As Usual" sign and repair men went to work binding up the "Old Lay's" wounds, at the same time others were busy servicing submarines.

(to be continued)

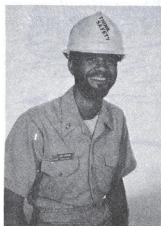
The COMSTA team was held to six points and the Crush defense put on six points itself in this tie game. The score came when Bruce Swanson blocked a punt and Harold Peek thumped on it, in the end zone. An Orange touchdown late in the game was nullified by a questionable interference call in the end zone.

The NAVAIR vs CANOPUS game saw two great defenses at work. Jeff Bates put six on the board with an end around, and a two point conversion put Orange Crush ahead 8-0. NAVAIR managed six points in the first quarter and eight points in the third to pull ahead. CANOPUS was heart broken in the late minutes of the game as a Jeff Bates pass to Jere Widhelm in the endzone was called incomplete. The fans went wild, and got a little carried away in their emotion.

CANOPUS seems to be catching more than their fair share of penalties over the first half. Granted this is not the NFL, and the ball playing could be smoother, but four out of six touchdowns nullified does take the heart out of a team. Everyone may be receiving the same number of penalties, it's the positioning that is killing us. Well, if the team can tighten up and not give the refs a reason to pull a flag, the second half will be brighter.

Mystery Man?!?

As you can see our Mystery Man is none other than BMC Semien the Safety Supervisor. Remember, he's out there watching you.



The CANOPUS Cheerleaders (Orangettes?) are out there trying to raise some spirit for the Orange Crush. Get out there and support your team.

