



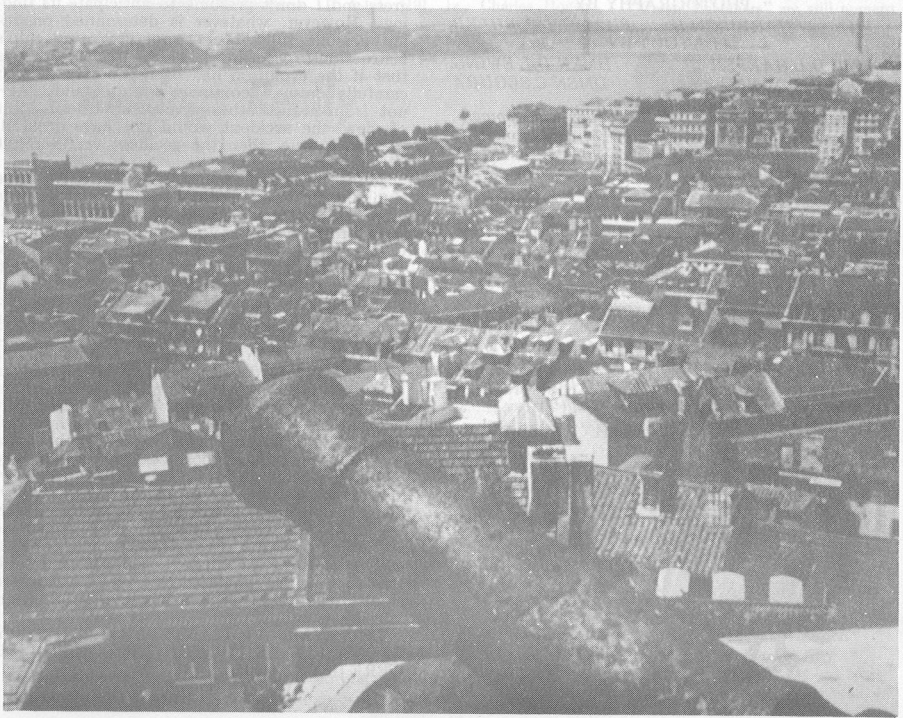
THE HELMSMAN

USS CANOPUS (AS-34), ROTA, SPAIN, VOL 12 NO. 7

Oct./Nov.

1977

LISBON--Gateway to EUROPE p. 10





THE HELMSMAN

COMSUBRON SIXTEEN
CAPTAIN P.F. CARTER, Jr.
COMMANDING OFFICER (AS-34)
CAPTAIN J.M. WILL, Jr.
EXECUTIVE OFFICER (AS-34)
COMMANDER S.W. ADAMS, Jr.
PUBLIC AFFAIRS OFFICER
LTJg J.H. McDONALD
HELMSMAN EDITOR
JOHN J.C. DANIELS

PRINTING BY

LIC H. BENGE
LI2 G. LAMONICA, Jr. FA S.GARDNER
MRFN J.P. HESTER

PHOTOGRAPHY BY

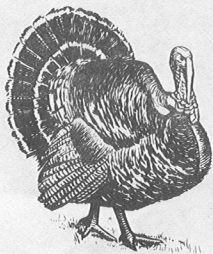
PH1 A.W. HARRISON II PH2 G.J. TROEHLER
LAYOUT BY

DMC D.L. HARPER DMSN D.L. LEWING
JOHN J.C. DANIELS DMSN C. SEGURA

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.



HAPPY
NOVEMBER
24
THANKSGIVING



Captain's Call

By Captain John M. Will, Jr.

In last month's HELMSMAN, LT Gustin, Ship's Safety Officer, penned an article entitled "Compacency can be overcome." It contained a couple of humorous anecdotes: one about a blacksmith who, having become complacent about his job, got kicked and one about the hotshot P-3 pilot who got careless and landed short. Although humorous, the point was very one has to be constantly alert to the fact that: continuing to do business as usual: doing things because that's the way things were done in the past; cutting corners; will lead to trouble. CANOPUS has just had a very serious accident in which heavy scaffolding fell on a submarine alongside and two men were killed. Was it due to complacency?

The investigation of the accident is in progress and I don't presume to anticipate its findings. However, whatever is determined regarding persons following or not following ship's instructions, procedures, PMS, etc., I am sure that if the evolution had been thought through carefully from a common sense standpoint—not from a this-is-the-way-we-always-do-it point of view—the accident would not have occurred. If that is true, then the accident was a result of complacency.

As an industrial facility, CANOPUS has large equipment rotating and operating, highly volatile gases in use, heavy loads swinging overhead, high pressure boilers on the line and so on. Everything we do, from the use of high temperature deep fat fryers in the galley, to swinging on scaffolding to handle lines, involves danger and must be carefully done with forethought. The HUNLEY had a man caught in a conveyor belt and crushed to death. The HOLLAND had a man slip in the drydock and fall to his death. There is potential danger all around us in everything we do. One might comment on the above saying you can also be killed just as dead on the highway as you can when you slip and fall and do yourself in in the bathtub. And that is absolutely correct. Safety and safety consciousness is a 24 hour per day necessity. My emphasis here is: as an industrial facility, many people are constantly in the arc of danger; we must not be complacent about what we are doing; we must constantly think through each evolution; we must be cautious and look out for our shipmates lest they be careless. None of us wants to be a party to another serious injury or fatality.

BE EVER VIGILANT! TREAT EVERY EVOLUTION AS THOUGH SOMEONE'S LIFE WERE IN DANGER. IT IS!

EDITORIAL:

As the CANOPUS nears the completion of her first year in Spain the *Helmsman* is ending our first year of renewed publication. The efforts of those people who have contributed to the paper are greatly appreciated, it is through these efforts that the *Helmsman* will really be a reflection of our ship. To those people who have thought about contributing but could not find the time, there is always the next issue.

We do not just look for finished articles (although they are the most convenient), if you have an idea for something just drop us a note or come in and talk about it. Several of our articles have come from your suggestions. The paper also needs cartoons, pictures, art work and just about anything and everything. We try, but for a really good publication we need your help.

This edition of the *Helmsman* welcomes aboard a new journalist, JOSN Jim Daniels, full of fresh ideas and knowledge from the pros at Fort Benjamin Harrison, Indiana. He is the man to see if you have any hot ideas for the paper, or even CCTV production. JOSN Daniels can be found behind the orange door, in the Public Affairs Office.

For those who have not yet heard, our former editor, Battling Bob Blindauer, JO3 (ret.) has left the CANOPUS and the Navy for the rough, tough world of civilian Chicago. Although there are rumors of possible reenlistment, at present our loss is Chicago's gain. We all wish him the best of luck.

With the coming year we hope to tackle a more ambitious series of articles about events and problems that are of interest to all hands. This hopefully will start a dialogue and move our efforts to a more constructive area of journalism. We will need the full support of many people to gain anything in this effort. Our job is to be a means of internal communication, but communication is a two-way affair. Give it a try.



Our Submarine force is on constant alert and ready to meet any threat. Two members of the USS GEORGE BANCROFT are sharpening their repel boarders tactics.



Chaplain's Corner

by Commander Jack Peters

R.J. Hastings said, "Place a 12-inch plank on a couple of bricks, nearly anyone will walk on it. But place the same plank on supports high in the air, and only a few will dare walk on it." Why? With the plank on the ground, one thinks only of walking. But with the plank high in the air, one thinks only of falling. It is a proven fact that what we think is usually what happens."

When Jimmy Carter was elected president in 1976, he said, in effect, "I knew it; I told you all along I was going to win." He thought it, and sure enough, it happened.

The more we talk about our troubles, the worse they become. The more we talk about our opportunities, the brighter they glow.

Talking other people into doing what we suggest is not always easy, but we have little or no trouble talking ourselves into doing nearly anything we want to do. We convince ourselves into walking the planks of life, however high and scary they appear. Unfortunately, we can also talk ourselves into falling, even if the plank's only an inch off the ground.

Ralph W. Emerson said, "Thought is the seed of action." Robert Browning said, "Thought is the soul of action." However you put it, back of the deed is the dream, back of the fact is the thought. I have made it in life--so can you, but first you have got to think it.



"Gentlemen, Lubwitz has just broken down his M-16 in record time. Will someone get him another M-16, please."

Concern...

An Introspective Approach

"Seaman Jones is a highly motivated, exceptionally talented individual...capable of assuming tasks of high responsibilities...far above his contemporaries..." read the evaluation. Seaman Jones says he enjoys his work, but is leaving the Navy.

Shortly, Seaman Jones will become a statistic to the Navy, placed somewhere in that majority of first termers who elect to submit their two-week notice. To his division officer, he becomes another worry. A vacancy which will be difficult to fill. A replacement will have to be trained. The quality work Seaman Jones handled will probably suffer. A real sense of loss is felt. The division officer called in Seaman Jones and expressed his surprise at Seaman Jones' decision. Seaman Jones had been building towards his decision for several years. This is the first time his division officer had talked with him. Seaman Jones said that his efforts for a career in the Navy had produced no results.

Two requests for school had been turned down. One because of lack of travel funds and once because the ship "couldn't afford to lose him for an extended period." No one ever told Seaman Jones about correspondence courses. Now the ship would lose him for good.

Things just hadn't worked out for Seaman Jones. He was married one year after joining up. Ever since, he has been struggling with bills. His \$585.60 per month barely made expenses. Of course, E-4 and below couldn't get Government quarters.

Seaman Jones' division officer had never met his wife. She had very little contact with the Navy. She thought she was unable to attend meetings of the Enlisted Wives because she had to stay at home with her small son. Her

free medical care when they were stationed in CONUS was really "almost free" CHAMPUS.

To Mrs. Jones, the savings at the exchange and commissary were small; selection was poor. She preferred to buy in the local stores. The Jones' didn't know that the small compact car they own could have been bought much cheaper thru the credit union. Last year's vacation in the states could have been spent at military camp grounds and parks, using very reasonable rented camping gear from military special services. Their travel stops could have been at local military guest quarters. Some major motels offer military rates.

Seaman Jones' tour with the Navy was quiet and unrewarding. He did his job well and that seemed to be all that mattered to the Navy. No one ever asked him about his interests. His leave requests were signed and returned without comment. A few tips might have saved him several hundred dollars in travel and motels and led to a more pleasant holiday.

His attempts to obtain rating and better himself were blocked, partly by his own ignorance, partly because nobody helped him. His wife really didn't understand much about the Navy, no one helped her. Seaman Jones' career seemed to have no future, even though he enjoyed his work and received the highest of marks on evals.

Mr. Jones will now return to civilian life. His division officer didn't know his first name. The moral of this story is one word... "concern". You may certainly laugh this story off and say it doesn't apply to your division, your department, or CANOPUS. Are you sure?

Human Relations Council Meeting

The Human Relations Council met on September 14th to discuss the issues brought to their attention.

Representatives from throughout the ship met with the Executive Officer, Commander S. W. Adams Jr., to discuss these issues.

In regards to the Shuttle Transportation, the XO said that the bus is scheduled to make runs for the sub crews and CANOPUS crew members should not depend on them as a mode of transportation to and from work, which he said was the individual's responsibility.

Asked about the Affirmative

Action Plan, the XO remarked that the plan was recently used in a Human Goals workshop at NAVSTA, Rota. Several changes were recommended and the plan is being rewritten.

For hobbyists who are interested in woodworking, the Wood Club is still in the planning stages.

The ADMIN Department questioned the XO about the mandatory time of 0715 for being out of the rack. He said that this time is necessary to have adequate time to use the head, get dressed, make the rack and make it to quarters on time.

(cont. on p. 16)

Feedback...

This month we asked some of the crew members of the CANOPUS why they joined the Navy. And would they do it again?

MTI Larry Ewan, MAA: "I could not afford college and I wanted to beat the draft. I've gotten at least what I expected. As far as the Navy meeting their obligations, they almost did. I don't regret joining, according to the standards when I came in, but due to the attitude of the public and Congress toward the Navy and the military, I wouldn't join today. I would like to see a program initiated where substandard people could be recognized earlier in their enlistment and either be removed from military service or be kept from the eye of the public, especially overseas. I think this would better our image."

Lt. Bernie Sulman, R-2: "Originally, I came in the Navy to learn a skill. Also the Air Force waiting list was too long. I am now about five pay grades higher than I thought I would ever be. I don't regret coming in—not in the last 15 years. Knowing what I know now and if I was 20 years younger, I still would join."

FR Karl Schroeder, Ops: "My job on the outside wasn't that great. It was the same old routine. I decided to join the Navy to learn a skill. I like the Navy so far. It has changed me from what I was, rowdy, and I think I have grown up and matured a little. I guess I would do it again. I'll probably reenlist—I guess I'll be a lifer."

QMCM Tony Haines, CSS-16, "There wasn't much going on at home at the time, so I thought I would give the service a try. I wouldn't trade it for the world. I wish my enlistment was up tomorrow so I could reenlist. I would certainly do it over again."

RM1 Kenneth Butler, CSS-16: "Primarily, because I didn't have a job. I

had just gotten out of school and I was tired of sitting around. I have been to Navy schools, I have my bachelors and have thirty to forty hours toward my masters. I have enjoyed my travels, but if I had to do it all over again, knowing what I know now, I wouldn't join."

FN Jon Sherman, X Div.: "I joined the Navy to do something different. I now regret doing it. The Navy promised me Holy Loch, Scotland, but I got Charleston, South Carolina. That was three years ago. The Navy also promised me good food, medical care and room and board. I don't think I've gotten it. I definitely wouldn't do it again, despite what my LT(j.g.) brother says. I think he will himself be wanting to get out soon because he is on one of those 'Gator Boats.'"

Lt. Christopher McNeil, Admin: "My father and brother were both in the Navy and I felt I owed something. I wanted UDT or Seals, but I didn't get it. I would still join if I had it to do over again, but I would apply for UDT/Seals earlier."

Anonymous: "I had dropped out of high school and was constantly getting into trouble. It boiled down to a choice between the Navy or jail. There was also a case of the nine month virus that I wanted to get away from. The Navy is OK, but I guess I had no other choice."



"And then, after ten years as a computer programmer, I was involuntarily cross trained into accounting and finance."

SITE II ENLISTED WIVES CLUB

Ladies, are you tired of sitting around the house all day? Why not join us at the SITE II Enlisted Wives Club.

Our club will be holding its next meeting on December 7, 1977 at the SITE II Recreation Center at 1 p.m. Free babysitting will be available at the base nursery.

?????

Mystery Man

This month we give our readers a chance at a double play in our Mystery Man. See page 13

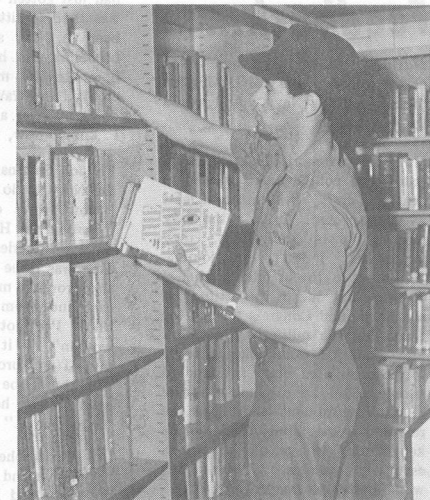
SEPT

Sailor of the Month

Seaman Ulysses Abreu, SAILOR OF THE MONTH, September, 1977, recognition for a job well done. Hard work and diligence is nothing new for Seaman Abreu. A native of Santiago, Dominican Republic, he came to the United States to go to high school. On arrival in New York, Seaman Abreu knew little English, but knew what he wanted and how to get it. He took a three month English language course, completing it in two months. He then enrolled in Roosevelt High School, Yonkers, New York. In addition to a full schedule at Roosevelt High, Seaman Abreu also enrolled in night classes.

Two days after graduating from high school, Seaman Abreu reported for recruit training at Orlando, Florida. He wanted to go to Dental Technician "A" School, but there were no openings at that time. After graduating from boot camp, Seaman Abreu reported directly to the CANOPUS on September 29, 1976, just in time for an expense paid vacation to the sunny Carribean for refresher training at Guantanamo Bay, Cuba.

Seaman Abreu spent his first few months on board the CANOPUS with the Supply Department, mess cooking with S-6 Division. Upon relief, he was assigned to assist Chaplain Peters, the most immediate task being moving the ship's library from the storage boxes to the shelves and getting it ready for use. In addition to maintaining the library, Seaman Abreu handles correspondence for the Chaplain and personal mail for the submarine crews while on patrol. He is striking for Yeoman, and will be participating in the next exams.



icipating in the next exams.

The drive for knowledge is still active in Seaman Abreu. Since arriving in Spain, he has taken 15 semester hours from the University of Maryland. His goal is to enter the medical field, either as a doctor or a dentist.

With the drive and ambition demonstrated by Seaman Ulysses Abreu, you can be expecting to be making appointments with Dr. Abreu a few years from now.



Repair Dept.: "Who says we don't have a sense of humor?" Actually it's good old Spood the Clown here to lighten the load. A man with balloons instead of job orders.

SO, SUE ME?

Are you listening?

by E. F. Wojtanowski

Must an employee's every frustration and disappointment become the subject of a grievance procedure?

Should communication between employees and supervisors concerning work-related dissatisfactions be limited to formal complaints that are filed, witnessed and subjected to arbitration?

Is it productive to treat an employee's questioning of policy on training, promotion or retention as a challenge to the supervisor?

When an employee is unhappy, some supervisors try to prove that the worker has no basis for legal action when they should be trying to correct the situation without creating a "Federal case." Telling an employee that complicated grievance procedures are available simply implies that the employee must make a formal complaint or keep quiet.

An employee, who is biting his tongue, is not apt to be very productive, and when he feels that he must get support or information from fellow workers, more manhours are diverted from the mission.

Thus, the supervisor who brandishes a "sue me" attitude in dealing with indications of dissatisfaction, invites unnecessary turmoil and expense for the agency as a whole. In contrast, a good manager listens when an employee complains, even if the "grievance" isn't something the employee can take to court.

OCT

Sailor of the Month

For most people, the thought of reporting for duty in a foreign country can be a harrowing experience. With such things as a language barrier standing in the way, it makes it even more frustrating. Not so for Hull Maintenance Technician First Class Steven W. McLemore.

He took it as a challenge.

The CANOPUS SAILOR OF THE MONTH for October, 1977, arrived in Rota and came on board for duty at SITE II in January 1973. He had an interest in the Spanish culture and way of life. He figured the best way to enjoy his tour of duty in Spain was to get out and meet the people and see what there was to see.

During duty hours, HT1 McLemore can be found in the pipe shop, where he is the leading petty officer and assistant shop supervisor.

Off duty, don't bother looking for him around the base. However, if you do happen to run in to him in one of the local villages, be prepared to speak some Spanish. Coming here with little knowledge of the Spanish language, the native Texan can now hold conversation with the local citizens. "They can understand me and I can understand them", quotes HT1 McLemore.

He says that each year, he tries to take two weeks to travel in Spain. "I've gone almost everywhere between here and Barcelona" says HT1 McLemore.

HT1 McLemore has been in the hull maintenance tech-



nician rating since entering the Navy in April, 1972. He said that he likes his rating because he is interested in welding, pipefitting, shipfitting and general metal work.

HTC Alfred G. Harper, pipe shop supervisor, says, "HT1 McLemore is the best petty officer that has ever worked for me. It is his experience and knowledge that make the difference".

HT1 Steven W. McLemore is living proof that when you're in Spain, do as the Spaniards.

Stamps Recall History

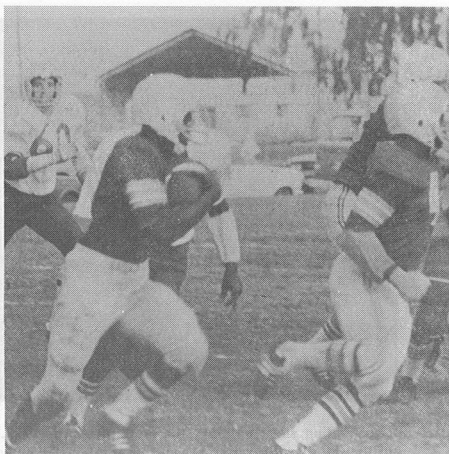


GENERAL GEORGE WASHINGTON kneeling in prayer at Valley Forge and holiday mail in a rural mailbox are featured in the two 1977 Christmas stamps issued by the U.S. Postal Service on Oct. 1. The Washington stamp recalls a bleak Christmas of 200 years ago at Valley Forge, Pa., where Gen. Washington and the Continental Army spent the severe winter of 1777 after retreating from an unsuccessful effort against the British at Germantown. The rural mailbox, brand new in 1896 with the advent of Rural Free Delivery, continues to provide many Americans with a vital link to the outside world.

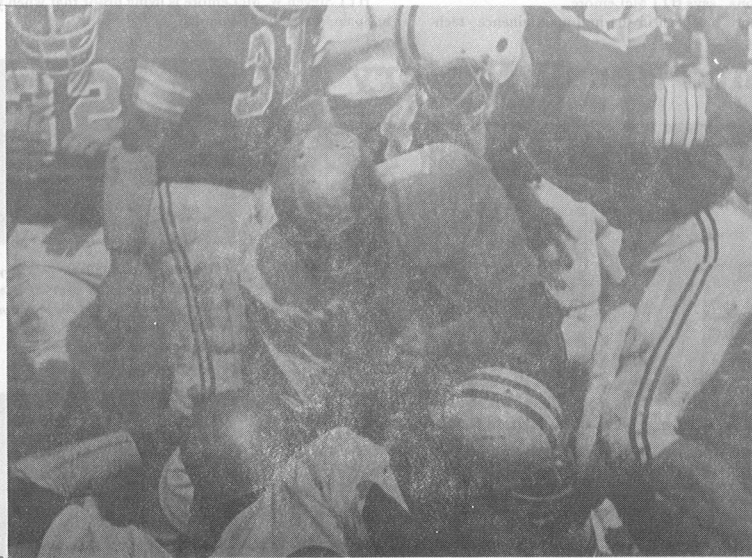


Re-enlistments: (Above), TM3 Wayne A. Gramlich accepts the oath from Capt. Will as his wife Juani and daughter Susan watch. (Below), TM2 Michael L. Champagne receives his certificate of re-enlistment from Cdr. Adams.



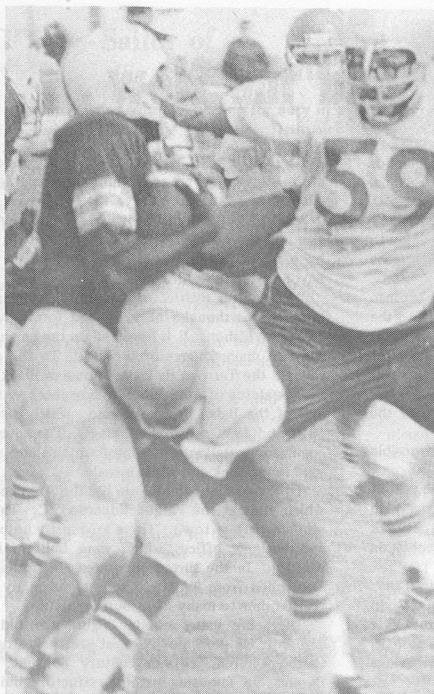


ing, pipefitting, sheetpiling and general metal work. HTIC Alfred O. Harper, pipe shop supervisor, says, "HTIC McLamont is the best petty officer that has ever worked for me. It is his experience and knowledge that makes it a difference."



'Green Machine' In Action

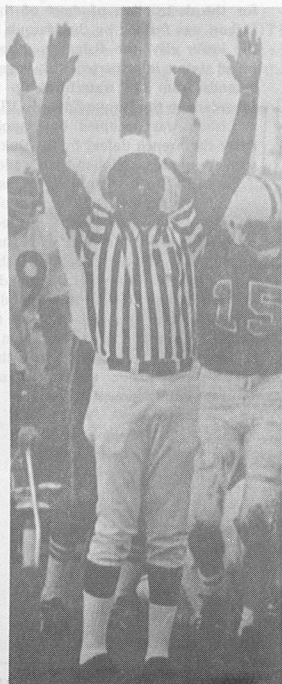
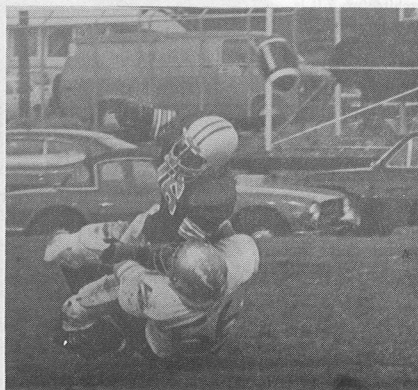
It has been said the finish last. In that case "Green Machine" of SITE-II were nice guys. Now don't let them fool you. The "Machine" gave it to them every time they took the field. It was the best of times, it was the worst of times. The "Machine" was the best of seasons as well as the worst. It goes, but they did get it. We're proud of them.



achine'

Action

said that good guys
that case, the "Green
Ev-II were some pretty
don't get us wrong.
gave it their all each
they took the gridiron.
of times and the worst
Machine" did not have
sons as far as football
did get out there and
college try. Nonetheless,
them.



LISBON: The Old and the New

Lisbon, the capital of Portugal, lies on the west bank of the Tagus River at the westernmost point of Europe. Lisbon was a Phoenician port founded as early as 1200 B.C. It was conquered by the Greeks, Carthaginians, and in 205 B.C., by the Romans. The Romans in turn, lost Lisbon to the Barbarians, who were themselves conquered by the Moslems in 714.

The Moslems held Lisbon until 1147 when King Afonso and Christian troops from the Second Crusade captured the territory. Lisbon became the capital of Portugal in 1255. The city grew beyond the Arab walls, forming the Alfama and old Baixa districts. The discoveries of the overseas routes to Asia and South America created an era of prosperity for Portugal that was to make Lisbon one of the wealthiest cities in Europe.

In 1755, an earthquake and tidal wave was responsible for the destruction of most of the old city. The new Lisbon was formed by the Marquis of Pombal. He rebuilt the lower city, the Baixa, in a rectangular pattern with broad streets interspersed with large squares. This network extends from the waterfront up along the Avenida da Liberdade to the Parque Eduardo VII.

Lisbon was occupied by Napoleon's forces in 1807. After the French defeat by the Duke of Wellington, Lisbon was abandoned and has been under Portuguese rule ever since. The city has continued to expand. It has a modern subway system, and in 1966, the longest suspension bridge in Europe, the Salazar Bridge, opened.

As one of the oldest cities in Europe, there is much to see and do. The oldest part of Lisbon is the Alfama. The area is known for its narrow, winding cobblestone streets and alleys, jumbled old houses and old architecture. It is best to wander these old streets in the early morning when the fish markets are open, or in the evening when all the shops have reopened. This is the home of the restaurants where the *Fado*, a Portuguese native folksong, provides the entertainment.

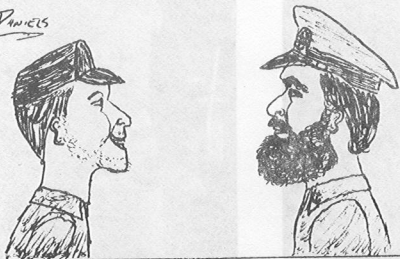
The Castle of St. George, built by the Moors but named after St. George to commemorate the Anglo-Portuguese alliance in 1386, rises above the Alfama. It is open from 9 A.M. to 7 P.M., and provides a magnificent view of the city and the river. The castle consists of ten towers linked by a massive wall. This is the original part of the city, beyond which the Alfama expanded.

The central district of Lisbon, the Baixa, was rebuilt after the earthquake of 1755 and forms the commercial center of Lisbon. It is bordered on the north and south by the two main squares of the city. To the south, off the river, is the Terreiro da Paço, known as Black Horse Square for the statue of King Jose I on horseback. At the northern end of the Baixa lies the Rossio, which is surrounded by 18th and 19th century buildings. The square can be recognized by its two opposing fountains and a one hundred yard long, black and white mosaic.

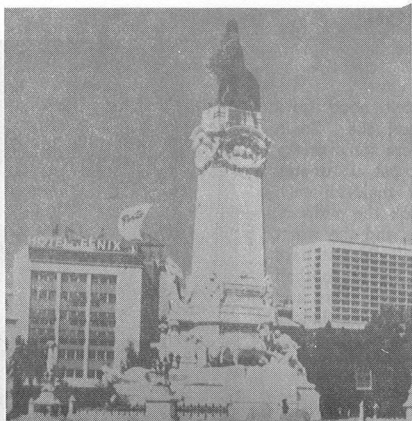
To the north of the Rossio lies the Avenida da Liberdade which ends at the Parque Eduardo VII. This is the most modern part of town. There are mostly hotels, restaurants and business offices which were built in the late 19th century. In the surrounding area are several gardens, the Zoo, open from 9 A.M. to sunset and many parks. This is also home to many of Lisbon's museums.

There are many notable sights and old buildings in Lisbon. Of particular interest are such structures as the Carmo Church, a 14th century convent; the Estrela Basilica, an imposing baroque structure built in the late

PWERS



"HEY CHIEF! HOW DO YOU LIKE MY NEW BEARD?"



18th century; the Tower of Belem, a gothic structure which stands guard over the mouth of the Tagus; and the Torre do Tombo collection, the national archives, can be found in a 16th century Benedictine convent of the same name.

Two other notable places of interest are the Ajuda, built in the early 19th century and the Palace of Belem, at the foot of the Ajuda slopes, where the President resides. The Museum dos Coches, in the old riding school, has a collection of state carriages and other riding equipment, is a good place for horse buffs.

Restaurants in Lisbon feature a variety of Portuguese food, especially seafood. The food is excellent and usually well prepared. The restaurants are rated by the government on the following standards: Luxo, very high priced and have a formal atmosphere; 1st class is less expensive but still high priced; 2nd class are reasonably priced and have good food; and lastly third class which could be questionable by U.S. standards.

Bars and clubs in the Lisbon area vary from the large, high priced clubs and casinos to the moderately priced

Fado houses. The fado is a sad and monotonous chant derived from songs dating back to the Middle Ages. It is traditional, and many attempts to change or to modernize them have failed.

Taxis can be hired for sightseeing tours at a rate of about \$2 for a two hour tour. There are federal regulations limiting the number of people who may ride in a single taxi to four persons. An extensive system of electric railways have been replaced by a bus service which covers most of the city. There are also two operating subway lines with limited access from the Restauradores area to the Sete Rios and zoo area. Generally, transportation is inexpensive and efficient in the Lisbon area.

Lisbon is a grand old city with lots of interesting sights and things to do. A good guide book will make your tour more enjoyable and relaxing and will go into more detail than we have been able to do in a short article. There are many areas close to Lisbon that can be visited for a day, such as the Shrine of Fatima. All it requires is for you to get up and go.

Horror Story *by JOSN Jim Daniels*

"Just relax," he said again, in his firm but soothing voice. So, for about the hundredth time, I tried to forget about what was ahead of me. I decided to close my eyes, but the visions of what was about to happen to me filled my throbbing brain. I opened my eyes once more, deciding that the powerfully bright light that had been blinding me was the worst of the two evils.

I could see him. The jovial fellow, bent over the table, was arranging the wares that had made him what he is, and always will be. At first, I thought the strange musical din was trying to escape from my head, but then I realized it was him, performing his weird half-whistling, half-humming overture.

He glanced up at me again, noting the pale color of my face. "What's wrong?", queried the man. I thought I answered, but he again asked me why I looked so worried. I told him that everything was O.K. Then I asked myself why I was such a dirty liar.

Next, it happened. The needle. The mask. The valve. The next

thing I think I remember was the man standing over me. I didn't seem to be in the room anymore, and he seemed to me like he was in the next galaxy. He started. He was meticulous with his care, but with almost arrogance in the fact that he had performed this necessary ritual thousands of times before.



I thought I was going to fall off the edge of the earth, so I looked down and saw that my hands were white from gripping the arms of the chair. I finally decided to give up all resistance. I released my grasp on the vinyl arms of the little comforting chair. I seemed to slip down into the inside of the chair, not remembering anything else.

I was much beyond the point of caring about anything. I heard him

say something to a person who had entered the room. They both looked down at me with an extreme sense of confidence in what they were doing.

The minutes seemed like years. I couldn't really remember how long it had been since I stepped into this living nightmare. As a matter of fact, it was worse than any nightmare that I could think of. I was overestimating myself again because it was silly to believe I could still think.

Finally, after what seemed to be centuries, he comfortingly assured me it was all over. His voice almost convinced me that it was over. However I knew that it had just begun.

"Sit up and look over here," demanded the man. I, like an obedient hound dog, turned towards the corner of the room where he was now standing. "Here's that nasty wisdom tooth that was giving you so much trouble," he triumphantly said showing me the blood covered cuspidor. As he finished his work on my now aching jaw, he had the unmitigated gall to snicker, "It didn't hurt me at all." As I slowly staggered out of the sanitary, sickening scented office, I wanted more than anything else in the world to give him the most sarcastic reply I knew, but my numb, aching jaw, face and head just wouldn't allow it.

I guess you win a few and lose a few.

CCTV: Explaining the Myths and Legends of the CANOPUS Entertainment System

by IC1 Eric Hisington

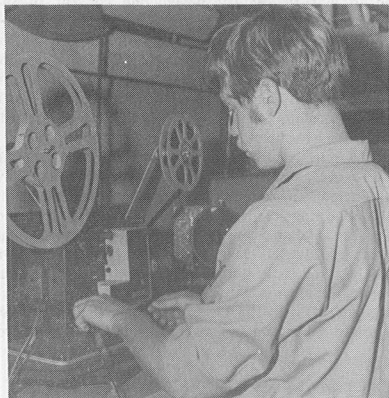
The ship's entertainment system, CCTV system and movie exchange are all part of one division. This division is Public Affairs and it is part of the Admin Department. As leading petty officer of the PAO, I would like to take this opportunity to explain our operation and answer some common questions.

As a Navy entertainment facility, we are responsible for programming material from the American Forces Radio and Television Service, Los Angeles; the Navy Motion Picture Service, Brooklyn; and the Navy Broadcasting System, Washington, D.C. We receive non-entertainment programs from the Chief of Naval Information and the Naval Photographic Laboratory.

These commands provide us with programs that have been leased from a distributor or they have produced themselves. If the program is obtained under lease, it is with the understanding that it will only be shown to Navy personnel and their dependents. If a program is lost, it is assumed that it will be shown to unauthorized audiences so additional copyright fees must be paid, as well as the cost of the film. This is why the movies have to be checked out by signature.

Each movie has a stack of computer cards assigned to it which are sent to Brooklyn's Navy Motion Picture Service every month. With this system, they can tell where any movie they are responsible for is being held. Our job is to ensure that we know where the movies we are responsible for are at all times. That is why the movies must be signed for. The man that signs for a movie is responsible for it until it is taken back to the CCTV compartment. Movies are not to be exchanged between the messes for this reason.

We are only one command of many that receive these programs and we have no say in what we receive. The Motion Picture Service releases approximately 15 new movies per month. They try to get as many as 300 new movies per year, but the film industry is in such shape that they do not get near this target. In the past year, they only were able to get 240 movies that were of any quality. We get movies from six months to a year after

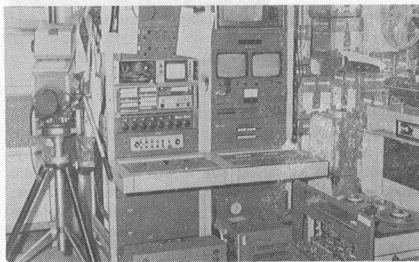


the are released to the American public. They have usually made most of the money that they will make by this time before they sell the movie to the Navy. That is why we haven't received "Star Wars" yet. Television programs are sold similarly to this. Re-runs are cheaper for the Navy to buy, which helps stretch the budget further.

Programming for the radio outlet is much the same. We receive about 20 new albums per month, with each two weeks to two months old. This material is provided for the listening of military audiences and is not supposed to be re-produced due to the copyright laws. That is the reason that the disc jockeys on AFRTS stations will talk in through the beginning of the songs to make them harder to record. Our ship's entertainment system has four channels throughout most of the ship. One of these channels is always tuned to AFRS Rota. The remaining three are available for our own use. We have thousands of records in our library including country, soul, rock, jazz, classic and easy listening. During the day, there is nobody to play them. We do play taped programs that have been done by a small group of volunteer DJ's on their own free time. These men have put a lot of time and effort in to giving everyone a variety of music to listen to and these efforts are greatly appreciated.

To continue to provide this service, we need several things from the crew. First, we always need volunteers. If you have not been hearing the music you want, come down and record it—we'll play it and everybody will benefit. If you have any constructive suggestions to improve our service, within the guidelines we must operate, let us know. We are not mind readers. If you are having trouble with your TV or entertainment speakers, call us at 288 and corrective action will be taken.

We cannot operate in a vacuum, we need your support.



notes from: SPECIAL SERVICES

Here are the latest items of interest from the Special Services Office.

Special Services is expanding its tour program. Our day-trips to Seville, Chiclana, and Jerez. will be increased during the Christmas season. Shopping tours to Seville will leave the SITE II Recreation Center every Tuesday and Thursday at 8:30 a.m., returning at about 3 p.m.

Tours to the doll factory at Chiclana will be leaving from the Rec Center every Wednesday at 8:30 a.m., returning at about 1 p.m.

Bodega tours are still run every Saturday from 9:30 a.m., returning whenever everyone is done.

We are interested in instituting a series of weekend trips through southern Spain which we are cleverly calling "Weekenders". These two or three day tours will cost approximately \$20 per person and will highlight such spots as Torremolinas, Granada, Cordoba and Seville. Check with SITE II Special Services to set up your "Weekender".

Lisbon, Portugal is a popular topic for discussion as of late. In conjunction with Marsans and the CANOPUS port visit, we are offering a Thanksgiving tour to Lisbon. This is four nights in a three star hotel with breakfast all four days, dinner the first night, and transportation to and from the ship. All of this is going for \$85 per couple with various other combinations for children and guests. Check with Special Services at extension 411 or 2471 or call Marsans at extension 2429 or 2657.

We have a Super Bowl weekend in the works for January.. This will be an air trip to Garmish and the Armed

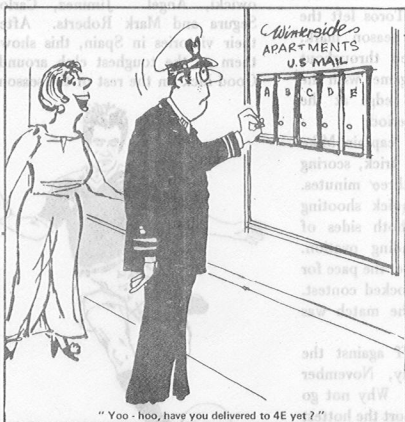
Forces Recreation Center, just outside of Munich. You will have several days to ski and do some sightseeing.. The Super Bowl will be broadcast live via satellite to cap off this fun-filled weekend. If you are interested in this trip, stop in and let us know.

We were attempting to tour Barcelona to see the city and attend a Joan Baez concert, however, due to lack of interest, it was cancelled. Barcelona is one of the few Spanish cities that is visited by English speaking performers on tour. At this time, our concert information comes from Stars and Stripes and gives us about one month advance notice. If you are interested in this, contact the Special Services Office. We need around 25-30 people to organize one of these tours.

If you haven't been to the Recreation Center for a while, the new facelift is beginning to show results. We've got the place looking pretty good, but we need your help to keeping it look that way. Please treat the place as if it were your own, and don't make a mess. Remember, IT IS YOURS.

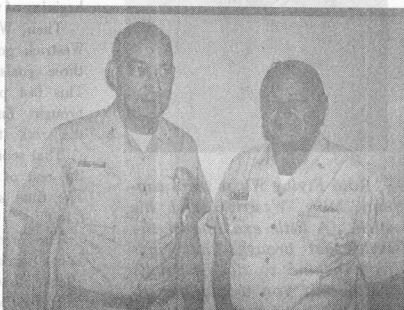
By the new year, we should have the new washers and dryers installed for the convenience of SITE II personnel. This will save some of the trouble of fighting for machines at the base laundromat. These machines will be coin operated and the money will be put back in to the Recreation Fund.

We have re-activated our fooseball table, bumper pool table and ping-pong table, so there should be something there for everyone.....TAKE ADVANTAGE OF IT.



MYSTERY MAN

Some time later; if you haven't guessed by now is the Master Chief Petty Officer of the Command, FTMC Charles E. Trimble, Jr. and his old shipmate FTBC Paul D. Knoblett.



The Sports Scene

by CWO4 Floyd Crisp

For those of you who like to display your athletic and competitive talents, the CANOPUS has a variety of activities in store for you.

Football kicked off the fiscal 1978 athletic schedule, with the ship represented in both tackle and touch football leagues at NAVSTA Rota. The touch team fell short in the NAVEUR finals, but captured the base championship with a 26-16 triumph over the OAK RIDGE.

In addition to the football action, varsity and mixed bowling are going strong. As for you volleyballers, start practicing your spikes because the season will be starting soon.

November will be highlighted by the first ever "CANOPUS Cross Country Bicycle Race". December will add chess, Acey Deucey, a billiards tourney and for those of you who were inspired by "Rocky", a boxing smoker.

The action gets even hotter after that with horseshoes, golf, tennis, judo and track.

A few rules will be added. First, everyone will play in order to give those people who have shown the interest to come out for the team a chance to play. Second, var-

sity or intramural-not both, will be a policy adopted to allow more people to participate. It will also prevent scheduling conflicts for those people who would have been

on two different teams. It is nearly impossible to play two games at the same time.

In order to keep competition as keen as possible throughout the leagues, free agents will be required to sign up with the league commissioner for team assignment. Also, teams will not be allowed to recruit outside their division.

As of now, most of the schedules are in the planning stages. We hope to have the league's schedules drafted by November 20, but we still desire inputs and assistance. If you are interested in lending a hand with the athletic program, stop by the Fire Control shop or call Gunner Crisp at 328.

We are trying to present some activity for all hands and change the old adage about "How you played the game" to "DO YOU PLAY THE GAME?"

Wings tie Toros

The Rota Flying Wings ice hockey team skated to an 8-8 deadlock with the Seville Toros in an exhibition of fast skating action.

The tie with the Toros left the Wings with a 2-3-1 season mark.

The lead see-sawed throughout the first part of the game, with the Toros holding a 6-3 edge at the beginning of the third period.

Then, Wings team captain Mike Westrick got his hat trick, scoring three goals within three minutes. This fast play and quick shooting brought fans from both sides of the rink to a standing ovation.

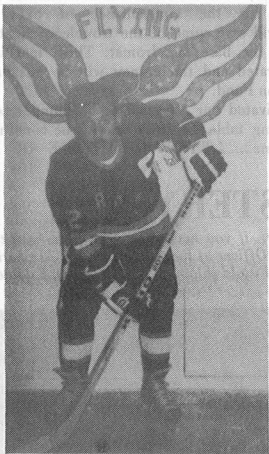
That scoring blast set the pace for the rest of the deadlock contest. The final score to the match was 8 to 8.

The Wings face-off against the Toros again Saturday, November 19 and November 26. Why not go up to Seville and support the hottest team on ice (in Southern Spain.)

Rota Sweeps England

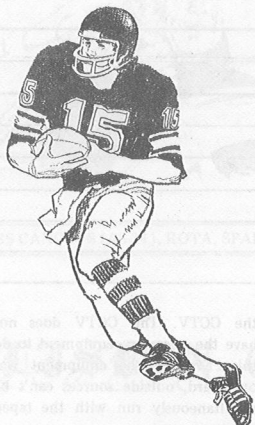
The NAVSTA, Rota soccer team has won three games straight in their English tour, defeating Chicksands 5-0 and 2-0, and easily winning over a British team 9-0.

CANOPUS players on the team are Juan San Juan, Russell Bronowicki, Angel Jimenez, Carlos Segura and Mark Roberts. After their victories in Spain, this shows them as the toughest club around. Good luck on the rest of the season.



Rota Flying Wings team captain Mike Westrick and his stick. A little example of the style that brought the Wings from behind to tie the Seville Toros. If you would like to see some good hard ice hockey come see the Wings.





Green Machine Ends Season

Well, the football season is finally over. The season action saw the COMSTA Marines come out ahead with a perfect 6-0 record.

NAVSTA and NMCB-133 were tied for second place with identical 3-3 marks.

SITE II finished up the season a little behind the pack with an 0-6 record, but they did play hard against all opponents. The newly formed team worked hard all season. This plus the great coaching staff resulted in five mean "Green Machiners, Claude Biggerstaff, Jerry Bates, Rudolph Hill, Jr., Charles Hogan and Matthew Lyczak going to

the All-Star contest. If you seen any of the "Green Machiners" limping around the ship, you should have seen the guys from the other teams. They would have been lucky if they could limp.

The "Machine got lots of enthusiasm from the fans who did turn out every week. By the way, those fans were led by none other than CANOPUS CO Capt. Will.

Next year the "Machine will be fired up and ready to play some hard hitting football. No matter what anyone says, the SITE II "Green Machiners" are still numero uno and the prettiest team of all.

Bulldogs Ready

November tipped off the 1977-1978 CANOPUS "Bulldog" basketball season with the cagers looking for their second league title after last year's 15-1 mark.

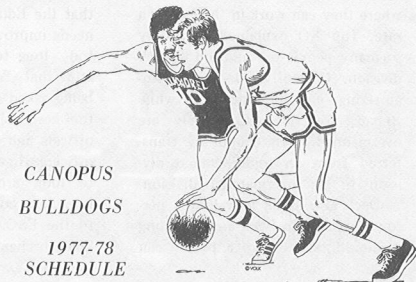
Returning from last year's championship team will be All-Navy cager and football all-star, captain Curtis Hairston, co-captain Charlie Hogan, Doug Meyers, Charles Stovall, Rudy Hill, Darnell Blackmom, James Ward and James Cobb.

Two of the returnees were among the five all-stars from last year's team. The Bulldogs are coached by Anthony Millhouse, one of last year's all-stars..

"I think we have a lot more talent on this team than last year. It will take us a while to get it together", commented forward Doug Meyers. That may come from the fact that the Bulldogs are starting the season with injuries to Rudy Hill, who sprained an ankle, and Wigberto Delgado, who also sprained an ankle along with losing two front teeth.

Looking over the 'Dogs schedule, Meyers thinks the match up with the OAK RIDGE will be the toughest.. "They have been practicing all summer with the same guys from last year's team and they want us bad", Meyers interjected. He also said that the NCS game will be another tough contest. The team is confident in repeating last season's record.

Come on out to the base gym and support the Bulldogs as they go title hunting for the second straight year.



CANOPUS BULLDOGS

1977-78
SCHEDULE

November
14 DGF
17 Co. "F"/Hospital

December
5 VQ-2
7 NCS
13 Marine Bks.
19 VP 11

January
3 OAK RIDGE
5 NMCB-133
10 FWC

January
12 Co. "F"/Hospital
13 FWC
20 NMCB-133
23 DGF
24 VQ-2
31 VQ-2

February
1 NCS
3 OAK RIDGE
8 Marine Bks.
9 VP-11



Dear _____

(cont. from p. 4)

The MAA will be making rounds and anyone not authorized to be in his rack is required to give his name to the MAA.

The Deck Department asked why people who have met all requirements for a certain rate be able to transfer to the division where they can work in their chosen rate. The XO explained that only so many people are allowed in each division. Currently, Deck and Engineering are undermanned while Repair, Weapons and Supply are overmanned. Men cannot be transferred from an undermanned division to an overmanned division.

Deck also asked how long a person must stay in Deck and how long it should take before a person can

go to his chosen division. The XO stated that the minimum is six months plus three months mess cooking. The first men go after the six months, depending on who has completed their courses and which billets are open.

Repair brought up the statement that the Educational Services Office needs improvement because it takes too long to get courses. The XO said that Personnel and ESO are being asked to do things which are the responsibility of the division officers and divisional training petty officers. He also urged petty officers to look around their spaces and bring any course materials not in use to the ESO. Repair also asked if a Spanish channel could be shown over

the CCTV. The CCTV does not have the necessary equipment to do this. Even if the equipment was on board, outside sources can't be simultaneously run with the taped programs.

Weapons asked about the problem of men having ID cards with unclear pictures. The XO suggests that these men contact personnel to get new ID cards made.

Finally, Supply asked why the library was closed on Sunday. Chaplain Peters said the duty Admin officer is responsible to make sure the library is open. If the library is not open on Sunday, notify the duty Admin officer.

From _____

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

Place
24 cents
postage
here

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

James C. Daniels
Grove City, OH
Served November 1977 to March 1980
Rate/Rank: JO2
Division/Shop: Command Public Affairs