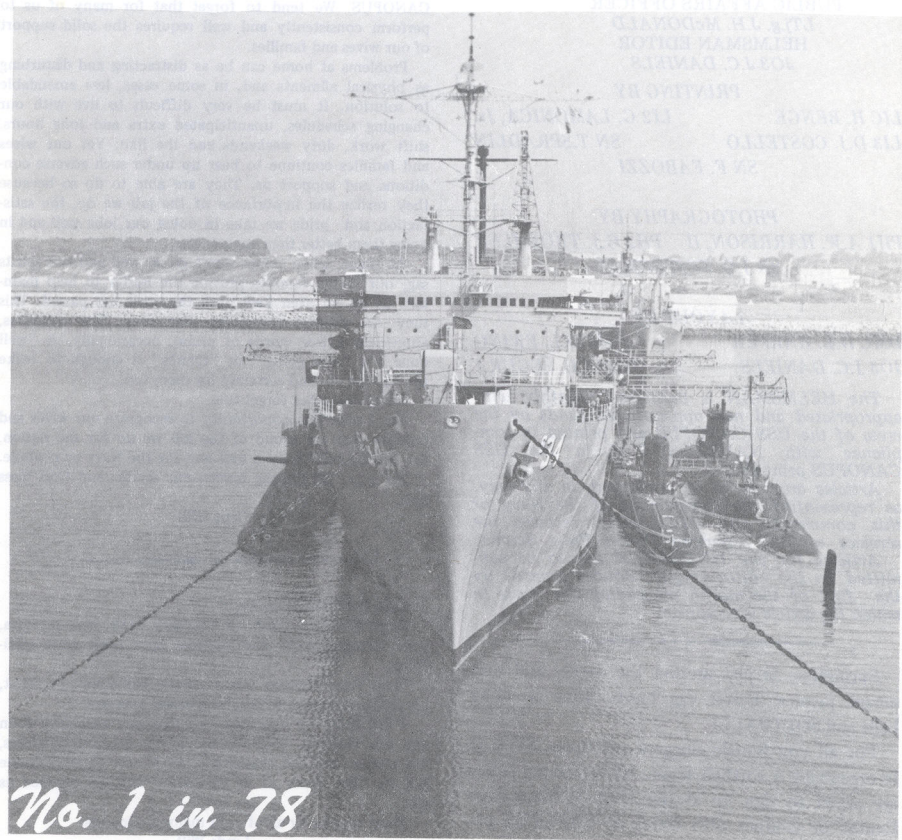




THE HELMSMAN

USS CANOPUS (AS-34), ROTA, SPAIN, VOL 13 NO. 2

February, 1978



No. 1 in 78



THE HELMSMAN

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Springtime is just around the corner and that means picnics, Easter egg hunts, June wedding bells and SOFTBALL!

For all you female sluggers out there, SITE II is organizing a softball team. All interested ladies are asked to sign up at the SITE II Recreation Center or contact SH3 Garza at CANOPUS extension 326.



Captain's Call

by Captain John M. Will, Jr.

My column in last month's HELMSMAN sang the praises of CANOPUS' various departments and their commendable performance in all endeavors. Such words of reward are generally directed toward the men of CANOPUS. We tend to forget that for many of us to perform consistently and well requires the solid support of our wives and families.

Problems at home can be as distracting and disturbing as physical ailments and, in some cases, less amenable to solution. It must be very difficult to live with our changing schedules, unanticipated extra and long hours, shift work, duty weekends and the like. Yet our wives and families continue to bear up under such adverse conditions and support us. They are able to do so because they realize the importance of the job we do, the satisfaction and pride we take in doing our jobs well and in doing them better than anyone else.

At times, when things don't go so well and our spirits sag, our loving families provide the buffer to help maintain us on an even keel until the crisis has passed. This they do without complaint. But they, like ourselves, appreciate a few words of praise, occasionally. A "well done," a "nice going," or "thanks" is enough to make the day for us--and certainly for them too.

We all too often forget this.

So, I take this opportunity to recognize our wives and families that are proud of the job we do for the nation, for the CANOPUS as a unit and for the Navy as a whole.

To you, the unsung heroes--our salutes and God bless you.

Capt. Will

Dear CANOPUS family,

Since Daddy's death on February 11th, here in Rota, your thoughtfulness and support have been most gratifying.

Hans Axel Walleen was a unique individual...an artist, his profession and a writer, his greatest pleasure.

I feel lucky to have been his daughter and, with John and our children, to have enjoyed his broad-mindedness, his humor and his sensitivity. As Master Chief Trimble put it: "For those of us who knew him, he touched us all."

Many thanks for all of your many kindnesses.

Linda Will



Chaplain's Corner

by Commander Jack Peters

In our western world, we have definite ideas about success and failure. Success means bigger and better, failure means the way down. Success is a positive thing whereas failure is totally negative.

We are taught from our childhood that the greatest thing in life is success. It doesn't matter what you go for, as long as you succeed. But nobody tells us what success really is! Is success making a fortune? Getting power? Being praised? Is success supposed to bring joy, or is success for the sake of success?

How about the many men and women, young and old, who achieve success and then commit suicide. The millionaires, the pop stars, the film stars, the socialites--all so successful in the eyes of the world. Is this really success?

The Bible teaches that success is obedience to the will of God, whatever the result may be! This is why, in an amazing way, failure can be success!

Jeremiah is probably the greatest example in the Old Testament of such a ministry. For forty years he called Jerusalem and Judah to turn back on God. He warned them, giving accurate details of what could happen if they continued on their own way. He said the glorious Temple of Solomon would be burned and Jerusalem would be destroyed.

But no one gave heed to his message. They scorned the idea of the destruction of the Temple and Jerusalem. The temple was God's holy temple and Jerusalem was God's sacred city. He would never destroy his own holy places.

The years went by, almost like a countdown to destruction. Jeremiah was persecuted, punished, imprisoned and sentenced to death, but he lived on. The day came when he saw everything come true as he had prophesied--the burned Temple, the destroyed city and the dead bodies in the streets. No one had listened to his call of repentance.

Was he a success? Forty years of preaching his heart out for God and no results. Is that a success? Yes, 100 per cent success because he was not called to convert a nation, but to be faithful to the will of God.

We might stand on the street and laugh and call those going to church hypocrites but we need to remember that God didn't 'call' them to live up to YOUR standards--instead, God called them to be faithful. Are they faithful? Yes! Are you?

FEEDBACK

FA Rick Cummings: I think it is a pretty good idea because there are a lot of things they could do. It would be a good equal opportunity for them to experience. If they choose to serve on ships, I think they should. I would help a woman do her job, depending on her attitude. They will have to learn that they will need help now and then. The crew would go out of their minds.

SA Dave Strader: Excellent! That is just what the ship needs. It would build up morale, being able to have ladies on the ship. I don't think I would help them because they should know how to do their jobs. Everyone would like it. I guarantee the would.

DMC Dennis Harper: I have had women work for me before at shore stations. What they do in

their off-duty hours is their business, but when they are on duty, it becomes my business. As long as they do their job, it would be fine. Who knows, it might even clean up our act. I would not help them any more than any other sailor. I think it would be hard to get some of the old salts used to the idea. Just like beards, six months later and it is "old hat."

HM3 (DV) Miguel Hernandez: I like the idea. I think it would change the atmosphere of the ship. As far as helping them, a sailor is a sailor. I think the crew would go for it.

HTCM B. B. Lyle: It would be the greatest thing that could happen to a ship. I have served for 34 months on the USS HAVEN, a hospital ship, with females in the crew. Certain areas on board would have to be restricted and a gradual break in would have to

continued on page 16



This month, the Helmsman asked the crew for their opinion of women serving on ships like the CANOPUS. Next, we asked if you would go out of the way to help a woman and finally, the general attitude of the crew.

HUMAN RELATIONS COUNCIL

The Human Relations Council met on 11 January to debate the issues brought forth. The various Human Relations representatives throughout the ship met with CDR S.W. Adams, Jr., XO, and the then Prospective XO, CDR R.K. Slaven, Jr.

ADMIN asked why the Galley couldn't cook enough of a particular food to last through the meal. The XO said that the food service people should know by now how to figure out how much food to prepare. Supply should ensure that this does not happen again, but not to go overboard by preparing too much food. ADMIN also asked if divisions could initiate their own exercise programs during the working hours, as other branches of the service do. The XO commented that other services keep physically fit to serve their purposes. We are here to refit subs. There are a variety of activities, so if anyone wants to get involved, he can. If a program is used during the work day, we would have to extend the working hours.

DECK asked if the ship could re-instate liberty cards. The XO said that he thought this was a good idea, if done ship-wide, but current BUPERS Instructions do not permit the use of liberty cards, since they were discontinued by ADM Zumwalt, the former CNO.

OPS-NAV asked what the procedures are for falling in the chow line when the person has head of the line privileges. The XO said that people with head of the line privileges should go to the head of the line and alternate with the first class petty officers.

REPAIR asked if the library could open at 1000 on weekends. The Chaplain said that this could be done on Saturday only. REPAIR also had some questions per-

The SITE II Wives Club Executive Officers and the CANOPUS Ombudsman, Mrs. Susan Ames at the Club's Bake Sale. From left to right: Mrs. Patty James, Mrs. Barb Robinson, Mrs. Carol Johnson, Mrs. Susan Ames and Mrs. Becky Forringer



taining to CCTV. Can shops not having TV get their own sets. The XO commented that there are enough TV sets on board, but the situation is being reviewed. Can divisions not having TV's use the set in the I Division classroom? The XO said that this set is for the sub crews only.

WEAPONS asked if something could be done about the ditch in the parking lot. Each time it rains, the ditch fill up with water. FTTCM Trimble will contact the SeaBees to see if they will fill the ditch in.

SUPPLY commented that they are manned mainly by Caucasian and Phillipine personnel. The Caucasian personnel feel that they are being discriminated when they have to stand 4, 8 and even 12 hour phone talker watches. The XO said that he didn't see that there was any intentional discrimination. The phone talker must be heard and understood loud and clear, regardless of what race they are. The IC Shop has training equipment and the divisions should train their personnel so that they are qualified.

CDR Adams said farewell to the Council and introduced his relief, CDR Robert K. Slaven, Jr., the new executive officer.

First Termers

EM1 Adonis Palermo
and his wife
Corazon
are the proud parents of a
baby girl
Christine Ophelia

SK1 Dennis Burroughs
and his wife
Gloria
are the proud parents of a
baby girl
Jennifer Lynne

MR2 George Korbe
and his wife
Vicki
are the proud parents of a
baby girl
Jennifer Marie

Stimulants

What goes up must come down

The consumption of chemical agents that stimulate the central nervous system is an accepted part of modern life. The two most prevalent stimulants are nicotine, contained in tobacco products and caffeine, the active ingredient in coffee, tea and some bottled beverages sold in every supermarket. When used in moderation, they tend to have the effects of relief from fatigue and increased alertness.

There is a broad range of stronger stimulants that may produce mood elevation and a heightened sense of well being, but because of their dependence-producing potential are under regulatory control. The controlled stimulants are available on prescription and they are also clandestinely manufactured in vast quantities for the illicit market. Chronic users tend to rely on stimulants to feel stronger, more confident, decisive and self-possessed. They often follow a pattern of taking "uppers" in the morning and "downers" such as alcohol and sleeping pills at night. Such chemical self control, however, interferes with normal body processes and can lead to mental and physical illness.

Young people who resort to stimulants for their euphoric effects consume large doses sporadically, over weekends or at night, often going on to experiment with other drugs of abuse. The oral consumption of stimulants may result in a temporary sense of exhilaration, superabundant energy, hyperactivity and extended wakefulness; it may also induce irritability, anxiety and apprehension. These effects are greatly intensified with administration by intravenous injection, which may produce a sudden sensation known as a "flash" or a "rush." The protracted use of stimulants is followed, however, by a period of depression known as "crashing" that is invariably described as unpleasant. Since the depression can be counteracted by a further injection of a stimulant, this abuse pattern becomes increasingly difficult to break. Heavy users may inject themselves every few hours, a process sometimes continued to the point of delirium, psychosis or physical exhaustion.

Tolerance develops rapidly, increasing the probability of overdose. Larger doses also result in various aberrations, the early signs of which include repetitive grinding of the teeth, touching and picking face and extremities, performing the same task over and over, a pre-occupation with one's own thought processes, suspiciousness and a feeling of being watched. Paranoia with auditory and visual hallucinations characterize the toxic syndrome resulted by continually high doses. Dizziness, tremor, agitation, hostility, panic, headache, flushed skin, chest pain with palpitations, excessive sweating, vomiting and abdominal cramps are the symptoms of a sub-lethal dose. In the absence of medical intervention, high fever, convulsions and a cardiovascular collapse may precede the onset of death. Since death is due, in part, to the consequences

quences of a marked increase in body temperature, it should be added that physical exertion and environmental temperature may greatly increase the hazards of stimulant use. Fatalities under conditions of extreme exertion have been reported have been reported by athletes who have taken stimulants in moderate amounts.

Whether or not these drugs produce physical dependence is still open to question. But there can be no doubt that chronic high dose users do not easily or soon return to normal if withdrawn from stimulants. Profound apathy and depression, fatigue and disturbed sleep up to 20 hours a day characterize the immediate withdraw syndrome, which may last for several days. A lingering impairment of perception and thought process may also be present. So strong is the psychological dependence produced by the sustained use of stimulants that anxiety, an incapacitating tenseness and suicidal tendencies may persist for weeks or months.



Love is patient; love is kind. Love is not jealous; it does not put on airs, it is not snobbish. Love is never rude, it is not self-seeking, it is not prone to anger; neither does it brood over injuries. Love does not rejoice in what is wrong but rejoices with the truth. There is no limit to love's forbearance, to its trust, its hope, its power to endure.

There are in the end three things that last: faith, hope, and love, and the greatest of these is love.

—I Cor. 13:4-9

VALENTINE'S DAY

Sea Stories

by DMC Dennis Harper

Anyone who has ever been to DaNang, Vietnam remembers the huge storage complex belonging to the Navy that was next to the Vietnamese ammo dump. If we didn't have it stocked there, it was not in Vietnam.

Long periods of boredom were often interrupted by the fact that the storage complex was somehow always between wherever 'Charlie' launched his rockets and the ammo dump he was trying to hit, with sometimes disastrous results to our supplies of skivvies, axle grease, etc.

I was working for DaNang East Security in February, 1969. DaNang East had the responsibility of perimeter and interior security of government compounds from Marble Mountain to the deep water piers. This particular evening, I had the half of our territory that included the storage complex.

Everyone knew something was in the air when we had our briefing prior to watch that night. All day long we had received reports that 'Charlie' was up to something.

One rumor was that the sappers were going to wipe out our smallboats; another was that a company of V.C. were going to take over Camp Carter. Bravely, we checked our weapons and went out to protect our government's investment in zippers, boots, belts and flour.

I was on jeep patrol, going from compound to compound, overseeing the security of each, until the break of day would signal the end of another watch. It was the jeep patrol's habit to be at the storage compound around midnight, when the "Government Delight" truck would stop by and provide the night workers with hot Coke, cold sandwiches and diarrhea.

We had finished our nightly repast and had settled down to make serious inroads on the Communication Section's coffee supply when everything began to shake.

The world was coming to an end. The explosions were



We hope you have enjoyed this "Sea Story." However, I know for a fact that there are a few of you old salts here on the CANOPUS who are just itchin' to tell that old favorite yarn of your own. If you would like to share one of your favorite tales of the Seven Seas, contact J03 Daniels in the Public Affairs Office. We would like to publish a "Sea Story" every issue. So come on and think (and clean) up your favorite story!

deafening. Coffee cups were breaking, windows were shattering. The rockets were coming in like rain. The ground moved under our fingers, and as suddenly as it had began, there was a ringing silence in our ears.

One of the other guys was the first to notice. He stopped at his knees on his way up with a terrified look on his face. One by one, the rest of us turned and a collective gasp rent the air as the horror and disbelief overtook us. No enemy could be that cruel, we thought. No enemy could deal the U.S. Navy such a disabling blow!

Through the smoke and flames, however, we could see that it was the truth! 'Charlie' had scored a direct hit on the clubs and messes section. He had wiped out the entire beer supply for all of "I" Corps!!!!!!

Can You Hear Me?

by LT Bruce A. Gustin, III

(I wrote this at the very nadir of an FBM submarine patrol several years ago.)

I speak necessarily and with verisimilitude. Take heed, you of the earth; you possess a spirit as of the water of a spring in a shadowed glen; pure and eternal. Do not concern yourself with those possessors of small minds, living only for the moment, for they are but shallow, polluted wells. Verily, as the water seeks its own level, so your spirit must descend to dwell with theirs. Each encounter will leave you weaker.

Your star is in the heavens, and theirs is in the market place. You worship nature; as warring, they desecrate the Earth.

You worship peace; as gleefully, they plot the death knell of civilization.

You worship solitude; as even now they lay the plans for inroads to conquer you: soul, will and spirit.

You worship love; yet look about you...do you see love? Or perhaps you see a word, merely a much-used word.

Truthfully, all of this is so.

Float your head above the water and keep your sights upon your star, for a spirit, once dampened, may not relight. I speak to you with pity upon those of you encompassed by these parasites. Only thought and introspect will save you. Act with celerity, as I see your star dimming even now, as the murmur of the market place pulses faintly in your soul.

Security is your responsibility *by LT(j.g.)*

John P. Kennedy

Guards, locks and safes are all part of an elaborate security system designed to safeguard classified information. These expensive security measures do not, in themselves, provide adequate protection for classified material. In fact, the frequency with which classified material is compromised makes it obvious that physical measures alone are meaningless. What either makes or breaks a security system is people.

All military personnel are responsible for maintaining the security of any classified matter of which they have knowledge. All persons have the obligation of controlling their words and actions at all times and in all places. They are also required to report to the proper authorities anything which might actually or even possibly reveal the improper release of classified information to persons not authorized to possess it.

Since all ship's movements are classified, all

personnel assigned to the CANOPUS have knowledge of classified information by just looking over the side or around the harbor.

While on duty, you, as a military member of the Navy, are responsible for safeguarding classified information in your possession. This responsibility cannot be delegated. It is a personal responsibility of each member of the military.

The classified aspects of your work may not be discussed at home or at social gatherings, even though all personnel present are cleared. Classified material shall not be removed from the confines of the ship, except on approved, official business.

Extreme care should be exercised with members of your family or friends. They are not cleared; they have no need to know and they have not been indoctrinated in the necessary safeguards required for the security of classified information.

King's Bay: A New Home for SITE II

The Secretary of the Navy has announced that King's Bay, Georgia will be the site of the new naval submarine support base.

The announcement completes more than a year of detailed study to determine the best location for a Fleet Ballistic Missile refit site.

The east coast is necessary because of the need to accommodate the withdrawal of the Navy's FBM submarine squadron from Rota by July 1, 1979, in accordance with a treaty with Spain and to provide a facility for refit of FBM submarines with the new Trident I missile.

The Trident I missile, with a range in excess of 4000 miles, will reduce the need to deploy FBM submarines from overseas bases. Use of an east coast base to support these FBM submarines armed with the Trident I missile will permit a more efficient and cost effective operation while maintaining the same degree of deterrence. When fully operational, the submarine support base will be capable of supporting FBM submarines with the present Poseidon

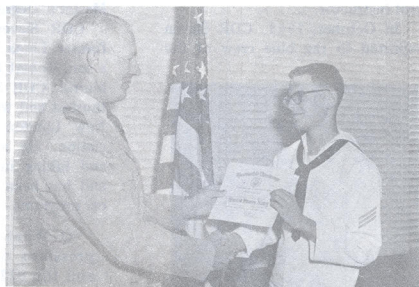
missile, as well as those with the new Trident I missile, planned for backfitting into selected Poseidon submarines beginning in fiscal year 1979. The Trident I is being developed for both selected Poseidon backfit and new Trident submarines.

The east coast site is presently a military ocean terminal.

The final Environmental Impact

statement, which evaluated the environmental impact of construction of an east coast facility at King's Bay and examined all reasonable alternatives, was filed with the Environmental Protection Agency on December 7, 1977, and a notice of its filing was published in the Federal Register on December 16, 1977.

????
**Mystery
Man**
????



Yes, shipmates, those are green stripes on this young sailor's sleeve. What is an "airedale" doing on the CANOPUS? Turn to page 13.

Executive Story: CDR Slaven

As you all should know by now, we have a new Executive Officer on board. On 21 January, 1978, Commander Robert K. Slaven, Jr. relieved Commander Samuel W. Adams, Jr.

CDR Slaven, who's father was a career Army officer, was born on 26 June, 1936 in Blue Hill, Maine. Upon graduation from high school in Long Branch, New Jersey in 1954, CDR Slaven entered the Naval Academy. He was commissioned as an Ensign on 4 June, 1958.

CDR Slaven spent three more months at the Academy, working with the incoming class of midshipmen before reporting to the USS BARTON (DD-722), where he served as the ASW Officer and First Lieutenant. From there, CDR Slaven attended the Navy Submarine School from April to September of 1960. In October, he reported to his first submarine, the USS GRENADIER (SS-525), as the Navigation, Weapons and Supply Officer.

After the GRENADIER, CDR Slaven attended Polaris Missile Training at Dam Neck, Virginia, and then reported to the Navy Submarine School as a Fire Control Instructor.

In October, 1963, CDR Slaven reported to the blue crew of the

USS PATRICK HENRY (SSBN 599), where he served as the Weapons Officer. He served on the HENRY until April, 1967. He then reported to SUBFLOT VIII as the SSBN Operations and Planning Officer. He spent two years in Naples, Italy with this assignment.

From May, 1967 to July, 1971, CDR Slaven served as the XO on the USS IREX (SS-482) and as the XO and later on as the CO on the USS HALFBREAK (SS-352).

CDR Slaven then reported to SUBFLOT II, where he served as the Weapons Readiness Officer from August, 1971 to October, 1973. He served as the decommissioning CO on the USS GREENFISH (SS-351) for the remainder of 1973, turning the GREENFISH over to the Brazilian Navy.

CDR Slaven spent January through September of 1974 on independent research and study with the U.S. Commerce Department before reporting to Offutt AFB, Nebraska, where he served with an agency of the Joint Chiefs of Staff, responsible for the Strategic Missile Target Assignments. There, he was designated as a Politico-Military Subspecialist and he earned his Master's Degree in off-hour study.

CDR Slaven is married to the former Linda T. Bickford and has a son, Robert K, III and a daughter, Merrill. CDR Slaven is a sailing enthusiast and was the founder of the New London Navy Sailing Association. He also enjoys bicycling and hiking in addition to sailing and has been active in youth soccer programs.

Q. What are your first impressions of the CANOPUS and the SITE?

A. It is a big ship, a big job and a big hard working crew and I am tickled to be a part of the operation.



Q. What activities at the SITE are you particularly impressed with?

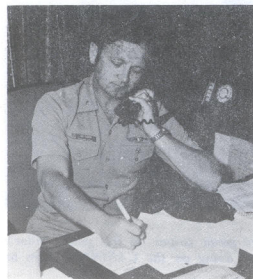
A. I am impressed with essentially all the activities at the SITE. I found the shop work in support of the submarine refits to be a very demanding and important job, and I found the efforts of the divisions just to maintain and operate the ship to be an equally demanding job. To answer the question, I am impressed with everything the ship does.

Q. Are you displeased with any of the operations or activities at the SITE?

A. I would have to say that I have been distressed with the frequency with which certain individuals appear at mast. There seems to be a recurring pattern, and we see the same individuals over and over again. These constitute a very small minority of the total crew, recognizing that the crew is some 1200 men, we are probably dealing with only 1 or 2 per cent, who give us most of the problems.

Q. What are your policies toward mast?

A. Mast is a military evolution, a formal evolution. It's unfortunate we have to hold mast at all, but it is a fact of life, in view of the opportunities for trouble which exist. My policy



will be to conduct XO's inquiry for each case on its merits and to provide the Commanding Officer with a recommendation that is unique to each case we address. There are certain offenses where a fairly standard punishment has come to be recognized, for example, the first incidence of drug abuse. This is a recurring problem with our young sailors, due to the availability of hashish in the Rota area. It is probably one of the most frequent offenses at mast. There is fairly standard punishment assigned by the CO for this offense, as can be seen in the plan of the day after a mast has been held.

Q. You have been stationed overseas before. Have you ever spent any time in Spain before this assignment?

A. When I was stationed in Naples, Italy, with SUB FLOT II, I made frequent trips to the Rota refit SITE to brief the SSBN crews prior to their patrols and to conduct business with COM SUBRON 16. These trips were limited in nature, a day here, two days there. I haven't spent any prolonged period in Spain and my family and I are looking forward to the opportunity to enjoy the country during my tour on the CANOPUS.

Q. Many old diesel submariners talk fondly of their boats. Do you have any fond memories of these submarines?

A. I certainly do. The diesel submarine Navy was a very unique experience. It was a lot of good times and a lot of hard work. I spent over three years on an SSBN, so I have had the opportunity to compare the two. There are strong and weak points in both com-

munities. I could spend hours telling 'sea stories' about the good times in the diesel Navy. An unfortunate aspect of the nuclear Navy is that they don't have the opportunity to see some of the good liberty ports, due to the vital nature of their mission.



Q. What was the nature of your duty with the Commerce Department?

A. I was with the National Oceanics and Atmospheric Administration in Washington. I was fortunate enough to be selected for a small Navy program entitled the Professional Development Program. The program allowed me to pursue a study topic that would be of mutual value to the Navy, the Government and my own development as a Naval officer. I conducted a study of various aspects of seapower which have been pretty far removed from the traditional Navy approach to the problem. I looked at the relationship between Naval forces, the Merchant Marines and the fishing fleet. I spent time with the Maritime Administration and with the National Marine Fishery Service.

Q. Your father was a career Army officer. Why did you choose a career in the Navy?

A. My father actually

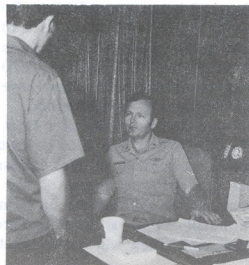
wanted to go to the Naval Academy, but due to the Depression and the War, he went into the Army. My hometown is a sailing town on the coast of Maine with strong maritime traditions.

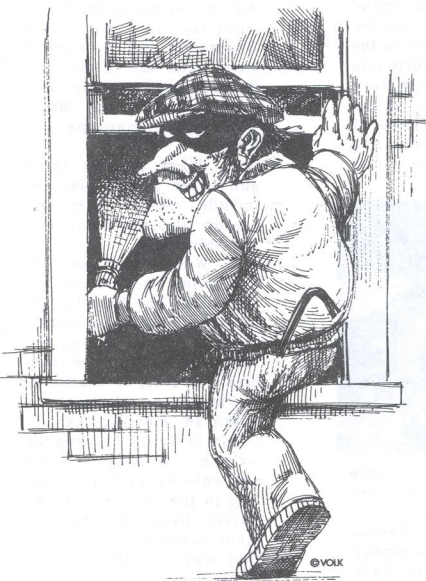
Q. What do you think about the Navy's plans to include women personnel among the crews of certain ships?

A. Well, I can't see how it is going to make my job any easier. The Navy has announced that submarine tenders will be among the first ships to receive women crewmembers, so the handwriting is on the wall, (or bulkhead, maybe,) that the CANOPUS will be assigned women. Women officers and enlisted women adapting to the change is an important part of the management function, and we will find ways for the program to work.

Q. What are your plans and goals for CANOPUS?

A. My goals are to continue the fine working relationship my predecessor had with the officers, chiefs crew and to continue to prosecute the Commanding Officer's 'people oriented' policy. One goal I am really going to try for is to reduce the incidence of repeat offenders at mast for offenses against the UCMJ.





RIPPED OFF

gate, based upon the value of the item and the manner in which it was stolen. In the case, firearms or possible Black Marketing activity, the Naval Investigation Service can be called in. In general, if you have a suspect or there are signs of forcible entry, an investigation will take place.

A copy of the initial report will be kept on record at Shore Patrol Headquarters. You can take a copy of the report to the Household Goods Office to file a claim for reimbursement. There is no minimum amount that must have been stolen before you can file a claim. You must have proof of ownership and the Shore Patrol report when you file the claim.

After the claim is filed, the Legal Office along with the Household Goods Office will decide upon the reimbursement.

If the items were stolen from you while off base, both the Shore Patrol and the Spanish police will investigate. You will be scheduled to go into a Spanish court with an interpreter to file a complaint. The police report can then be taken to the Household Goods Office to file a claim. For more information on any of these procedures, call the Shore Patrol or Household Goods.

The old saying goes, "An ounce of prevention is worth a pound of cure." Both HTCM Lyle and Mr. Wallace agree that when you purchase an item, you should collect all the information about the product, including serial numbers, make, model, physical description and the operator's manual. Keep this information in a safe place. It is also recommended that you engrave your social security number on all items you purchase. These procedures will not only help to locate your property, they will decrease the hassle when you go to identify and reclaim the items. It will also make it harder for the thief to get rid of the items.

While it is not always possible to have your property watched, have the neighbors keep an eye on things while you are gone. Also, do likewise for them. It is a simple system that will reduce the possibility of your belongings being ripped off.

HTCM Lyle stresses that while you are on the ship, you should keep your valuables in your locker and keep the keys and combination to yourself.

There are thieves everywhere!

Have you ever been ripped off? It is a very sick feeling to see your car, locker, apartment etc., standing wide open and those valuable items you saved so long and hard for missing.

After you are over the initial shock of the event, get yourself ready to do something about getting those items back.

If you are a victim of a theft here on the ship, HTCM B. B. Lyle, Chief Master at Arms, says the first thing to do is to notify his office and give as much information about the item as possible. All serial numbers, make, model and a physical description of the item should be included. Any photos or an operator's manual is an excellent reference for identification. If an electrical item has been stolen, and it has been safety checked, the Safety Shop will have the serial number in their records.

Once this description has been obtained, the MAA will notify the OOD and the JOOD to be on the lookout for the item. Many stolen items have been returned to their rightful owners using this method.

If you are the victim of a theft while on the base or in town, the first step is to go to the Shore Patrol Headquarters, according to Mr. Herbert Wallace. You will make out an initial report of the incident. This report, just as on the ship, should be as informative as possible. The initial report is then forwarded the Investigation Department. They will decide whether or not to investi-

Communications the key

by CWO4 Floyd Crisp

"Well, you see, this dude come ditty-boppin' in, makin' like bubba, so I did a job on him." That pronunciation should be perfectly clear to all who read it. Let's try another.

"I laid my hog down yesterday and really did myself in." About now, you are wondering what is going on.

Communications is the word and it is going on, day and night on the CANOPUS.

We are having problems understanding a large part of the communications. We are truly an international ship with representatives from almost every continent and every part of the home country. We experience problems when we attempt to bring our culture and speech from home and use it on a ship with hundreds of other people.

I do not understand your favorite terms and you probably don't understand mine. We therefore must adopt a common meeting ground and it should be through standard English and Navy terms. I

think everyone will agree that we could get into serious trouble if everyone started talking his 'street jargon' in a shipboard emergency, but we tend to discount the importance of being properly understood during other times. I tried to do a survey to determine the racial climate on the CANOPUS. I tried to keep it very simple by asking one leading question: "What do you feel about the racial climate on the CANOPUS?" The answers I received were short, sweet and to the point;

A. Oh man, it's outta sight!

B. It's tired, brother.

C. Mr. C., it's strictly out of it.

D. I think it's right on.

E. Hey, it's getting down, man.

F. Hey, man, if you don't know, you'd better get with it.

G. It's gettin' over.

H. It's cold with a double "D".

I. Same game, new threads.

J. It's the kicks.

After about two hours of those answers, I retreated to

my office and broke out the dictionary. It could not help me and I never completed my survey.

I, like most people, have pride and I hate to keep saying, "I don't understand." I often wonder how much useful information I did not get and how much help I could have been.

I was informed, in good English, that there was a small problem with the starter motor in the life boat. I found out to my shame that the life boat motor would not start and we had no capacity to pick up anyone who fell overboard. The message I received and the one sent to me were completely different, although the words were simple enough.

All of us need to give more thought and effort to communications. It can really help make our operations more efficient and it can help you, the individual, get down, with it, in it and out of it if you are right on with the kicks and the threads.

WSTC-Radio-and-TV-Survey

by ICI Eric Hisington

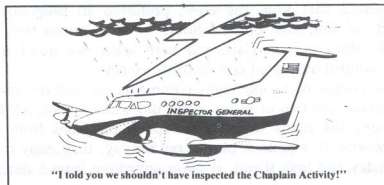
The results of the 'end-of-year' television and radio survey are in and there were some surprizes and some very good suggestions and comments. Action is being taken on several of the catagories that received overwhelming support.

As you have probably noticed, we are showing all movies on channel 2 and regular programming on channel 4. Also, an effort is being made to program more easy listening music, especially during working hours. This is difficult because we don't have much easy listening music on tape, but we are slowly building up our library and there should be a noted increase in the amount of this type music played on the system soon.

Many people, about 25%, complained about the re-runs and old movies. We, as an American Forces Radio and Television Service outlet, have absolutely no control over what television programming material or movies we receive. The Motion Picture Service in Brooklyn leases

the movies from a distributor and sends them to us. We cannot request what movies we receive, or for that matter, what movies we show. As the movie is sent to us, we must schedule it for viewing. As far as television programming is concerned, we receive approximately 56 hours of programs per week from AFRTS. We have scheduled

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Supply Side

by SK2 William Caley

What's happening in supply? Well, just this month on the 16th of February, DK2 Glenn Green, SH2 Lonnie Griffin and MS3 Stephen Melgoza were promoted. Congratulations, shipmates.

Since the weather has been so nice, some of our Supply people have been getting out and participating in basketball. A game played the other night gave the officers an astonishing victory over the chiefs, 33 to 27. Right now, we

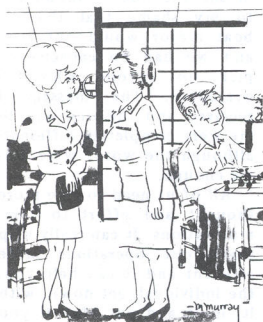
have three volleyball teams, one from S-3 and the other 2 comprised of players from all divisions in supply. We've also got people playing on the soccer team, and from their past winning record, it seems they are showing the Spanish how the game is played.

Some of our shipmates from Supply are going to school at night. Their reasons are varied. Some are going to school in order to supplement their Navy careers, others are working for Bachelors or Masters degrees and many just go for the pure enjoyment of being able to express and improve their minds. Did you know that a college credited class can be completed here about three times faster than most other colleges? Also, did you know that members of the military pay less than one third of the cost paid by civilians? There are many advantages in attending universities here on base. Just ask guys like SH1 Mike Westrick, SKSN Rakesh Tandon and SKCM Groom.

One of the other good things happening around Supply is the Food Service Division and CWO4 Ed Bartyzal. Already, things are beginning to take place since

Mr. Bartyzal reported aboard. For example, the weight watchers salad bar, opening of the speed line for all three meals and table cloths instead of vinyl table coverings. In the future, we might see plates instead of trays while the ship is in port, the silverware will already be set on the table and, on some occasions, we will eat by candle light. Plans are being made to have an International Night once a week, giving the crew a chance to try out foods served in other countries. To help the dieting members of the crew stay thin and happy, a weight scale and chart will be provided. Things that we don't normally see but can still appreciate are also happening in S-2. There will be a monthly stock rotation program, which will insure better food quality. Also, there will be a daily sanitation inspection and a cross-training program for all mess management specialists.

We know that Mr. Bartyzal would not be able to accomplish this goal of excellent service to the crew and more without such professionals as MS1 Fernando, MS1 Martin, MS1 Sebranek and MS2 Geronamo. The outstanding efforts of these people, along with the help of their shipmates, gives the CANOPUS a more effective and happy environment in which to live.



"I don't know where you heard such a thing, Miss Grich, but the practice you refer to as 'bait-bulking' is common only in submarines. This happens to be a tender!"

WSTC

continued from page 11

85 hour of programming per week, including movies. As you can see, there must be some programs doubled up for the week. An effort is being made to ensure a repeated program is not shown to the same duty section, but with the crew and officers in 3, 4, 5 and 6 sections, it is difficult to always achieve this.

There were also many complaints about the commercials we show. The results of the survey prior to this one indicated that you, the crew, preferred all programs to start on the hour or half hour. In order to do this, we must show commercials, and here again, we don't have any control over what commercials we get.

A couple of people made comments on why the sports programs are two or more weeks old when shown. AFRTS obtains the rights to copy the sports programs from the networks. If a game is played on Sunday, they copy it on Monday and mail it out. It takes anywhere from 6 days to

a week or more for us to receive it. If the tape gets here on the following Wednesday, that week's programming is already scheduled, so the sports program is put on the schedule for the next week. This is why the sports programming is two weeks or more old.

An effort was being made to see if we could get permission to receive live sports programming. Permission must be granted by the Spanish government, who is the sole contractor for Spain. This takes a year or more to obtain. By that time, the Naval Station television system should be in operation and maybe we will receive programming from them.

I would like to take this opportunity to thank you for the large response we received on this survey. Only through surveys as this are we able to determine what you prefer. Action has been taken on all categories of this survey and hopefully we are serving you better and in the way you prefer.

notes from: SPECIAL SERVICES

This month, we've had a couple tours here in Spain. If you missed these tours, you probably also missed the latest 'Que Pasa', which came out earlier this month. Other highlights are a listing of our standard offerings and a spring trip to London.

Our London trip will leave Rota the Wednesday after Easter and fly to London for one week, an entire week in this fantastic city! The price for the trip is \$250 per person, and we'll be staying in a first class hotel instead of the regular tourist class type. CANOPUS personnel can use the Extended Payment Plan if they so desire. A \$50 deposit is required at sign-up and this tour is open to everyone--so sign up early if you want to be sure of a seat. That's the 29 March to 5 April, springtime in London.

It always seems that no matter how early you start a project, it always seems to end up as a last minute affair. In particular, our SITE II ball fields. We haven't been able to get anything done with them; The Naval Station says they will get around to them and the SeaBees are always too busy. We are now looking into getting a private contractor to work on them. One way or the other, they will be ready by 6 May; opening day of the softball season.

We had about 200 returns in our Special Services questionnaire. The time spent by personnel who did make the effort to fill them out is appreciated. We are now looking into the suggestions that were offered. From the yes and no questions, it appears that most people know where Special Services is and that most people have seen a 'Que Pasa' or the Helmsman. About 50% of the people who responded have never used any of the gear we spend so much of your money on. Half of the respondents have participated

in at least one sports team and 15% have played on more than one. Only 25% of the respondents have been on a CANOPUS sponsored tour. We can assume that this is a higher percentage than the crew as a whole, since the people who responded to the questionnaire are more likely to have participated in ship's activities than the average crew member.

Since we received answers back from only 20% of the crew and only half of them regularly participate in our services, it appears that our efforts are being directed to about 10% of the crew.

In attempts to involve more people, we have devised the CANOPUS Extended Payment Plan to help with the expenses of our longer tours. We are looking into the feasibility of sub-sized tours to Granada or Torremolinas for unaccompanied E-4 and below.

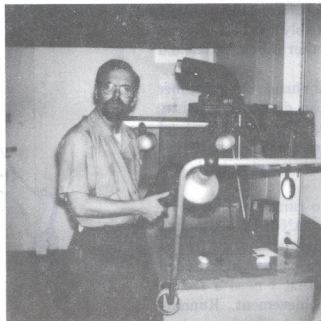
We are in the process of getting rid of our gray SITE II Shuttle buses and are hiring a large bus from the Spanish company on the Naval Station. This will make the service much more reliable and will give us a bigger bus. By April or May at the latest, we

will be receiving our three new 15 passenger vans. This will make it possible to run more Special Services tours in the local area.

We are getting new equipment to replace the things that were damaged last year, and in some cases, new items. There were suggestions of us handling scuba equipment. This is beyond our capabilities and I believe, illegal. We cannot check out gear that would put someones life in danger. We cannot handle skiing equipment either, both because of the expense and there are really no convenient areas close by to use the gear. It is much more practical to rent the gear at the slopes than to have someone carting it all over Europe.

In all, the people who have taken advantage of our facilities and services have been satisfied. We are always trying to improve and we welcome constructive criticism. For those people who won't use Special Services, you have no one to blame but yourself if you never see any of the benefits you can get from the CANOPUS, because this is one of them.

?? Mystery Man ??



Here's that meek little Airman. It's none other than PH1 Al Harrison. Too bad you had to take your own picture for the paper, Al.

RUNNING: If it hurts so much, WHY RUN???

by HTC John Meirdierck

It's no secret to any one of us who have been running around the Rota Naval Base that running is big now and getting bigger all the time. As the weather breaks and starts to get nice, I predict we will see at least twice as many runners.

I've read in recent estimates from the President's Council on Physical Fitness and Sports and the President's Commission on Olympic Sports where between 5 and 10 million of us are running. The amount of runners in the Rota area working out on a daily basis has doubled in the four years I have been here.

The form of exercising that has undoubtedly received the most attention is jogging.

So, what is this running bit all about, anyway? Why run?

I was talking to another runner on the ship the other day and was telling him that I had had a rough workout the day before and was really hurting. He replied, saying, "It's got to hurt or you are not getting a good workout." Personally, I don't think I have ever had a workout that didn't hurt to some degree. As we were talking, a third party who was listening asked, "If it hurts, why run?" I couldn't help thinking how absurd a non-runner would consider this philosophy, only a masochist would punish himself this regularly. You may reply that the thing that is great is the shower at the end. He may debate the rewards of a shower without considering the amount of strain, fatigue and sweat the workout produced. What fools these runners be!

To some extent, it is an insurance policy, of course. Even for the civilians, the generally accepted idea that runners have a cardiovascular system that just won't quit, justifies our mania. Then, there is the immediate returns of running, included among these are the 'play theory,' that we become playful children when we run, changing routes, pace, whatever, as we gamble through our workouts. There is the 'running high' view point, which sometimes presents running as a form of transcendental meditation, or 'automatic pilot,' a stage a runner gains a couple miles into his workout. For me, probably the best of these defenses is that I run so I can do other things better and enjoy them more.

Running has worked physiological changes in a number of things for me and I suppose I can do other activities better than if I remained a 'lard ass.' The only high I get comes from experiencing a heightened awareness of the world I live and run in. So, it is true: running hurts and the question remains...Why run?

For me, there are two reasons to run. The first is related positively to my job on the CANOPUS. Although my job is challenging at times, I still work out of frames 100 to 120, third deck and now green painted bulkheaded NDT Lab. I feel, for me, at least, that I need a feeling of breaking out or a feeling of achievement. Running

provides achievements that are unspoiled. Whether it is a matter of going the one extra mile or accomplishing a good workout in the cold morning before work, running gives me the opportunity to feel I am achieving something. Secondly, there is a feeling of contentment, both in body and mind, that occurs after a hard day.

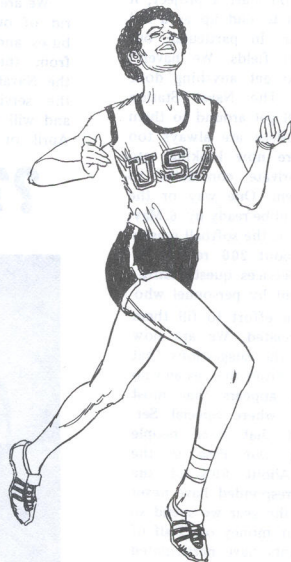
On my desk in the NDT Lab is a framed 'Peanuts' cartoon. Charlie Brown is standing on the pitcher's mound, thinking: 'Boy, I must be stupid to stand out here and take a beating like this!...My team hates me...I'm a lousy pitcher...My stomach hurts...I don't know why I play this game...I must really be stupid.'

Linus, his catcher, encourages him, saying, "The moments you spend out here on the pitcher's mound are moments to be treasured. We're not going to be kids forever, Charlie Brown, so treasure these moments."

Seconds later, after Charlie Brown throws his first and only pitch, which is slammed back at him with such force that it flips him head over heels and strips him down to his shorts, thinks as he lies on the ground, "This is a difficult moment to treasure."

MAYBE YOU SHOULD TAKE UP RUNNING, CHARLIE BROWN!

Hope to see you on the road running.



Time out for...VOLLEYBALL!

If these terms sound unfamiliar to you---come on out and support one or more of the nine volleyball teams fielded by the CANOPUS and they won't be. Matches are played in the DGF High School Gym, with the first serve at 2000 every weeknight except Wednesday. Transportation will be provided to and from the the gym, departing the pier at 1930.

Midway through the first half of the season, the team competition is keen. Each team has made vast improvement since the start of play four weeks ago.

The selection for the CANOPUS varsity team to play in the NAVSTA league and on to the NAVEUR Tourney in Naples took place upon the completion of action on

by OSC Doug Gunnell

HITTER!

MATCH!

SET!

SERVE!

DIG!

BLOCK!

BUMP!

SPIKE!

20 February. The selectees are as follows R-1 Don Wilson, Bruce Duval, Charles Haag, Cyrus Duval and Leonard Robinson; DECK Jim Brandt, Mike Demey and Jim Krygowski; W-1 Tim Salter, Ron Byrd and Paul Frock; R-7 Robert Trost, Napoleon Romboa and Marlin Shafer; S-1 Antonio Perez, Dennis Burroughs and George Silvas; R-2 Don Fincher, Victor Beck and Alan Stewart. Rounding out the list are Frank Iwuc, S-3; Wayne Barcomb, R-4; Victor Almario, S-2; Dennis Peek, S-7; Richard Rodriguez, OPS and Gary Bowman of R-8.

Twelve men from this list will be selected to represent the CANOPUS in post season action.

Bulldogs barking at NAVEUR Finals

by CWO2 Chuck Coteman

The CANOPUS "Bulldogs" are barking again! Coming off a four game slump, the "Bulldogs," under the guiding hand of new head coach FTCM Roth, have managed to put it all together to capture a very respectable second place in the Rota Naval Station League.

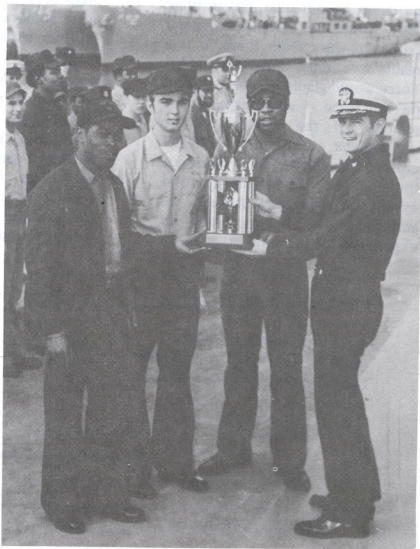
In the strong second half of the season comeback play, which included a trouncing of the over-publicized OAK RIDGE "Blue Machine," the 'Dogs demonstrated a fine team effort and some of the best scoring ever seen in the history of the league. Drawing standing room only crowds, the team demonstrated its newly employed "modified press," which has been a successful defensive maneuver in curtailing the opponents scoring.

Back in action after an ankle injury is Charlie Hogan to bolster the 'Dogs scoring effort.

With the NAVEUR tourney play beginning 24 February, the team has peaked and appears ready for action against such NAVEUR stalwarts as Naples, Sigonella and Holy Loch.

NAVEUR action this year is scheduled for Rota and should bring with it some fine basketball action.

Let's all get out there and support the 'Dogs!



James Cobb, Mike Demey and Willie Walker accept the "Captain's Cup Trophy for Athletic Competition" for Deck Department from Capt. Will.

Dear, _____

FEEDBACK continued from page 3

take place for the women to fit in. Women should start out in the Medical and Admin areas and then work from there. I would highly recommend female cooks. I would assist a female just as I would any other sailor. At first, they would probably be ridiculed, but in time, they would be accepted in good faith and work from there. It is a reality we must face. The MAA Force would gladly accept a woman on the force --- as a necessity for searches of the women on the quarterdeck, etc. When the HAVEN crossed the equator, the women got initiated just like all the men did except for being put through the garbage chute. It was quite an experience for the crew.

HT3 Charles Hogan: I served on the USS SANCTUARY with women on board. They served in various departments on the ship. We got along alright, sometimes better than an all male crew does. I think it would help the ship. The jobs they did were done right, because they were challenging us. Everyone helped each other. I got used to it after about a week and got to enjoy working with them.

EN1 C. Simpson: It would not affect me either way. I have had women work for me at shore stations and they can handle the engineering rates as well or better than a man. Most likely, I would help them. A female sailor is still a sailor. It would stir up the crew for a while, but I think they,(the women), would be accepted.



"Ya seen one mouse, ya seen 'em all."

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