



THE HELMSMAN

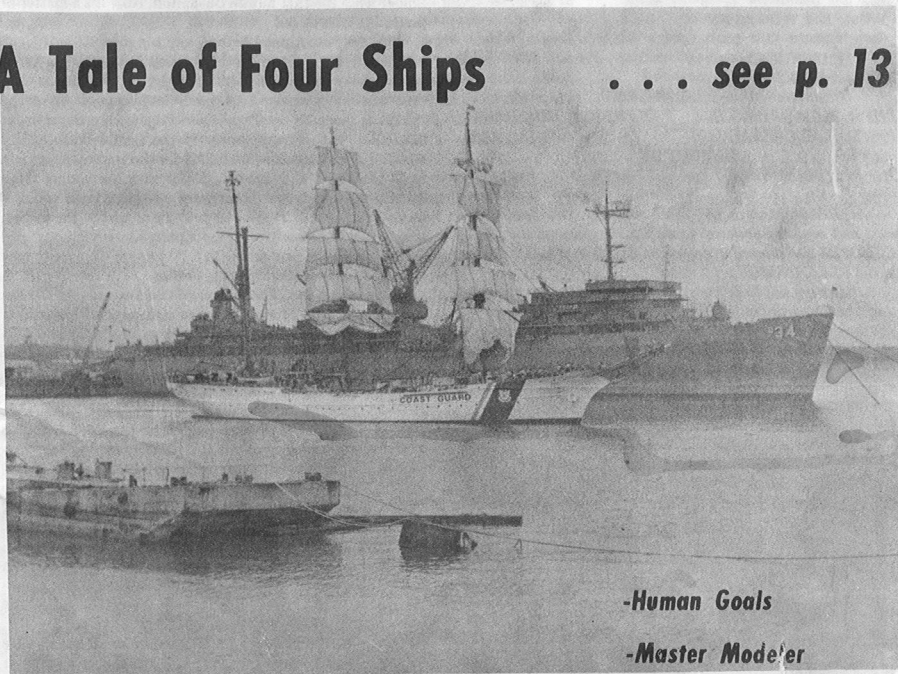
USS CANOPUS (AS-34), ROTA, SPAIN, Vol. 12, No. 6

Aug./Sept.

1977

A Tale of Four Ships

... see p. 13



-Human Goals

-Master Mod'ler

-Voice of Command

-Canopus poets



THE HELMSMAN

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The HELMSMAN is published monthly with appropriated and non-appropriated funds by the crew of the USS CANOPUS and printed in compliance with NAVEXOS P-35 in the USS CANOPUS print shop.

Articles are not to be construed, in any way, as representing the Department of the Navy or this command. All photographs are official U.S. Navy photographs unless otherwise stated. Photographic assistance is received from the USS CANOPUS photo lab. Artwork is compiled, composed and laid out in the USS CANOPUS drafting shop. The HELMSMAN receives the services of the American Forces Press Service.

Articles for the HELMSMAN are to be submitted to the editor (typed, double-spaced) by the 10th of the month preceding the issue in which the article is to appear. Commercial advertisements cannot be accepted.

PICK
UPS...



PREVENT
SLIP
UPS!



Captain's Call

By Captain John M. Will, Jr.



Kudos for Supply Department

Congratulations to the Supply Department for their fine showing on the Annual Supply Inspection. There were many commendables given and relatively few discrepancies noted. There were numerous comments which included the phrase, "the best... of any of the tenders in the Atlantic Fleet." Those remarks did not come easily and I know were well deserved. It has been stated that a tender does not become effective until it has been on station for a year or more. As far as the Supply Department is concerned, they became and have been as effective or better than any other tender from the first month on station. Now it's a matter of polishing. Well Done!

As I have mentioned before, any big inspection is an all hands inspection. A given department is "under the gun," but it takes cooperation from other departments to do well. This was no exception. All hands looked good. A special thanks is given to the Repair and Engineering Department personnel who helped Supply in the final moments. Our next big examination is the RCPE for the Radiological Controls personnel this month. Right now, personnel from other departments are giving them a helping hand which is much appreciated. There will be drills as part of the inspection in which all hands will play a part. Know your part and do it well—as I'm sure you will.

Dependents' Cruise

Sorry about the cancellation of the Dependents' Cruise. We were victims of circumstance and hopefully the next one we plan (and there will be a next time) will go off on schedule.

Dependents' Assistance Team

The following is a note from my wife to pay special tribute to the DAT team who introduced us to Spain:

"Nine months in Spain! Can it be possible? I hope I speak for the majority of our CANOPUS family when "rap-turizing" over this fabulous adventure which many Americans long for and others salt away a lifetime of savings to enjoy. Imagine what fun it will be to look back on our tour here.

To our "receiving committee"—Señores Szakas, Trimble, Renaud, Aufdengarten, Ames, White, Bell, Smith, Varella and Gonzales who, with able and detailed planning, spoon-fed and spoiled us—our long overdue thanks for setting the scene for this marvelous experience.

To the CANOPUS clan of January, some of whom have already begun to disperse, John and I thank you for your support, your warmth and friendship. We will miss those departing whom we came to know and will hope to be with again. To the newly arrived—una bienvenida muy generosa. May you enjoy your CANOPUS tour as much as we do.

We look forward to continued good times and camaraderie. Salud!"

Linda Will

Editorial**Complacency can be overcome***by LT Bruce A. Gustin III*

It's time to talk about the root of many evils for operators and fixers alike. The root I'm talking about is none other than complacency. It's an ailment, like the common cold, that we easily contract and it's also without a known sure-fire remedy. However, we can get over it—some of us quicker and with less discomfort than others.

The classic definition of complacency is self-satisfaction accompanied by an unawareness of actual dangers or deficiencies. Now, that's right out of Mr. Webster's book, and I've got another book to quote. This second book is unpublished and may be a little untrite but my granddaddy swears by it...besides, it serves a point.

Seems there was a blacksmith who really knew his stuff. Big fellow he was. Had legs like tree trunks and arms like steel bands. He could shoe a horse with no sweat. How many times have we heard that? Anyway, this blacksmith had it all together, so much so that he could bang a shoe on a horse with one hand and fix a broken wagonwheel rim with the other. Whistled while he worked, too.

Well, early one spring morn this smithy was shoeing a big roan mare. Huge horse she was—over 15 hands high with a white blaze down her nose. Frisky, too. She was stomping around, obviously not too pleased to be visiting our blacksmith friend. Well, the blacksmith walked around to fit her left hind foot, slapped her on the rump, and lo and behold, that mare kicked him just about as far as a strong boy can throw a bale of hay. He wasn't hurt bad—broken leg where the horse kicked him, a bruised back where he landed and a chipped tooth where he bit the bullet while the doc set his leg.

*cont'd. on p. 16***Feedback...**

This month's question is: What do you do to stay physically fit; and also what would you think if CANOPUS had a mandatory physical fitness program? Here are the responses we received:

TMSN Daniel J. Sullivan—W1 Div.—“Weightlift. Run. Three times a week. I think it would be a good idea but I don't think too many people would show up for it. We need it. We would be more awake, more mentally healthy, a lot brighter, a lot quicker.”

PN2 Larry L. Crabtree—X—“I play softball, play tennis, ride bike and swim at the beach—generally that's what I do to stay in shape. Just before I went on leave I played tennis

every day at noontime and played softball about two times a week. I swam every weekend or every chance I could get. I ride bicycle about twice a month or so. I had a weight problem at one time and I was doing push-ups and sit-ups every day just to drop weight. I dropped off my weight long before the time the program I was in was due to end up. I'm not saying I'm fit but I try to keep in shape and do some exercises. If this ship was put in a status to where it was mandatory, there would be quite a few people in bad shape. There would be a lot of hurting guys on this mostly in the E-5, E-6 area, there's a lot of them that just go to waste. I don't know what it is, if it's the wife's cooking or what, but it seems like the younger people stay in better shape and are a little more ac-

Chaplain's Corner*by Commander Jack Peters*

Can you name twelve people with whom you can communicate profoundly? Do you know people who really hear and understand you, people who can think and feel and empathize with you, people who know what you are trying to say before you can put it in words? I have asked this question to people on all levels of social status. There are few who can name six. Would your experience contradict this?

Some time ago I determined to find out how to be that type of person. I experimented with all of the expressions, attitudes and facial contortions which were supposed to produce openness with people. Then one day I stumbled onto a secret of communication which literally changed my life. In a time of personal need I shared a problem with an acquaintance with whom I had a very surface relationship. He listened very intently as if we had suddenly entered on holy ground. We had! When I finished he thanked me because he said he had never been close to anyone in his life. Since that time he has asked for help and we have talked several times.

Your chaplain communicates in many different ways. He is not always perfect but he does seek to assist you in your blessings as well as with your problems.

itive than those in higher pay grades. It seems to depend on pay grade too. Once you get a little older and have a few more years in service you seem to slack off physically.”

RM2 Richard Schumacher—Ops—“To stay in shape I usually go to the beach and go swimming, play frisbee, I also do some running and I ride bicycle once in a while. That's about it. No, I don't think it should be mandatory, no. I feel if a person wants to be in shape he ought to do it himself.”

TMC Ronald W. Byrd—W1—“What do I do to stay in chief shape? I run, I play softball on an average of once a week. I coach softball three times a week plus the games that I

cont'd. on p. 5

It can help you

Human Goals plan here to stay

by OSC Harold D. Gunnell, HRMS


During the past decade, legislative action and Department of Defense directives have required and made it possible for the U.S. Navy to take dramatic new initiatives in the management of its human resources.

In order to address all aspects of human resource management, the U.S. Navy, in 1971, established a Human Resource Development Project to develop, implement and evaluate a variety of interrelated but separate programs including race relations, organizational development and management, overseas diplomacy, drug and alcohol education, drug abuse control and alcoholism prevention. After a three-year developmental period, the Navy Human Goals Plan integrated these programs and assigned responsibility for their implementation and support within the established Navy organization. These integrated programs are now established and the original Human Goals Plan has now evolved into the Navy Human Resources Management (HRM) Support System.

The HRM Support System is designed to assist in meeting CNO objectives, to establish a stable corps of professionals and to provide direction for Navy-wide activity in support of DoD human goals. (see Creed) It promotes sound leadership, strengthening of the chain of command, improved management, good order and discipline, responsibility, authority and accountability, pride, professionalism, motivation and individual dignity and worth. The use of these principles as an integral part of the Navy's conduct of its normal affairs will ensure the growth to full potential of the Navy's human resources and the use of that potential to the maximum effectiveness in the performance of the Navy's mission.

The elements comprising the Navy Human Resource Management Support System are organized into three 1. Human Resource Management, including leadership, management and overseas diplomacy - 2. Equal Opportunity/Race Relations - 3. Drug abuse control and alcoholism prevention.

The Navy is committed to using the HRM system to accomplish the following goals: improved unit readiness and operational capability; improved leadership and management of human resources at all levels of the chain of command; guaranteed equality of promotional, administrative and disciplinary practices and policies for all personnel regardless of race, creed, age, religion, sex or national origin; increased overseas tour satisfaction and productivity, improved Navy image overseas through positive overseas diplomacy measures and preparation of personnel for overseas assignment; identification and reduction of conditions and opportunities leading to drug and alcohol abuse and willing acceptance and effective usage of successfully recovered personnel upon return to duty within the command. For further information on CANOPUS' HRMS plan call OSC Gunnell at CANOPUS extension 368.



DEPARTMENT OF DEFENSE

HUMAN GOALS

Our nation was founded on the principle that the individual has infinite dignity and worth. The Department of Defense, which exists to keep the Nation secure and at peace, must always be guided by this principle. In all that we do, we must show respect for the serviceman, the servicewoman and the civilian employee, recognizing their individual needs, aspirations and capabilities.

The defense of the Nation requires a well-trained force, military and civilian, regular and reserve. To provide such a force we must increase the attractiveness of a career in Defense so that the service member and the civilian employee will feel the highest pride in themselves and their work, in the uniform and the military profession.

THE ATTAINMENT OF THESE GOALS REQUIRES THAT WE STRIVE ...

To attract to the defense service people with ability, dedication, and capacity for growth;

To provide opportunity for every one, military and civilian, to rise to as high a level of responsibility as possible, dependent only on individual talent and diligence;

To make military and civilian service in the Department of Defense a model of equal opportunity for all regardless of race, sex, creed or national origin, and to hold those who do

business with the Department to full compliance with the policy of equal employment opportunity;

To help each service member in leaving the service to readjust to civilian life; and

To contribute to the improvement of our society, including its disadvantaged members, by greater utilization of our human and physical resources while maintaining full effectiveness in the performance of our primary mission.

John R. Adelman
SECRETARY OF DEFENSE

H. P. Conrad
DEPUTY SECRETARY OF DEFENSE

Thomas H. Moore
CHIEFMAN, JOINT CHIEFS OF STAFF

Donald H. Callahan
CHIEFMAN OF THE STAFF

John W. Warner
SECRETARY OF THE NAVY

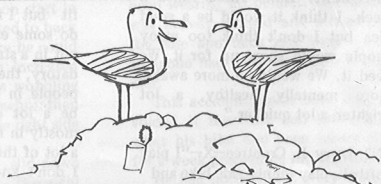
John L. McLucas
CHIEFMAN OF THE STAFF

Carlisle W. Chalmers
CHIEF OF STAFF, U.S. NAVY

James B. ...
CHIEF OF STAFF, U.S. AIR FORCE

... ..
COMMANDER, U.S. NAVY

ORIGINAL ISSUE DATE August 18, 1969



"WHAT'S A NICE GULL LIKE YOU DOING IN A DUMP LIKE THIS?"

National Hispanic Heritage Week, observed during Sept. 11-17, gives recognition to the contributions of our nation's Hispanic-Americans.

Among those contributions are the special qualities and characteristics of Spanish-speaking Americans which add strength and texture to the overall American fabric.

Daniel T. V. Valdes, a scholar on the American Southwest, points out some of the generalized differences between Anglo-Americans and those of Spanish origin. The Anglo is a ser-

rigors of the country, and maintained the solidarity of their families."

Although not always finding favor or agreement with their Anglo neighbors, the Hispanos put their imprint indelibly and significantly on the area and all of its people. The Hispano's ancestors introduced Colonial—Spanish architecture; hundreds of place names in the Southwest are Spanish. And the well-known American cowboy inherited his trade, his horse, his outfit, his lingo and his methods from the Spaniard.

cans, with roots in this nation further back than any other group except the American Indian, have been joined by Hispanic people from other nations of South and Central America. In the years following World War II, for example, tens of thousands of Puerto Ricans have come from that small island to fill the job needs of American industry.

After the Cuban crisis, thousands of Cubans, many of whom left all worldly possessions behind, were allowed by the Cuban government to

¡VIVA HISPANO!

vant of time; to the Latin there is time for everything. The Anglo is practical and wants organization; the Hispano is theoretical and individualistic. The Anglo is supreme in science and places economic well-being and wealth above everything. The Latin excels in human relations; friendship is the most important element in his life.

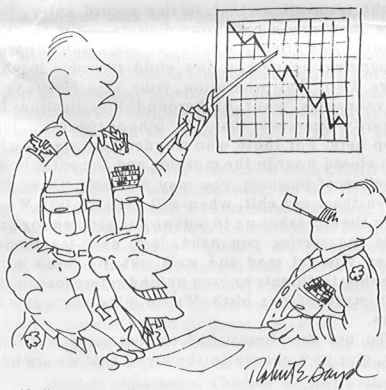
Another scholar says of the Hispanic of the Southwest, "He descends from men who have for three centuries withstood drought and flood, tilled the land faithfully, adapted their building to the contours and

It is also interesting to note that the Hispanos of the Southwest became American citizens by choice and not by chance. Under the terms of the Treaty of Guadalupe Hidalgo in 1848, the Spanish-speaking people were given their choice between Mexican or U. S. citizenship, with one year which to make up their minds. Mexico offered them land grants below the Rio Grande, but the majority preferred to stay where they were, where their families had lived for one or two hundred years and to become citizens of the United States.

In this century, Hispanic Ameri-

come to the United States. Added to these sources of immigration are those coming from other nations of Latin America. As a result, this country now has a Spanish-speaking population third only to the whites and blacks.

What one writer says of the Hispanic of New Mexico could equally apply to all Hispanic-Americans: "His filial respect, his love of home and of country, and his fortitude in the face of adversity are potential resources to Americanism. Such qualities bespeak preparedness to enhance American life."



"In lieu of no other suggestions, I am going to take Lieutenant Barne's recommendation and rotate the chart one quarter turn clockwise!"

Feedback...

...Cont'd.

play. I think it would be good because you see a lot of fat guys walking around. They'd hurt at first but they'd get there."

SA Willie J. Walker—2nd—"I play basketball. I run and jog, you know, I lift a little weight. I do it about three times a week. We should (have a physical fitness program). Some of these chiefs around here look like they're six or seven months pregnant. You see them walking around. You go out on the streets and see 'em and it puts a bad influence on us, am I right?"

BT1 William A. Collins—B—"Well, right now I'm in what they call the "fat boy" program on board. I am keeping up with the weight reduction program and at the present time I'm slightly ahead of the game. I'll have to continue on and just get back into shape. If it was mandatory people would have the time off officially during working hours to do this vice the shopwork that goes on daily. If it was command-sponsored, anything is possible."

Personal from Personnel

by PNCS Timoteo A. Tuazon

Service : 'Our ONLY Product'

Better to shut up than be found stupid, as Abe Lincoln once said, though not in the same words.

In the Personnel business, it isn't always possible to keep silent and pretend wisdom. All day long a stream of people hurl questions at the PNs and those questions have to be answered. That keeps us from keeping our counsels to ourselves. But to expect a Personnelman to keep his counsel is to expect a coke machine to keep your coins and not drop a can.

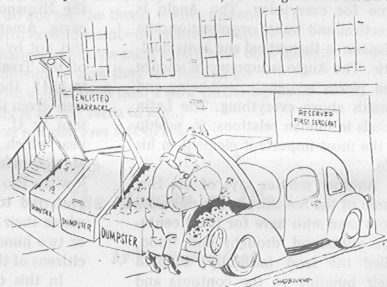
People expect Personnel to have the answer. And there's the rub. For as much as we would like to think that we have the answer, we do not always have it. When we do have it, we'll give it to you on the spot. When we don't, we're still responsible for getting it — it just takes a little more time. It may take a few minutes or as much as a few days to get it from the Personnel Chief, the Personnel Officer, the appropriate manual or from an outside source such as BUPERS, EPMAC or other outside command. Regardless of the final authority, we keep at it until we have what you need. To every question there is an answer and our crewmembers deserve the best.

More people come to the Personnel Office more often for more reasons than any place on the ship. With over 1200 people doing so, it is inevitable (we won't say unavoidable, we know it's always avoidable) that a few will go away feeling they didn't get what they wanted. We're working on this problem. Our ongoing training program will increase the skills and improve the attitudes of our personnelmen, thereby bettering their ability to provide prompt and responsive service.

To every man who presents himself at our doors, his problem is the most important in the world. We recognize this, and our major task is to decide

which "major" problem is THE MAJOR problem which must be handled before the other major problems. To be honest with you, we only see about 21 percent of the crew on any given day. This 21 percent amounts to approximately 258 people, or more specifically, an average of 26 people per hour for ten hours — each requiring varied lengths of time for service. This is in addition to normal service record maintenance, accounting personnel management functions and telephone calls.

Have you ever stopped to think about what wheels were turning behind that new ID card, that special request to BUPERS, that good conduct



award, those PCS and TAD orders, your MAC flight reservation, that service record entry, that new man coming to your division, your reenlistment, your friends discharge, your humanitarian assignment request, a new child recorded in your Page Two, that promotion, your TLA claim, your leave papers, your background investigation for security clearance, that "A" school request.... let's stop here. For those who wonder what we do with the closed hour in the morning and the extra hours at close of business, you may well ask, "Now I've given them my chit, when will they do it?" Whatever time it takes us to solve your problem or provide the service you need, it is only lengthened when you get mad and walk out. We don't mind the shouts, threats or even unkind references to the legitimacy of our birth. We do mind the waste of time.

To our few unsatisfied customers, we wish to say, give us a chance to show you that we are here to serve you.

Remember, service is not our most important product. IT IS OUR ONLY PRODUCT.

**Mystery Man**

Once again we turn the pages of time back to days gone by. A picture... very old....Who could it be?? See page 14.

Sailor of the Month-

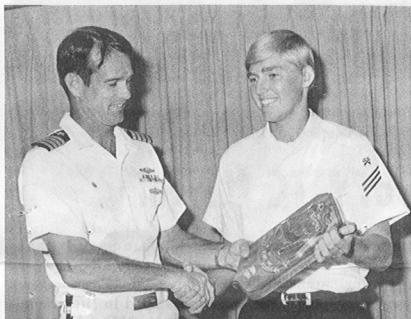
SKSN Bronowicki

Storekeeper Seaman Russell Bronowicki finally made it. Yep, he's July Sailor of the Month. The storekeeper from S-5 has been that division's nomination for Sailor of the Month since March. He was also Supply Department Sailor of the Month in May. Now the Piscataway, New Jersey native has added the CANOPUS-wide honor to his record.

SKSN Bronowicki works as a listings coordinator for the Shipboard Uniform Automated Data Processing System or SUADPS (pronounced Soo-daps). Twice—once in December and once in May—he was singled out by Fleet Assistance Group Atlantic for his excellent work on his previous job, the Supply error listing. His immediate supervisor SK1 Juan J. San Juan said of him, "He puts his know-how into the job. You can rely on him to get the job done. I'm glad and I'm proud that he was selected."

After completing recruit training at Great Lakes and storekeeper "A" school, SKSN Bronowicki reported aboard CANOPUS Feb. 15, 1976. He spent his messcooking duty as a firewatch while CANOPUS was undergoing overhaul. For the past 16 months he has been in S-5 working with first the error listing and now the SUADPS suspended listing.

Storekeeper Bronowicki says of joining the Navy, "I was going to go to college after I graduated from high school but I was short on funds so I decided if I was going to go in service, I was going to see the world." After looking at the



other services he picked the Navy and the storekeeper rating "because I'm business oriented, and SK seemed to be the closest thing to working in business while in the Navy."

SKSN Bronowicki is attending the University of Maryland in his spare time. He has taken a Sociology course and is now taking a Spanish course. He hopes to get his elective courses out of the way while he's in service so he can go to college full-time and concentrate on business studies when he gets out.

He plays soccer for the Rota base soccer team and was a member of the Blue Division leading S-1 softball team. He enjoys just getting in his car and touring around the local area and also says, "I want to take advantage of the tours offered by Special Services that I can."

It makes sense that one who tries to take full advantage of the opportunities open to him will finally make it. SKSN Bronowicki has.

Weps names Sailor of Quarter

WHO? WHEN? WHERE?

.....Site II Rec Center
First Wed. of each month
The Site II Enlisted Wives

Site II Enlisted Wives—(Squadron 16, CANOPUS, OAKRIDGE and APOPKA) are always welcome at the Site II Enlisted Wives' Club. We meet at 1 P.M. on the first Wednesday of each month at the Site II Recreation Center.

We look forward to meeting you on Wednesday, October 5 at 1 P.M. The club will provide free babysitting at the base nursery.

See You Then.

Gunner's Mate Technician Seaman John D. Farabee, W-3 Division, is the Weapons Repair Department's Sailor of the Quarter for the third quarter of 1977. Seaman Farabee came to W-3 Division in June 1976 from Fire Watch Division. In the past year he has advanced to seaman and completed requirements for advancement to GMT3.

In the past year GMTSN Farabee attended Weapons Tender, Transfer and Handling School in Dam Neck, Va., underwent extensive on the job training in his rating, qualified as a Missile Test and Readiness Equipment watchstander, completed Damage Control personnel qualifications standards (PQS) and 3M PQS requirements and completed the COMSUB-LANT PQS requirements for reentry

body shop technician. He is a full-time and respected member of the ship's weapons handling team often controlling the operation as the technical manual checklist reader.

Seaman Farabee is from Newark, Ohio as is his wife Teena. On the day of his selection as Sailor of the Quarter he was unavailable for comment since he was at the Naval Hospital with his wife who was giving birth to their first child, Brian Chad.

The Farabees find the base and surrounding area offers many interesting sights and enjoyable activities. John has been active in sports, competing in both Site II track meets and running on the winning 880 relay team. and now looks forward to participating in the Varsity football program.

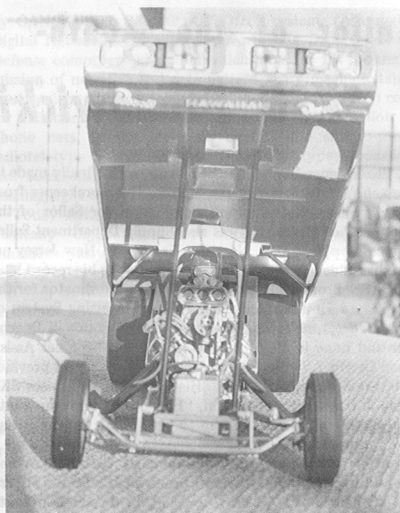
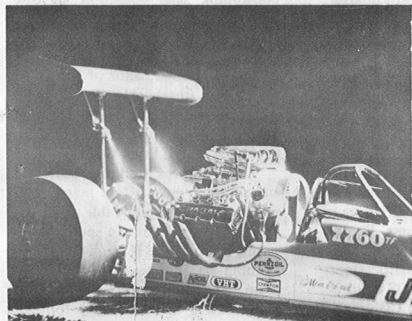
Model cars 'real'**Attention to detail—
the craftsmanship
of MTC Mulcahy**

Chrysler Hemi valve covers, chrome oil pans, Holley and Carter carburetors, GMC 6-71 blowers, tunnel-ram manifolds, headers, slicks and mag wheels — just a few of the parts used in the assembly of various types of cars built by Missile Technician Chief Dennis M. Mulcahy of W-4 Division. Miniature cars, that is, in 1/25, 1/16 and 1/12 scales.

For the past 19 years, since 1958, Chief Mulcahy has been building models, mostly cars. The best he can recall, that first model car was a 1958 Pontiac Bonneville convertible complete with spinner hubcaps, fender skirts, flames, pinstriping and everything right out of the box, but with no paint! Couldn't afford paint yet! When paint did finally find its way onto his models, it was out of those small bottles and applied with a brush. Those models were pretty ragged compared to the one he builds today.

When he joined the Navy in 1962, the model building came to a temporary halt while he was in boot camp in San Diego and schools in Dam Neck and New London. After being assigned to the USS ABRAHAM LINCOLN (SSBN 602), he found out

Detailing on the engine of this rear-engine slingshot shows the care and patience Chief Mulcahy puts into each of his model cars. (photo by MT2 Michael F. Cosgrove)



Driver peeks out over the top of the engine of this "Hawaiian" funny car. Note wiring leading from distributor cap.

(photos by TM2 Nikolaos Alexiades)

that plastic cement and paints could not be taken aboard during patrols because of atmospheric contamination. So, it was build 'em during the off-crew training cycle or not build 'em at all. During his tour (nine years, 14 patrols and a yard overhaul) on the LINCOLN, he built over one-hundred models, with a good number of them being given away, thrown away or taken apart and used for parts in other models.

When he was assigned to Dam Neck in the summer of 1972, his collection of nearly 200 models went with him. While there, he entered his models in several rod and custom shows and took first place in all of them, including a first in "Best Model Display" for a garage he built to house some of them.

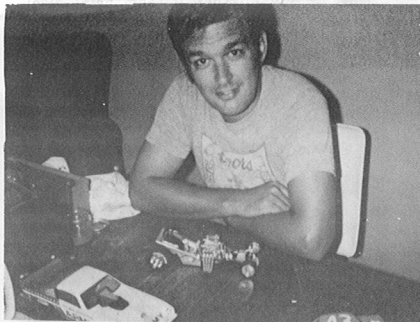
His current collection of "around 130 at last count", includes dragsters, funny cars, pro-stocks, street rods, NASCAR stockers and Indy-type racers. The chief's most-prized models are his collection of Richard Petty cars. He says he "became a real NASCAR stock car racing nut and Richard Petty fan while living in Virginia." There just happened to be a kit of his race car on the market, so Chief Mulcahy built it. And then another one, although a little bit different. Now with eleven of

Petty's former racers in 1/25 scale, including a 1969 Ford, MTC Mulcahy needs three more cars to have each of Petty's race cars. He has doubts about finding the three as they have been out of production for at least ten years.

The Petty cars, as all the other models in Chief



Fisheye view of speedshop which won Chief Mulcahy a first prize for "Best Model Display" at Dam Neck show. Complete with mechanics and tools, display has two rooms.



Chief Mulcahy shows off latest creation, Don Prudhomme's "ARMY" Vega funny car. The chief has built a display case for the models that takes up a wall in his living room.

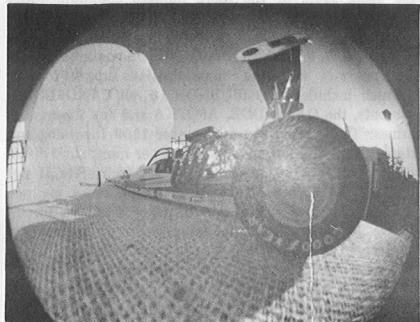


This Dodge Charger Petty car looks real enough to roll-standing still! Engine and decal detailing are especially good on this one. All it needs is a miniature Richard Petty.

Mulcahy's collection, show the same attention to detail and patience needed to construct them to near perfection. Some kits are bought only to get the wheels, tires or decals. The rest of the kit is put in his spare parts drawers which at present contain an estimated 5,000 items. Brake lines, clutch linkage, carburetor linkage, fuel lines, plug wires and more go into the super-detailing. The candy apple reds, metal flakes, transparents and more familiar solid colors are now sprayed on, from two to 15 coats, but the small bottles of paint are still used to brush on some of the parts.

Most of us quit model building when we were kids, but for Chief Mulcahy, it has continued to be an evergrowing hobby that provides enormous satisfaction. He's now a member of the Revell Master Modelers' Club. A super hobby for a super modeler.

Fisheye lens gives impression that this top fuel dragster is spinning off the line, tire smoke and all.





'Voice of Command' stands guard over vital Navy communications

"The Voice of Command" is the term used to describe the primary mission of Naval Communications—it identifies the role external communications play in providing the vital link between a commander and his forces. The "dots and dashes" weakly emanating from the old spark-gap transmitter have been replaced over the decades by the clatter of teletypewriters and the whir of computers. Microwave, satellites, high-speed automated message processing and route systems have had a profound effect on Naval Communications' ability to fulfill its responsibilities. But the mission has not changed.

The CANOPUS communications center, still referred to as "the Radio Shack" by many old timers, is manned and maintained by the Operations Department radiomen and electronics technicians and spans the spectrum of time by having the capability to revert to the old, reliable Morse code, should the need arise, while operating on a real-time basis using some of the more modern communications equipment and methods currently available.

As the communications guardship for Commander Submarine Squadron Sixteen, the CANOPUS communications center provides all of the communications support for Site II, which includes COMSUBRON 16, all CANOPUS departments, the OAKRIDGE, APOPKA and any inport submarines. This entails processing over 7000 incoming and outgoing card and narrative messages per month and distributing over 138,000 message copies within Site II per month. Strict accountability of each and every message must be maintained. A lost piece of paper in today's administrative jungle is not an uncommon occurrence; however, a lost, delayed or mishandled message causes problems which could have results ranging from embarrassing to jeopardizing national security. There is no margin for error especially when a transmission could prevent a loss of life.

The majority of the messages transmitted and received

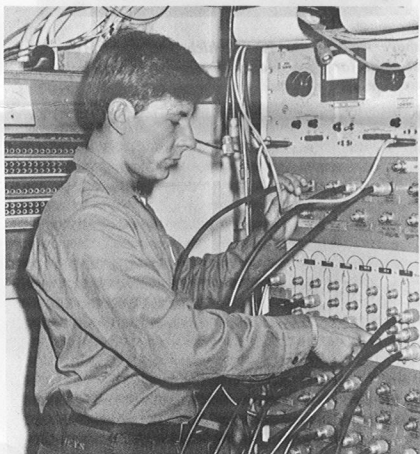
by CANOPUS are via the AUTODIN system (Automatic Digital Network). Autodin is a worldwide Department of Defense computerized system which provides for the transmission of narrative and data pattern (card/magnetic tape) messages. In addition to Autodin, the communications center maintains around-the-clock guard on various radiotelephone nets, landline teletype circuits and ship-to-shore radioteletype circuits; monitors radioteletype broadcasts and occasionally processes a visual message received via flashing light by our lone signalman up on the open bridge.

Today virtually all messages sent by teletype are automatically cryptographically encoded or "scrambled" simultaneously as they are transmitted, thereby providing security of all classified information transmitted.

Other services provided by Comm/Ops personnel to Site II include complete cryptographic and teletype repair and maintenance for SSBNS, maintenance of the APOPKA's

communications and radar equipment and our own ship's navigation, radar and communications systems. Additionally, the Comm/Ops department has the responsibility of coordinating and delivering Site II Armed Forces Courier Service material, material of a very high classification or sensitive nature.

The transition from Site I to Site II, for the entire ship, was an arduous one. The hours of training tacked on, the



RMSN David M. Humphreys patches into receive-antenna patch panel.



Seapower and you

by SKCS A. J. (Al) Hall

Some may think of "Seapower" as the agility to navigate a surfboard on the crest of a wave at Waikiki, while others may consider in their minds the rolling and pounding surf crashing against the coastline at Big Sur, California.

In the realm of real life and the U. S. Navy we must consider "Seapower" as the ability to project our undersea, surface, and aviation components in maintaining the freedom of the high seas for one and all, and in keeping the vital sealanes of commerce and trade open in peace, or wartime. A monumental task when required to be undertaken.

Foreign trade is an essential economic element in maintaining freindly relations with recognized nations of the "Free World". It provides the

opportunity to acquire required resources and raw materials to sustain continued production, economic growth, and stability. Trade routes, ocean shipping and vibrant ports all play contributing roles.

One very important facet of "Seapower" that is often overlooked is a nation's Merchant Marine capabilities to provide the vehicle that transports general commodities, imports and exports of finished products, and bulk cargoes between major seaports and industrialized nations. The United States maintains a viable Merchant Marine Fleet that utilizes C-3 Mariner class ships for general cargo, varied size tankers for bulk petroleum, specialized ships for liquified gas and containers to name a few. Without a

strong Merchant Marine for ocean transportation requirements, a nation could become totally dependent on other maritime nations to provide these sources of shipping needs and would not derive the full economic value obtained being a maritime leader.

"Seapower" can be looked upon as a sometimes complex study of political policy, foreign diplomacy and relations, economic structure and balance, which in the end points to and relates with a nation's sovereignty on the high seas. In future articles in the "Helmsman" I would like to introduce you to "Seapower" and the role that the U. S. Navy and yourself contribute. You will find it a most rewarding and educational experience.

Voice of Command

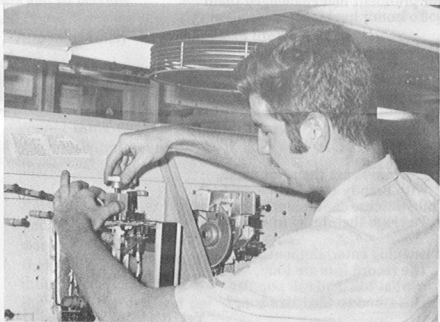
by CWO2 Robert A. Gerle

Watchstanding- a way of life

endless hours of work we all enjoyed during the overhaul have paid off in many ways for the Operations Department. The effectiveness of the training was displayed in Guantanamo where Communications attained an overall mark of 93 percent at completion of refresher training, while Comm/Ops Electronics and Navigations Divisions passed RefTra on the second day with an overall average of 90 and 100 percent respectively.

However, the real benefits were reaped when CANOPUS assumed the entire communications load for Site II, including the incumbent tender's communications guard, the same day we arrived in Rota. A communications turnover of that magnitude usually requires a one to two week period, but with the effort, zeal and local expertise of the incoming crossdeckers complementing our gang of RMs and ETs it was possible to have all Site communication assets transferred, installed and on the line in three days.

After turnover, as the smoke cleared and the initial shock and trauma began to wear off, the twelve hours watches eased to eight hours. Children no longer asked, "Mommy, where's Daddy?" for they now would see him occasionally before he left to go on watch.



ETN2 Andrew J. Razzano makes an adjustment on the high-speed computer tape panel.

Around-the-clock, twenty-four hours a day watchstanding is a way of life for all Naval communicators; on shore duty or sea duty, in port or underway, the Voice of Command must always be there—"pumping" traffic, be it a supply requisition, personnel transfer orders or, God forbid, the message that relays the start of World War III.

Canopus poets have their say

Ever since we printed MT2 Christie's 'Twas the Night Before New Year' in our Feb. issue we have received a

Speculation

by ETN2 Edward J. Day, Jr.

A rumor from my countrymen,
On a news report today,
Said, "An end is coming shortly
To the good old U.S.A."

"For we've given up our freedom,
To truth we've locked the door,
There's more crime in our cities
Than there's ever been before."

"Yes, it's true."

"And look at the inflation,
With a dwindling family pot,
It almost seems impossible
To keep what we've got."

"The kids are into heroine,
Our girls have lost all pride,
The devil's now a movie star,
While God, it seems, has died."

"Yes, it's true."

The radio switched coverage then,
To Warsaw satellites;
Our president had challenged them
To honor human rights.

A higher judge said, "Free this man!
His trial did not seem fair,
Justice is still sacred here,
So judge each case with care!"

"Yes, it's true."

Steel workers eat their pot roast,
With brandy over ice,
While Chinese children gather 'round
To share their bowl of rice.

In listening entertainment,
The record lists are long,
Now what has made so popular
This trend to Christian song?

"Yes, it's true."

I heard someone say yesterday,
"To Canada, depart!"
"No, thanks," said I, "For home is still
the best place in my heart."

You're welcome to opinion,
And what you have to say,
But only while you're safe inside
The good old U.S.A.

"Yes, it's true."

number of poems from various and sundry sources on CANOPUS. Here we present three of those we received:

Why?

by MRFN James P. Hester

What is it — this that lies before me?

So wicked and cold, yet so brave and so bold...
so nasty and wet it utters a threat to the men who
live on the sea.

'Tis grey and silver, it's large and alive.
It keeps them moving through many a dive...
and, yes, I know about the power and thrust
of the harbinger and death lying before me.

It's a new day now, they'll sail away to perilous depths
that do not tell the threat we live under.

With rapid descent—no chance to repent—
all chances at heaven must surely have been spent...
and moving so slow they let them all go
with a giant flash then a slow flickering glow,
finally it all just turns to ash...
and not one ever left to ask...

Why?

The Beauty of Life

by The Broken Pony

Look about and you will see,
That Life was made for you and me.

Flowers and trees and other things,
Are among the joys that this life brings.

Our family, neighbors and each one of our friends,
Are proof that the joy will never end.

Each breath we take, each thing we see,
Gives meaning to Life and a reason to be.

The birds, the bees and beautiful creatures,
Are like a movie with wondrous features.

In Life, there's little cruelty,
For all aspects of Life are full of beauty.

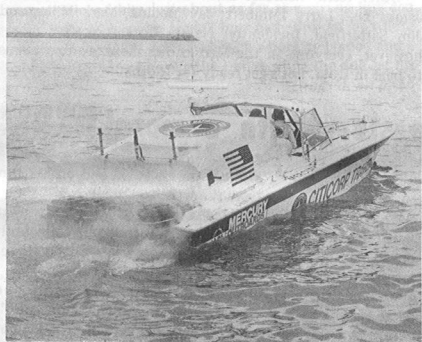
No matter how hard that we might try,
The good things of Life, we could not buy.

They are here to enjoy and enjoy we shall,
Or make our life, our own little hell.

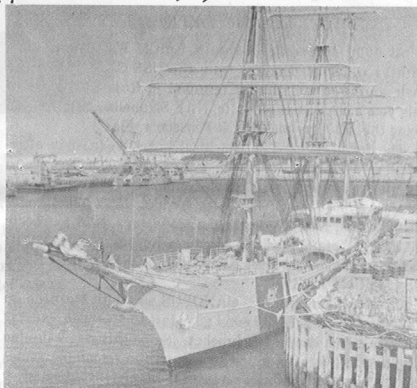
A Tale of Four Ships



FALLING STAR – This “starship” didn’t quite make it despite the efforts of her builders—maybe she should have had a more futuristic design a la “Star Wars”, for example. Our ‘Kid-o-meter’, however, tabbed her as ‘the most fun to play on’.



THE HARE – Fast she was—built for speed. Alas she rested too soon when Murphy’s Law and a faulty fuel line overtook her near the Azores.



FLY LIKE AN EAGLE? – Sail like an EAGLE, maybe. And indeed she did after a few minor repairs. Her rest here, however, gave all of us a chance to see what a “tall ship” is really like and add our names to her “Who’s Who” guest log.



THE TORTOISE – This one just keeps on pluggin’! She never stops. ‘Slow but steady wins the race’ and she’ll probably win them all yet.

EXCUSE ME BUT... When you are exasperated by interruptions try to remember that the very frequency of your interruptions may indicate the valuableness of your life. Only the people who are full of help and strength are burdened by other people’s needs. The interruptions which we

chafe at are the credentials of our indispensability. The greatest condemnation anybody could incur — and it is a danger to guard against — is to be so independent, so unhelpful that nobody ever interrupts us and we are left uncomfortable alone. —reprinted from Anglican Digest

Canopus softball team makes Naveur finals

by RMC Fred Burke

At 0900 Wednesday 13 July, TMCW Waldhauser along with 14 other tired sailors from the USS CANOPUS began their journey from the air terminal in Rota to the site of this year's NAVEUR playoffs, NAF Sigonella, with the goal being the All-Navy playoffs at Pensacola, Fla.

The team checked into a local hotel Wednesday afternoon, and all the team captains met at Special Services to determine the position of each team. The teams entered in this year's NAVEUR playoffs besides CANOPUS were: NSA Naples, NAF Sigonella, La Maddalena, NCS Morocco, NAVSTA Rota, NAVFOR Northern Europe, NAVCOMMU San Vito and Sixth Fleet ships USS INDEPENDENCE and USS MOUNT BAKER.

The first game for the CANOPUS was with Morocco on Thursday morning. The good guys lost to Morocco, putting CANOPUS in the loser's bracket. Since this was a double elimination playoff we had to win all the remaining games to take the tournament. Whoever the CANOPUS beat after this was automatically eliminated from the playoffs.

Friday morning the team left the hotel for a 1000 game with the MOUNT BAKER, the 'good guys' rapped 'MA BAKER' 12-3. The Medical Dept. at Sigonella cancelled all afternoon games as the temperature rose to 114 degrees at 1300. This moved up our third game to midnight Friday. CANOPUS then met and defeated NSA Naples 14-10.

After getting back to the hotel at 0300 the team was up and on the bus at 0800 for a 1000 game with the USS INDEPENDENCE. We defeated the INDY 17 to 13. The

win over the INDY assured the CANOPUS a spot in the finals along with La Maddalena, NAVSTA Rota and NAF Sigonella. The team had to stay at the ball field until their next opponent was determined. At 2100 a tired team was defeated by La Madalena 9 to 6, thus eliminating the CANOPUS.

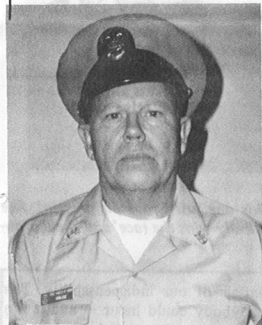
Although we didn't win, keep in mind we and the Sixth Fleet ships didn't have a naval base to draw players from. Our last game the doctor benched both Lou Rawls and Buddy Murray for heat exhaustion. We also were without the services of our No. 3 hitter and last year's All-NAVEUR shortstop, Mick Murray because of military duty, plus our No. 4 batter, Paul Frock, who sustained a leg injury on the ship.

Noteworthy performances during the tournament were: Jim Nichols was picked as a NAVEUR player for the All-Navy playoffs. Lenny Krough was also picked but couldn't continue due to PCS orders. Chuck Sager and Mike O'Shaughnessy were picked for the tournament all-star team. Cris Garza batted 10 for 13 for a .769 avg. Buddy Murray hit .776 with 12 rbi's before the doc benched him.

The team gave 110%. They travelled on no-cost orders paying for hotel and meals out of their own pockets.

Other team members are: Bruce Babb, David Holst, James Lee, Larry Lumbert, Jay Medina, Mark Miller and Jim Satterfield. Incidentally, Navsta Rota took first place; however, everyone in the Med knows there are two teams to beat in Rota. Let's get ready for football!

Mystery Man



STOP! You did guess our Mystery Man to be none other than HTCM Briley B. Lyle, Chief Master at Arms, didn't you?

■■■■ Bike story with a moral ■■■■

by Tsgt. Darrell B. Woody

The night sky was clear, the weather was nice, and there was not much traffic. Riding on an evening like this was a great pleasure thought the young man on the motorcycle.

He was cruising along at 55 miles per when he felt a vibration start in the handlebars, so he started to back off the throttle. But before he could slow down, the vibration increased until the front wheel was wobbling back and forth about 12 inches; then the bike went down on the right side and started to slide.

Both he and the bike slid down the road about 200 feet. The right side of the bike was crushed and the rider was treated at the hospital for road burns on both legs from the an-

gles up, on his back, and on his arm from the wrist to the elbow.

What started out to be a great night for a ride ended up with both rider and motorcycle in need of repairs.

It could have been worse; he could have been killed if he hadn't been wearing his helmet. The helmet was heavily gouged and scraped on the side and back and looked as if someone had beat on it with a hammer.

This accident could have been avoided if the rider had listened to what his bike had been telling him for a week preceding the accident.

He had noticed that every time he got the bike up to speed he could feel a slight vibration in the handlebars, but it would go away when he

W-4 takes it all with 10-6 win

by CWO2 Chuck Coleman

In the championship matchup for the Site II Intramural softball crown, Blue Division winner S-3 ran into a powerful W-4 team.

Gold Division champ W-4 polished S-3 off 10-6 demonstrating to the large crowd the power and balance they used season -long to dismantle lesser opponents.

Both teams were psyched for a tough game. S-3, again an underdog due to injuries and unavailability of

key players, resorted to their place hitting and smart base running but were never able to touch off the spark for a big inning despite their fans exhortations. W-4 came out with the heavy bats, erupted with six straight hits and took the lead which it maintained throughout the contest. W-4 pleased the crowd with its long ball hitting and the flawless pitching of Augie Augustine. S-3 never capitalized on several opportunities to rally while W-4 peppered the S-3 defense. It was enough to take the title.

Intramural playoffs started after an extremely long hard season was completed by the teams involved. In Gold Division tournament play, the talented Deck squad handed successive defeats to Ops/Nav and W-4 in the playoff opening round. W-4, however, came back after their loss

to upset Deck for that division's crown.

Over in Blue Division play, upset became the watchword of the day as the Wardroom, relying again on its defense, handed league-leading S-1 a surprising defeat. Meanwhile, S-3, which had been among the leaders for the entire season, had to be considered as the underdog against the powerful R-2 team. S-3, not letting its fans down, proceeded to better all opponents including two victories over R-2 en route to a Blue Division title.

The winning W-4 squad will be the featured guests at the trophy presentation ceremony scheduled for CC-TV. Each team member will receive his trophy along with personal congratulations from Capt. Will.

Runner-up S-3 will take home a well-earned second place trophy.

Final league standings were (before playoffs):

Blue Division	Won	Lost	PCT
*R-2	20	6	.769
*S-1	19	8	.704
*S-3	19	8	.704
*Wardroom	13	13	.500
CPO	12	13	.480
W-1	10	16	.384
R-5	4	21	.160

Gold Division

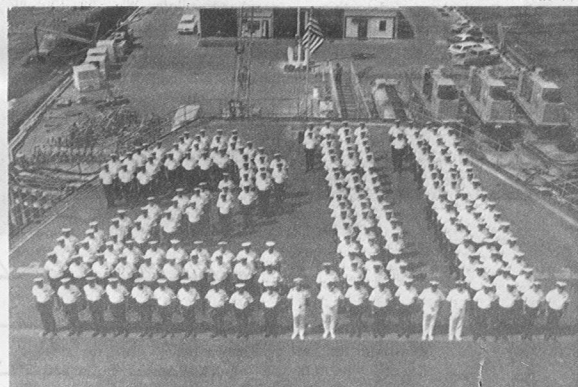
	Won	Lost	PCT	*participated in playoffs
*Deck	23	6	.793	
*W-4	21	8	.724	
*Ops/Nav	15	14	.517	
*W-5	14	15	.482	
APL	13	15	.464	
R-1	13	16	.448	
X	12	17	.413	
Eng./B&M	4	24	.143	

backed off the throttle. He kept saying, "I'm going to find out what's causing that as soon as I get time." But the time didn't come before the accident.

He could also have saved some of his skin if he had worn the proper clothing—a heavy jacket instead of a light one, high-top boots instead of shoes, and heavy pants instead of light slacks.

The obvious but important moral: motorcycle riders should check and inspect their bikes daily—everything from the pressure to fuel lever, cables to chain—as well as checking for the "right feel" before riding off.

And, riders should always wear proper clothing to protect the body from wind and weather—and scrapes and cuts if they have an accident and slide on the ground.



211 CANOPUS sailors advanced in Feb. '77 Navy-wide exam and CPO selection boards form the number 211 on the helo deck. Capt. Will stands in foreground center.

Dear,

Bill & Helen - enclosed a few "Shades of Sate II"
 Letter follows w/ M.O. for Carla's ring - I really
 appreciate the help. Tired my hand on the
 article on Pg 10 - Mitchan is safe. Oh well -

See Ya!
 Bob

Cont'd. from p. 3

..and I don't aim to get kicked again!

After it was all over, all he had to say was, "I ain't never been kicked by a horse..." That fella's problem was that he got complacent, like a P-3 pilot I read about. Good stick. Smart. Had a college degree. Seems that this guy always tried to land the big bird on the very approach end of the runway, I mean right before the numbers. Must of thought he was flying a teenie weenie. It didn't matter if the runway was 4,000 or 12,000 feet long, he always aimed to touch down right where the pavement met the turf. Well, you can guess what finally happened to this dude. The inevitable came to be and he put it down in the tall grass, taxied up the runway, turned to his trusty flight engineer and said. "I've

never landed short!" to which the F/E replied, "You can't say that anymore!"

Yes, siree, that's complacency. It happens to all of us at one time or another, just like the common cold gets us all. We get to feeling so comfortable and secure that something happens that shouldn't have happened because we thought it couldn't happen and didn't do anything to prevent it from happening. That last sentence is a mouthful. Maybe you should read it again.

Complacency, and it's not just peculiar to pilots. Why, just look at your shop. You can bet a paycheck you'll see maintenance personnel who are complacent about their hearing...Of course, they're the ones

without their Mickey Mouse ears. And how about the cargo handlers who are complacent about living? They're the ones too lazy to wear hard hats or safety shoes. And what about those guys in the crane...They are the ones you've seen who didn't do all of their PMS and inspections because they knew the gear would work anyway. Take a look. It doesn't take long to make your own list of complacent people.

Complacency. It's like an attitude we get by with for a while, but then, like the smithy, we get a swift kick in the britches that gets our attention and puts us back on the defensive. Like the blacksmith said, "I've never been kicked by a horse...and I don't aim to be kicked again!"

From CWO GERLE

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



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

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