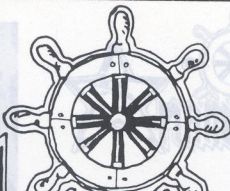
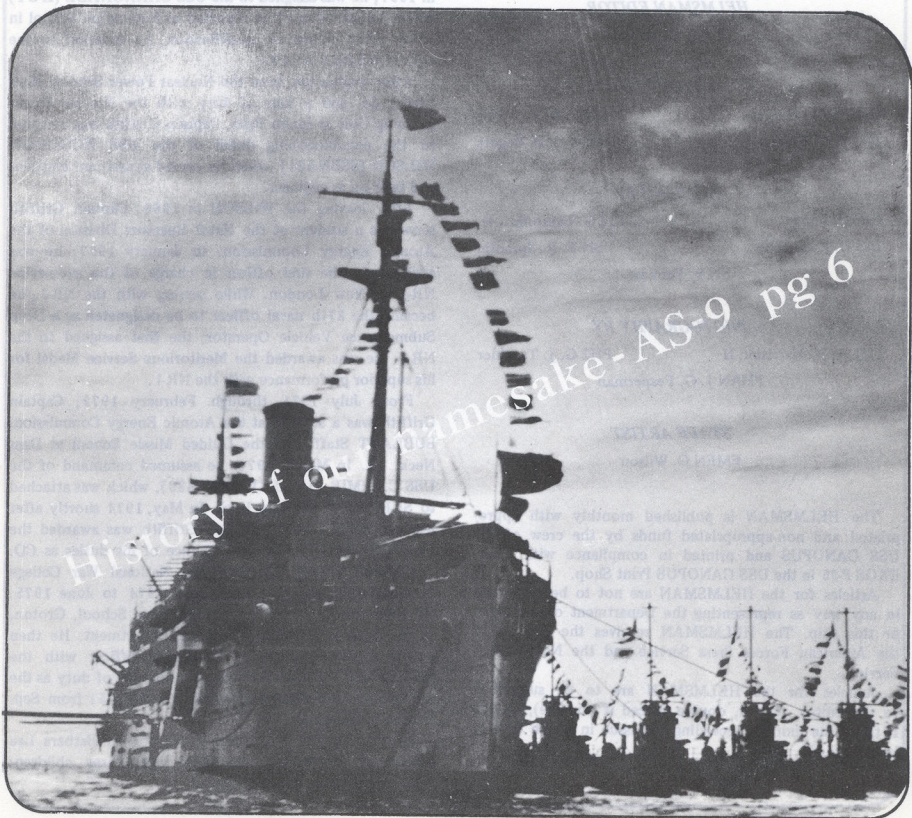


The HELMSMAN



USS CANOPUS (AS-34), ROTA, SPAIN Vol. 13, No. 7

September, 1978



History of our namesake - AS-9 pg 6

The HELMSMAN



CANOPUS ARRIVING

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Before Captain Griffith begins his series of Captain's Call articles for the Helmsman, we would like to introduce him to you. Next month, we will feature an interview with our new Jefe along with his initial article.

Captain Dwaine O. Griffith, USN, is a native of Shoshone, Idaho and entered the Navy through the University of Idaho's NROTC program in 1953. Upon graduating in 1957, he was assigned to the USS CARRONADE (IFS-1) where he served until he reported to Submarine School in 1959. After submarine qualification, he reported to the USS POMFRET (SS-391).

After graduation from the Nuclear Power School, Mare Island, Ca. and a tour of duty with the Nuclear Power Training Unit at Idaho Falls, Captain Griffith was assigned to the commissioning detail of the USS WOODROW WILSON (SSBN-624), where he served as assistant engineer and later on as engineer.

After leaving the WILSON in 1966, Captain Griffith served as a student at the Naval Reactors Division of the Atomic Energy Commission. In January 1967, he was assigned as the first officer in charge of the submarine NR-1 in New London. While serving with the NR-1, he became the 27th naval officer to be designated as a Deep Submergence Vehicle Operator, the first assigned to the NR-1. He was awarded the Meritorious Service Medal for his superior performance with the NR-1.

From July 1971 through February 1972, Captain Griffith was a student at the Atomic Energy Commission; SUBLANT Staff; and the Guided Missile School at Dam Neck, Va. In March, 1972, he assumed command of the USS CASIMIR PULASKI (SSBN-633), which was attached to SUBRON 14 in Holy Loch. In May, 1974 shortly after leaving the PULASKI, Captain Griffith was awarded the Gold Star for superior performance of his duties as CO.

Captain Griffith attended the National War College in Washington D. C. from August 1974 to June 1975. He then served at the Naval Submarine School, Groton, as the Director, Officer's Training Department. He then served as the Engineering Readiness Officer with the SUBGROUP TWO Staff before a short tour of duty as the CO of the USS SAM RAYBURN (SSBN-635) from September to December, 1977.

Captain Griffith is married to the former Barbara Lee Jacobs of DesPlaines, Ill. They have three children; Kimberly, Dwaine and Cynthia.

Editorial

Make something of yourself!

I overheard a couple of guys talking about their ten-month reenlistment lecture. They had just left the lecture. I also noticed that neither one of them was wearing a crow.

I stopped to think for a moment. If a person is within ten months of getting out of the service, he has been in for about three years, in some cases, even more. I knew one of these men was a fireman apprentice, but I was shocked to learn that he had been in the Navy for more than three years.

I had always been told that you should try as hard as you can in everything you do. A competitive spirit also tells me this. Everyone eventually wants to be the boss, but I see very few people around here putting forth much effort.

Granted, most of us do not plan to make the Navy a career, but why not try to go up in rate as much as you can while you are in? Promotions mean more money, privileges (ex: shipping rights), less of the "dirty work," a little prestige and a sense of accomplishment. At least that is what I have been led to believe. These things are good while you are still in, but what happens when you finally get out of the Navy?

A prospective employer will take a look at your record and for example, see that you were in for four years and were a second class petty officer. If I was a businessman, I would let that ride as a good reference because it shows that you tried to get somewhere while you were in the Navy. What do you think the prospective employer would think if the same person got out after four years and was an E-2? What could he think? This person has obviously made no effort to better himself.

It is relatively easy to move up in the Navy. The Educational Services Office is here to help you. They can order the necessary courses that will help you put that crow or third stripe on your sleeve. All you have to do is ask. If you entered the Navy as a non-designated striker, your Divisional Career Counselor, LPO, LCPO and Command Career Counselor can help you get the training and schooling you need. If it is a high school diploma you lack, programs are available on board to help you. For those of you who might be looking a little bit higher than that, the PACE Program and the University of Maryland are open to you and they both provide excellent opportunities for college education.

I have been told that some people would rather concentrate on one of these programs while ignoring the others. Many sailors have taken high school or college programs and at the same time, continued to advance in rate.



Chaplain's Corner

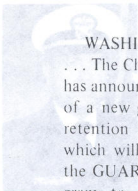
by Chaplain (LCDR) R. R. Crowe

Most of us do it. Some of us do it more than others. Some do it only in case of an emergency. To some, it is pleasant and to others it is associated with pain. Some like to do it in public while some prefer to do it privately. Some cry when they do it while others laugh. Most of us do it very reverently. While it is done on street corners and public places, much for public display, it is most effectively done in a quiet and secluded place. It causes things to happen mostly to the person who is doing it. IT is called prayer. We can do without being taught how.

I first met Nicolai at theological school. He had been an officer with the Russian paratroopers. He told us of how they were sent to knock out German tanks by dropping behind enemy lines. Then, he was hit and facing death at the hands of German machine gunners sent to finish off the wounded. Nick prayed, "God, if you will help me from being killed, I will serve you." I asked Nick how he knew that there was a God to answer his prayer. He said that he didn't know, for he had been taught at the University of Moscow where he had studied, that there was no God. But God did hear and answer the prayer of one who never learned how to pray.

A recruit, in the trauma of boot training remarked, "All my life I have gone to church, but this is the first time I ever had to pray." It is unfortunate that we must come to the end of the rope before we try prayer. When we start to pray for others who are in trouble, we are beginning to progress. When we pray just to enjoy the fellowship of God, we are approaching graduation in the school of prayer. Our motto is 'in God we trust,' and we ought to add, 'and with whom we communicate.' If you're doing it, keep on until it becomes as normal as breathing. Things will happen, especially inside of you. If you haven't tried it lately, try it and you will find that you won't want to do without it.

With all these programs at your disposal, it seems there is only one element missing: personal desire and commitment from you.



WASHINGTON, D.C. (NES) . . . The Chief of Naval Personnel has announced the establishment of a new guaranteed assignment retention detailing program which will extend provisions of the GUARD II reenlistment program to career petty officers: GUARD III.

Under the GUARD III reenlistment program, enlisted personnel are provided two guaranteed assignments, one of which must be used at the first reenlistment. The second guaranteed assignment may be used at any time before the member begins his 25th year of service.

Personnel who have already had two guaranteed assignments under either GUARD I or II in their first 10 years of service will be entitled to an additional GUARD assignment as a career-ist.

GUARD III will be phased in on Oct. 1, 1978, for all E-4s through E-6s (and eligible E-3s) with two or more years of active service but less than 13 years'

active obligated service at EAOS and all E-7 through E-9 personnel with less than 25 years' service.

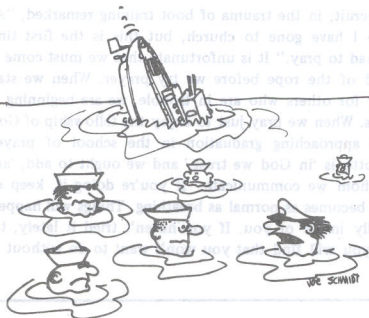
The second phase of the program will begin no later than Oct. 1, 1979, when all E-4 through E-6 personnel with more than 13 years but less than 25 years' active service at EAOS are eligible to participate.

Some of the eligibility requirements that apply for active duty Navy and USNR enlisted personnel are that you be within six months of EAOS, not be under PCS orders at the time of application, be eligible for the duty you request, have a consistent record of above average performance or a trend toward improved performance, and be recommended for reenlistment by the commanding officer or officer-in-charge.

To get the complete details on GUARD III, see your personnel office and ask about BUPERS Notice 1306 of June 21, 1978.

Guard III: something for everyone

Mystery Man?!!



"O.K., men, knock off ship's work!"

What have we here? An observant cameraman caught this sailor catching a few Z's and counting some sheep during working hours. To find out who this sleeping Mystery Man is, turn to page 10.

LDO/WO programs provide challenging opportunities

WASHINGTON, D. C. (NES) ... If your aim is to advance yourself in the Navy, the WO/LDO programs are ways to do it. These programs offer an exceptional opportunity to achieve advancement, even without a college degree.

The Navy needs warrant officers (WO) and limited duty officers (LDO) to serve as technical specialists and managers.

But competition is steep. Petty officers should begin preparation early in their careers to gain an advantage. Increased knowledge through on-the-job and other specialized training from schools or correspondence courses will help prepare you for the duties of an officer.

Basic eligibility requirements for both programs include:

U. S. citizenship; a high school diploma or acceptable equivalent; meet physical qualifications as outlined in the Manual of the Medical Department; no record of a conviction by a courts-martial or civil court for any offense other than minor traffic violations for the two

years preceding Jan. 16 of the year of application; and recommendation by the applicant's commanding officer.

Eligibility requirements for the LDO program specify that applicants must be male petty officers E-6 through E-8 with eight to 16 years of active naval service or male commissioned warrant officers with at least two years of active warrant service as of Jan. 1 of the year of application.

First class petty officer applicants must pass the advancement exam for chief petty officer with a score which makes them selection board eligible. They need not meet the time in rate requirements for E-7.

If selected for LDO ensign (lieutenant junior grade for warrants), appointment will occur the following April. New legislation is being proposed which, if passed by Congress, would allow women to apply for the LDO program and would possibly open up an avenue for "mustangs" to attain the rank of captain.

Warrant officer candidates may be male or female, E-7 through E-9. Chief and senior chief applicants must have at least 12, but not more than 20 years' active naval service on Jan. 16 of the year of application. This does not include reserve active duty for training. Master chief applicants may have completed not more than 24 years of active naval service.

If selected, appointment to CWO-2 occurs the following April.

The deadline for applications this year for the Limited Duty Officer and Warrant Officer programs is April 1, 1978, except for E-6 LDO applications which is May 16. Applications should be submitted via the commanding officer to the Chief of Naval Personnel (Pers-483), Department of the Navy, Washington, D. C. 20370.

If you are a petty officer with your eye on a commission, talk to your career counselor. He'll help you prepare your application and provide you guidance on how to prepare yourself.

CANOPUS Cruise Book wants YOU!

As our tour of duty in Spain draws to an end, many of us would like to have a way to remember the time spent here.

The CANOPUS Cruise Book is just what you're looking for!

The Cruise Book staff would like to make the best book possible, so you will have a way to look back on your days in Spain for years to come. At the present time, we are in need of good quality photos of the ship's events such as athletics, picnics and parties, port visits and general shots of the crew at work and at play.

If you have any snapshots that you would like to see in the book, please contact JO3 Daniels in the Public Affairs Office or call 230 or 288. Please label the photo by printing your name on the back.

All photos will be returned.

Help us make this book the best ever.

Philippines, 1941

Navy heritage in the making

As you all probably know, we are not the first group of sailors who can lay claim to serving on a ship called Canopus. The first Canopus, AS-9, has a story that makes up a proud chapter in our naval history. Captain E. L. Sackett, USN, was the commanding officer of the AS-9 and he penned the story of the first Canopus and the bravery of its men during the early part of World War II.

We will be presenting that story over the next few issues of the Helmsman.

THE HISTORY OF THE USS CANOPUS, AS-9 by Captain E. L. Sackett, USN

Chapter One

A less likely candidate than Canopus for the role of heroine in a tale of adventure could hardly be imagined. She was no longer young, had never been particularly dashing, but her partisans were always ready to ascribe a certain majesty to her appearance. Undeniably, she waddled like a duck, and was pointed out in many a good natured jibe, but that was only natural in a middle aged, motherly-type, and she truly was a "mama-san" to her brood of submarines, which used to forage with her from the Philippines to the China coast and back again each year.

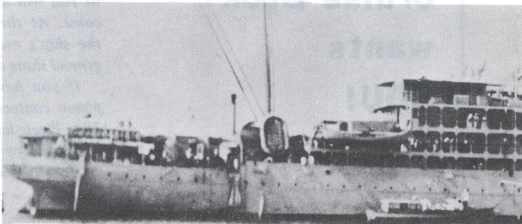
Built in 1921 to be a combination freight and passenger carrier for the Grace Shipping Line, she was shortly taken over by the Navy and converted into a submarine tender. She was given extensive machine shops, foundries and storerooms to provide for the material needs of the "pig boats," cabins and living spaces for the comfort of their crews when off duty and a few guns as a concession that she was now a man-of-war.

In 1925, the Canopus escorted a division of six "S" type submarines of World War I vintage to the China Station. This imposing force, before the clouds of World War II gathered on the horizon, carried a large share of the burden of showing the Stars and Stripes in Asiatic ports, much of the time in the midst of "incidents" brought on by the spread of the New Order.

Looking back, it is hard to decide just when the war with Japan became inevitable. Perhaps the background was laid when Japan was given control of the Mandated Islands after World War I. To be sure, these islands, which lay across American life lines to the Philippines, were not supposed to be fortified, but the Navy at least, never had any illusions on that score. Throughout the service was a general feeling that eventually the Japanese would become our enemies, and that a treacherous blow would be the signal for opening hostilities. We in the Orient were only surprised that this blow, landed first at Pearl Harbor instead of on the Asiatic ships, which comparatively "had their necks out" whenever they visited China ports.

We know that the Japs wanted bigger game while the advantage of surprize was still in their hands, and probably felt that they could pick off the Asiatic Fleet at their leisure. The China sailors had been treated to a war of nerves for many years now and had been made to feel that they were living on borrowed time. In 1940, things looked so bad that their families had been sent back to the States, in spite of their vehement protests, be it said. Those Navy wives were an intrepid lot, and were accustomed to putting up with such hardships and dangers in following their men from port to port that it took more than a little Japanese menace to make them leave the strange fascination of the Orient voluntarily.

It had always been expected that the Canopus, along with the other slow auxiliary ships--the destroyer tender Black Hawk, the seaplane tender Langley and the tanker Pecos would, if possible, be hurried out to safer spots further south when the war became imminent, on the basic assumption that the Philippines could not be held for long. In fact, during 1941 war seemed so likely that the fleet was held in the southern Philippines most of the time.



However, in the fall of 1941, the situation appeared to be growing a little more favorable. Freed of the restrictions previously imposed by national policy, at last reinforcements were arriving in the Philippines, and it seemed that after all there might be a chance of holding the islands. Army planes and tanks were coming in rapidly, and more submarines with their tenders had arrived. Within a few months, when these new forces had been organized and shaken down into their new environment, the Philippines would obviously be a harder nut to crack. The war plan was in process of change, based upon the promise that now there was a chance of holding the islands until the Fleet should arrive. Perhaps the Japanese realized this and decided that it must be 'now or never.' Their answer was-- Pearl Harbor.

Chapter Two

In the fateful first week of December, the Canopus had just finished an extensive overhaul at Cavite Navy Yard, and emerged looking more like a war vessel than ever before. Many anti-aircraft guns had been added to her armament and light armor had been fitted around exposed positions, which later proved of immense value in warding off bomb fragments.

The submarines were considered the first line of defense for the Philippines, and were expected to operate from bases far advanced in the field as possible in order to utilize their maximum effectiveness. But, submarines cannot operate long without supplies and repairs, and a surface tender had to be available to supply these services, even though her eventual loss by air attack would be almost a foregone conclusion if she stayed within aircraft range. The Canopus was chosen for this sacrifice, probably because the other tenders were newer and faster, and thus better to avoid damage or loss in the open sea. But also involved in the decision was no doubt the fact that the Canopus had already demonstrated her ability to care for many submarines of various types and could handle the job alone, as long as she lasted.

When the news of the treacherous blow at Pearl Harbor was flashed at 3:30 a.m. (Manila Time) on December 8th, we knew we had a job to do. There was no further sleep that night. Little knots of men were gathered all over the

ship discussing the new situation. The comments most frequently heard were, "Well, this is why the Navy hired us," "Now at least we know it was best that our families were sent back to the States," but the most urgent of all, "How long will it take the Big Fleet to get here?"

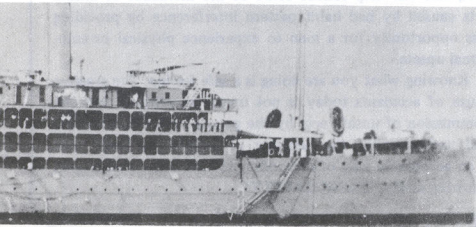
That the Fleet would get there in time we did not doubt then, it was only later when the full story of the loss of planes and ships at Pearl Harbor became known, that the officers of the Navy familiar with strategic problems involved began to have grave misgivings.

The first day was one of intense activity. "Strip Ship" was no longer a practice evolution--it was the real thing now. The guns had been manned constantly for days, for the Asiatic Fleet was aware of the of something in the air, and was prepared. But now, the gun crews felt something of the tenseness of the hunter, with his finger on the trigger, when he hears a rustle in the bushes. Evidently, this excitement was general because our own planes were fired upon by some of the other ships in the harbor, fortunately without damage.

No enemy planes appeared over Manila the first day, but they did strike with deadly effect at Clark Airfield, about 60 miles further north. They caught nearly all the Army's heavy bomber strength in the Philippines, already loaded with bombs which they only awaited the order from high command to deliver on Japanese air fields in Formosa. Who can say what the future progress of the war might have been if that order been given? We know what telling blows even a few Flying Fortresses can deliver, and here were squadrons of them, their wings clipped before they were allowed to strike one blow for freedom! Even the protecting fighter planes, which had been circling the field all morning in anticipation of just such an attack, had been called in at the same time for fuel and lunch--just in time to suffer the same fate as their big sisters lined up on the field. The crowning irony of that disastrous day was the fact that the field's radio station was hit by the first salvo of bombs, preventing them from summoning help from the fighters circling over Nichols Field, barely 30 miles away.

It was a perfect example of the advantage an aggressor gains by his treachery--he knows what he is going to do, and how to do it--whereas a paralysis seems to grip his victim with the first numbing blows. He must improvise his plans to meet the surprise onslaught, and lose vital time and materials before his plans will fit the situation, which is seldom quite what he had visualized.

continued in next month's Helmsman



The PHANTOM speaks

Here I sit, on restriction again. Oh man, 45 days restriction and 45 days extra duty! Restriction ain't so bad. Maybe I'll save some money, catch up on my letter writing. That extra duty sure hurts. I hope I don't have to chip paint or field-day the fireroom. That's hot and hard work.

I bet the water at the beach is cool. Oh well, no use thinking about that, but I sure could use a beer. Four hundred dollars he took! I was gonna pay off my stereo with that. Now the Chief is down on me 'cause I'm no good since I got busted. Busted. That sleeve sure looks empty. Next stop-E-2. Hah, not me! I know better. I won't get caught again. I'm smart.

Sure you're smart. Smart enough to get caught this time. You're even ready for the next step: more restriction, another bust and you can kiss that stereo goodbye.....

Sit back and think about it. Was it really worth it? Was that buzz, that high really worth four hundred dollars?

There is enough information given out on drugs, so if I write about it here, you won't read it. If you did, it wouldn't do any good, and if it did, thank God for small favors.

EVERYONE on board knows someone on restriction

or even worse, someone on legal hold or in Cadiz Prison for drugs. Ask them if they thought it was really worth it. On top of it all, you might just be blowing a bowl while reading this article.

Do you think the old man was unfair for giving you what you received? If not, that puts you in the wrong. It might be a good idea to think about that.

You may complain that everyone hassles you. This may be true. A wonderful way to stop the hassling is to do what they ask of you.

Do as much as you desire and show that you intend to complete your time in the Navy as easily as you can. Not only will it make your life easier, but the next time around you will have that four hundred dollars for the stereo.

The names of the drug counselors are posted. As you sit there and stare at the wall, ask yourself if you want to do this for the rest of the time you're in, or for that matter, for the rest of your life. Don't think about the ones who got away. That is the job of the Master at Arms. Think about the ones who didn't, like YOU.

Safety is Knowledge

by BMC I. F. Semien,
CANOPUS Safety Supervisor

As an individual goes through life, he meets situations that he has not previously experienced to which he must respond either physically or mentally. If he is not shown or told the correct response, he will proceed in a trial and error manner to find an appropriate one.

A new or old sailor encountering a job situation for the first time will, if he succeeds in accomplishing the task with certain safe actions, consciously repeat them. He has developed a safe working habit.

Unsafe acts can be committed unknowingly through habit or lack of knowledge. We also know that unsafe acts have been knowingly and deliberately committed. For example, an individual may deliberately pass through a stop sign, exceed the speed limit, remove a guard from a press, not wear safety goggles or smoke in an unauthorized space. Why?

Effective supervision, good relations and more training programs can help reduce some of the incidence of unsafe acts caused by bad habit pattern interference by providing less opportunity for a man to experience physical or emotional upsets.

Knowing what you are doing is a safe feeling. The greatest cause of accidents today is not unsafe conditions, but the commission of unsafe acts by the people involved. Knowing and understanding the behavior of people you work with is an acceptable way of responding toward a real neat step in knowing safety. THINK SAFETY!!

notes from Special Services

September 23 starts the Naval Station Tackle Football season and we want to see everyone out there to support the team. If everything works out right, we will have a special treat on the sidelines rooting for the Big Orange Crush. It looks like the last season for SITE II will be the best. We're hoping to give the base something to remember us by.

During that same weekend, we are kicking off a tour to Sotogrande, on the other side of Algeciras. For 2,000 ptas, you can have a weekend in a resort once reserved for Spain's elite. Play golf on two of the best golf courses in southern Spain at the special rates for hotel guests. Once you play Sotogrande, you won't want to go back to playing on coco matting. For those who don't like golf, there is a swimming pool, free tennis courts and club pro, horse-back riding and a wide variety of restaurants, including a five star French restaurant, a vegetarian restaurant and their new 24 hour pizzeria.

We are looking into a new Day Trip to Vejer de la Frontera. If you have ever been down to Tarifa, you may have noticed a town sitting on top of the mountains. Visit an untouched town where you can still see the old Spain. This is a walking tour; our vehicles would never make it up the steep winding streets. There are even some working windmills. Check the Que Pasa for the status of this interesting trip.

We are also considering sending a tour to Garmish, Germany again this year. We need to know whether there is any interest in this tour. We emphasized watching the Super Bowl last year, but unfortunately, Garmish doesn't have American T. V. What it does have is winter sports and beautiful scenery. Let us know if you are interested in Alpine skiing. For the skiers who want to stay closer to home, we are looking into inexpensive weekend tours to Granada this winter. The tours will depend on whether the SITE will show interest and if we want to run them regularly.

Cancer control starts with you

WASHINGTON, D.C. (NES)

...It's a fact. Pain is not an early symptom of cancer. So how do you know early enough if you've developed the disease?

Half of all cancer starts in parts of the body that can be examined easily by a doctor during a regular checkup. The best way to discover the disease early enough is to know what to look for and have a complete physical examination at least once a year. Early diagnosis and prompt, adequate treatment are the key to arresting cancer before it becomes too widespread.

Cancer is a disease of the cells. Normal cells reproduce themselves to replace dead cells or to repair wounds. Cancerous cells multiply rapidly and for no apparent purpose. In doing so, they invade healthy tissue and spread to other parts of the body, using food needed by

normal cells. Once cancer starts, the only way it can be stopped is by removing or destroying the abnormal cells. No one knows yet just how the cells change from normal to abnormal, but we do know the ultimate causes of some forms of cancer. Cigarette smoking has been identified as the major cause of lung cancer. Overexposure to ultraviolet sun rays, X-rays, some industrial chemical fumes and polluted air all can cause cancer.

So far as is known, there are three ways to arrest and cure cancer. Cancer growths can be removed surgically, along with nearby tissues which may contain abnormal cells. Cancer can be destroyed by radiation from X-rays or radioactive elements. The third way cancer patients may be helped is through chemotherapy drug treat-

ments — which sometimes completely — through temporarily, relieves the symptoms and shrinks tumors when other treatments do not suffice.

Although combinations of these treatment methods are being researched continuously and advances are being made, early diagnosis is still the determining factor that decides who survives cancer.

Following is a list of the seven danger signals of cancer. Clip and save it. If you discover any of these symptoms and if they last longer than two weeks, see your doctor.



The Athletic Director sez.....

by OSC Doug Gunnell

As I said last month, this will be a busy month for sports in CANOPUS. With softball just completed, volleyball, touch and tackle football are in full swing.

The intramural softball league was a race till the end with the winner not decided till the last pitch was thrown. In fact, a best two out of three playoff was necessary between the winners, R-1 and the runner ups, SK's. After winning the regular intramural season, the R-1 team came the very next two days, August 19 and 20, to take the invitational tournament to show they were the true softball champions in 1978. W-5 came in to the tournament and made R-1 really work for the win. Congratulations to all. Here I would like to give a special note of thanks to my staff at Special Services in making the tournament a big success.

The varsity volleyball is looking very good, having started the season off as a winner. They are playing one or two matches per week against other base teams, so come out and cheer them on to victory. The dependent women ended up with two teams, Black and Blue. They are both looking good, especially the Blue team who plays a game of "positive ball control."

So many people wanted to play touch football that we ended up with two teams. The AS-34 I "Assassins," coached by Garrett Ison and the AS-34 II "Bulldogs," coached by Martin Waither. Both teams started competition the week of September 11 at the field behind the Base Gym. Watch for game dates and times in the POD. Good luck to both teams and may the Canopus bring home the trophy.

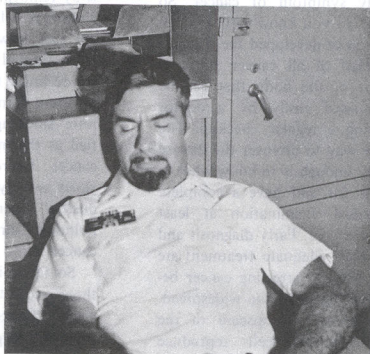
The tackle football team is looking very good in practice. They have their first game on Sunday, September 24 against NMCB-40 at the field in front of the Air Terminal. So far, the coaching staff isn't saying much other than "Come on out and watch." anyway, for some of the best football in Europe, come on out and help our cheerleaders that's right, cheerleaders, cheer our team on to victory. Good luck, Coach Roth.

I told you last month that I would explain the Captain's Cup for Athletics award point system. This award will be presented in December. The system is based on division-department allowance. CANOPUS has an allowance of 1234 people. From this, each division has an allowance of so many. This division allowance is divided into the total ships force which gives the points per man.

This gives the small divisions just as good of a chance to win the trophy as the larger divisions. As in the example above, R-1 must place 4 people on a team in order to get the same number of points as R-8. ($92 \div 23 = 4$) In all intramural sports, each member of a division on a team has a multiple of 1. If a division member is on a varsity team, the multiple is 2. Example: R-8 division member plays varsity softball. $1234 \div 23 \times 2 = 107.3$. The only other way to get additional points is for a divisional intramural team in any sport to place 1 through 5. The first place team will get 500, second gets 400, third gets 300, fourth gets 200 and fifth gets 100. Also, if a shipmate from one division plays for another division, providing his own division has no team, the parent division gets the points. Example: An X division member plays on the S-1 team; X division gets the participation points where S-1 would get any placement points.

All points for the entire year are totalled and the division with the largest point total wins the cup. The Athletic Director keeps all records. Maybe now some of the coaches will understand why I have "bugged" them throughout the year for accurate team rosters.

Mystery Man?!?!



Ten years later, after sleeping on some of the best ships in the Navy, DMC Dennis Harper takes an early afternoon snooze. Sweet dreams, Chief.

Below is the breakdown for divisional points. In some cases where the department is small, the allowance figure was used for the entire department.

DIV/DEPT	ALLOWANCE	POINTS PER MAN
APL	29	42.55
ADMIN	39	31.64
DENTAL	6	205.67
DECK 1st	31	39.80
2nd	35	35.25
3rd	28	44.07
ENGINEERING		
A	61	20.23
B	36	34.27
DC	20	61.7
E	36	34.27
EA	4	308.5
M	24	51.41
MARDET	24	51.42
MEDICAL	12	102.83
OPS/NAV	46	26.83
REPAIR		
R-1	92	13.41
R-2	90	13.71
R-3	33	37.39
R-4	32	38.56
R-5	25	49.36
R-6	9	137.11
R-7	22	56.09
R-8	23	53.65
RO	17	72.58
DIVERS	17	72.58

SUPPLY

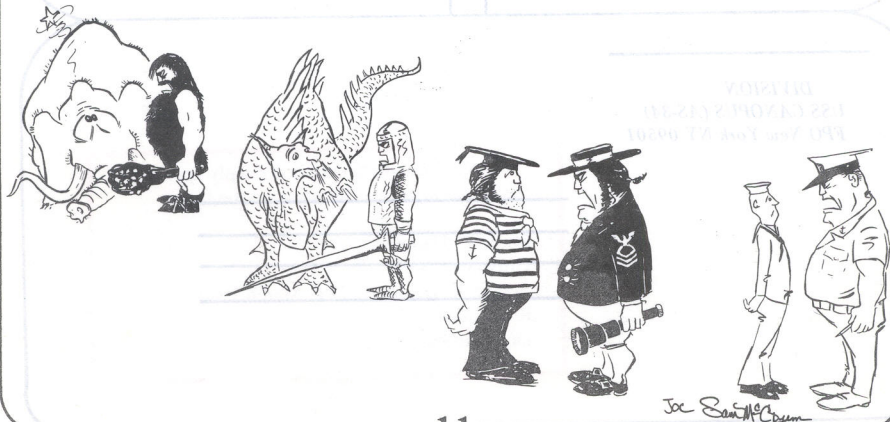
S-1	40	30.85
S-2	67	18.41
S-3	37	33.35
S-4	6	205.67
S-5	20	61.7
S-6	19	64.94
S-7	12	102.83
S-8	24	51.42
WEAPONS		
W-1	45	27.42
W-2	33	37.39
W-3	12	102.83
W-4	47	26.25
W-5	28	44.07
W-6	17	72.58

Due to the length of my article, I will get the current standings listed in the next issue.

Shipmates, this will be my last column in the Helmsman as I regretfully will be departing CANOPUS on September 30. Before I go, I would like to say that this job has been challenging, rewarding and at times, frustrating. Hopefully, over the past 8 months since I have been at Special Services, you have seen an improvement in CANOPUS athletics and may the program continue to excell.

Adios, amigos.

Evolution of the CPO



Dear



"Comm Officer!! Report to the bridge!!!"

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

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