



# THE HELMSMAN

USS CANOPUS (AS-34), ROTA, SPAIN, VOL 13 NO. 1

January, 1978





# THE HELMSMAN

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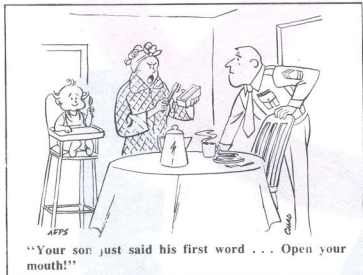
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# Captain's Call

by Captain John M. Will, Jr.

Our journalist and TV specialists just put together a "quickie" TV film clip entitled "1977 The Year That Was" to submit in a public relations film competition. Due to time construction, only a few selected scenes of ship activity could be included. The clip ends with my Captain's Call and my recapping of the past year--too brief to do the year justice.

CANOPUS arrived at SITE II still showing the scars of the just completed overhaul and foreshortened post shipyard period. Late delivery by the shipyard of spaces, (fireroom, messhall, galley, etc.) and equipment (cranes, conveyors, air conditioners, air compressors, galley equipment, etc.) plus shortages of rated personnel, particularly in Deck and Engineering impacted heavily on CANOPUS' condition and personnel attitude as the ship arrived on site in December, 1976.

Looking back on CANOPUS' accomplishments on one year since arrival has been amazing. First, the amalgamation of the three groups--CANOPUS old timers from Holy Loch, personnel who joined us in Charleston and the Site-wise SIMON LAKERS (numbering over 400). CANOPUS, given the time and magnificent boost from the influx of a number of quality petty officers from that "other ship," quickly licked its wounds and shaped up. Its first major chore was preparation for an all hands effort--the OPPE. The results were gratifying--above average grades in most categories. During this early period, all departments involved with repairing and servicing FBM's, the Repair and Weapons Repair Departments in particular, were smoothing procedures and, within six weeks, were able to handle five submarines alongside simultaneously. Heel and toe inspections followed. The QA Audit and PERA Inspections of the Repair Department showed our good areas along with our mediocre with the prognostication of superior performance overall within a short period. The Annual Supply Inspection--a very thorough examination of all phases of the Supply Department operation produced many high accolades, including the comment that with the polishing that comes with a year of on site operation, CANOPUS should be the best tender in the fleet. The NTPI inspection of CANOPUS' ability to handle nuclear weapons was to bear this out. Grades in almost every category were outstanding, prompting the senior inspector to comment, "one of the best inspections I have seen in many years in the business." The Marine Detachment underwent heavy scrutiny during the visit of the Marine Corps Inspector General. This inspection showed all area satisfactory, with some rating especially commendatory





## Chaplain's Corner

by Commander Jack Peters

No doubt, you resolved to make the New Year a happier one. Why? Every ad we read, every commercial we see or hear tells us we need a particular item or article to be happy. In the Navy, we sometimes hear, "I want a transfer out of here. If I could just get out of here, I could straighten out and be happy."

What is happiness anyway? How do we define it?

Here are some of the ways we define happiness:

"Happiness is getting a transfer when I want it."

"Happiness is getting what I want, when I want it."

"Happiness is blaming others for our problems."

"Happiness is avoiding our problems by fleeing from the place where the problems started."

"Happiness is avoiding the truth, especially about ourselves."

"Happiness is honesty about ourselves, about others and about God."

"Happiness is facing every situation honestly and working for comfortable situations."

"Happiness is facing facts and doing something to change them for the better."

"Happiness is learning to live in contentment, wherever you are."

Real happiness comes when you think and try not to escape—right, Charlie Brown?

## Feedback

*This month's "Feedback" is devoted to an individual letter brought to us in reply to the tobacco situation in the area.*

Having dealt with the distribution of cigarettes over the last six months, I feel qualified to make the following statement:

### PROBLEM:

It is a well known fact that nearly all the Gypsies, cab drivers and bar maids in Rota all smoke "tax free" Winston's or something similar. True, some of these cigarettes are justly purchased from outlets in town at a very steep price. It is also a well known fact that many people pay their rent, their maids, purchase tapestries and other paraphernalia with these items. It would not be exaggeration

con't. on page 16

## Editorial:

Here I sit, on duty for what seems to be the hundredth time this week. Went to the head to my favorite stall to read the "bulkhead philosophy," only to find they had been painted over. Geedunk is closed and I'm starved cause I missed chow. Came back to the shop, with seven hours of duty left ahead of me. Got a pack of smokes, but nothing to light'em with. Six hours and fifty nine minutes left to go. Probably best I had duty this weekend, to keep me from spending what little money I have left. Six hours and fifty eight minutes left to go. Still got a hang over from the night before. Can't seem to shake this rotten cold. Six hours and fifty seven minutes left to go.....

Does this sound familiar? Does it come a little too close to the real truth about someone near and dear to your heart.....namely you? If it does, it is just a part of the sad picture painted here on the CANOPUS and throughout the Navy.

If you have duty, you have it for one reason. That is, to take care of the work that needs to be done and to assist in any situation that might arise. This helps the CANOPUS to remain ready at all times to do the job we are here to do.

In order for this to be done, each individual must be alert and ready to do his job at all times while you are on duty. If an emergency or an unusually heavy work load should arise, your best effort will be needed to get the job done right the first time.

If it happens to be one of those dreaded "slow" duty nights, why not look around the shop? Is everything clean and where it is supposed to be? Is there any equipment in need of repair? Nothing is more frustrating than getting a piece of gear out, only to find it is not in proper working order. Any work you do now will save time later for someone else or even your own self.

Doing things at this time will also save a lot of extra work for you and the other guys in the shop, especially when the big materiel inspection is just around the corner.

Phone is ringing. Probably the biggest excitement I'll have all night. If only I had something to do. Six hours and forty five minutes left to go.....

GOOD TIMES...  
GOOD FRIENDS.

GOOD HEALTH...  
GOOD YEAR **78**

# DRUG ABUSE...A growing problem ? ? ?

The drug situation for Americans, for the Navy and for the CANOPUS is reaching very serious proportions. Communications between users and non-users is almost non-existent. Any conversation between these two factions will usually degenerate into a shouting match or ramble off into meaningless sidelinings.

What both groups should be able to agree upon is that drugs are illegal. Whether this is right or not is not ours to debate. At our level, we do not make the laws, but we are expected to enforce the laws of our nation as they exist. If you feel the laws are unjust, the proper avenue of approach is through your legislators. With this being a general election year, you can voice your opinion through your vote. Another avenue of approach is through petitions and letters to your congressmen.

As a rule, though, it appears the average drug abuser has little interest in political solutions to his problem. The inability to produce a logical, coherent argument for the use of drugs gives further support for the contention that drugs are a negative influence. There are many reasons for not using drugs; legality, dangers to your body, cost and so on while the only excuse that seems regular in favor of usage is escape. The obvious question is: Where does the user escape to? Nothing will change for the better, and chances are, when the user gets back from his "trip," things may be worse. For example--getting caught.

Beyond the legal aspects of drug and alcohol abuse on board a naval vessel, lies the dangers presented to all hands when personnel function at less than normal capacity. This danger for the person and for others is even greater on an industrial facility such as the CANOPUS.

People falling asleep at machinery, or having slowed reflexes can expect their luck to run out sooner or later.

As it is with driving, drinking and drugs don't mix with machinery. If you don't care for your own welfare, consider your shipmate. He probably doesn't have the same desire for destruction that the drug abuser shows. He has no desire to become an injury statistic because you can't live your life without artificial stimulation.

Often times there are complaints of unequal treatment in the enforcement of drug laws. Of particular mention is the use of searches for drug detection. Within the guidelines of a particular search, all efforts are being made to ensure it is legal. Whether this is to search everyone crossing the quarterdeck between the hours of 2200 and midnight or everyone with social security numbers ending with zero, one, etc., every effort is being made to be random.

It is often said that officers, chiefs and senior petty officers are not searched. If these people fall within the guidelines of a particular search, they will be searched.

The purpose of these searches is to curtail the continuing use of drugs by our shipmates. It is not meant to be a harassment and is not so directed toward personnel where the problem is greatest. This is not to ignore the possibility of senior personnel using or trafficking these materials. As can be seen by the recent conviction and subsequent heavy sentence of a naval officer for possession of a large quantity of marihuana, when the senior personnel are caught



with these materials, the consequences are usually quite a bit stiffer than they are with junior personnel. Senior personnel dealing with contraband is the exception, rather than the rule. When this exception is exposed, every effort will be made to punish the offender to the fullest extent of the law. If anyone has information, fact not hearsay, about senior personnel involved with drugs, bring it forward and you will see the system works equally. There are many ways to pass this information on, ranging from the Captain's Call box to direct contact with the Master at Arms Force.

Another complaint that is often voiced is that drug abuse is prosecuted, while alcohol abuse is not. This ignores the basic fact that while both are illegal on the ship, alcohol is legal ashore while drugs are illegal in both cases. Alcohol abuse, as with drug abuse, is handled through a variety of programs. Contact your Drug Exemption Representative. (See the December 1977 Helmsman issue.)

Alcohol abuse is usually not found on the ship. Even the most extreme alcoholic will restrict his use to the shore, both because of the legality and the easy availability. When the alcohol abuser is detected, he is processed into one of the programs available to help him.

In the case of the drug abuser, his chosen crutch is illegal both ashore and on the ship. Thus, any time he indulges, he is, in effect, an outlaw. This appears to breed a disregard for all other laws. Where the alcohol abuser will rarely drink on the ship, the drug abuser will often choose the ship for his place of indulgence, possibly because the penalties are less than those ashore. When caught, reactions range from resignation by those intelligent enough to realize they are wrong to belligerence by some people who are so ignorant, they blame others for their shortcomings.

Whatever the case, the situation is continuing and we must take steps to slow and hopefully reverse the trend. This can only happen through understanding. The key to this is communication.

Rebuttals and comments to this article will be accepted by the Public Affairs Office for future publication in the Helmsman.



# DEPRESSANTS---A bad way for a good man to go down

Substances regulated under the Controlled Substances Act have a potential for abuse associated with both physical and psychological dependence.

Taken in amounts as prescribed by a physician, depressants can be beneficial in the symptomatic treatment of insomnia, relief of anxiety, irritability and tension. In excessive amounts, however, they produce a state of intoxication that is remarkably similar to that of alcohol.

As in the case of alcohol, these effects may be expected to vary not only from person to person, but from time to time in the same individual. Low doses produce mild sedation; higher doses, insofar as they relieve anxiety or stress, may produce a temporary state of euphoria, but they may also produce mood depression and apathy. In marked contrast to the effects of narcotics, however, intoxicating doses invariably result in impaired judgment, slurred speech and an often unrealized loss of motor co-ordination. They may also induce drowsiness, sleep, stupor, coma and possibly death.

The abuse of depressants falls into several distinct patterns. Episodic intoxication is found most commonly in young adults and teenagers, whose source of supply may be the family medicine cabinet, the illicit market theft or illegal prescriptions. In addition to the dangers of disorientation, resulting accidents on the highway or by an overdose, habitual users incur increasing risks of long-term involvement with drugs. Tolerance to depressants develops rapidly, extending the intake capacity while narrowing the range between an intoxicating and lethal dose. The person who is unaware of the dangers of increasing dependence will often seek prescriptions from several physicians concurrently,

increasing the daily dose up to 10 to 20 times the recommended amount, nor will others recognize the person's problem until he or she exhibits confusion, decreased ability to work, or recurrent episodes of intoxication. Members of the drug sub-culture often use depressants as self-medication to soothe "jangled nerves" brought on by the use of stimulants, to quell the anxiety of "flashbacks," or to ease the withdrawal from heroin. The dangers of depressants, it should be stressed, multiply when used in combination with other drugs or alcohol. Chronic intoxication by depressants is most common in middle age. Depressants also serve as a means of suicide, a pattern especially common among women.

The depressants, as will be shown, vary with respect to their lethal overdose potential. Moderate depressant overdose closely resembles alcoholic inebriation. The symptoms of severe depressant poisoning are coma, a cold, clammy skin, weak and rapid pulse and a slow or rapid but shallow respiration. Death will follow if the reduced respiration and low blood pressure are not counteracted by proper medical treatment.

Anyone who ceases to take or



The Defense Meritorious Service Medal has been created by Pridential order to give the Secretary of Defense a means to recognize superior per-

formance abruptly curtails the amount of a depressant on which he has become dependent will encounter symptoms of withdrawal more severe than in an otherwise comparable case of narcotics addiction. In its mildest form, the abstinence syndrome is characterized by anxiety, agitation and apprehension accompanied by a loss of appetite, nausea, vomiting, a palpitating heart, excessive sweating, fainting, insomnia, tremulousness and muscle spasms. If the individual is dependent on a large amount of the drug, delirium, psychotic behavior or convulsions and even death can occur. In view of the severity of the withdrawal syndrome, it is recommended that withdrawal from depressants be supervised under the controlled conditions of a hospital. The withdrawal regimen will usually consist of the substitution of a long lasting barbiturate for the depressant used, followed by a gradual decreasing of the dose.

Among the depressants that most commonly give rise to the general conditions described above are chloral hydrate, a broad range of barbiturates, glutethimide, methaqualone, the benzodiazepines and meprobamate.

## New Medal For DoD Service

formance by Armed Forces members assigned to the Office of the Secretary of Defense and other joint-Service activities when such performance cannot be appropriately rewarded with the Defense Superior Service Medal or the Joint Service Commendation Medal.

The new medal is comparable to the Meritorious Service Medals of the Services and completes the joint decorations inventory.



In the last issue, I covered the Tuition Assistance Aid Program. This time, I would like to talk about the in-service educational assistance that can be obtained from the Veteran's Administration. At the present time, there are two different VA educational programs in effect.

One program is for those personnel who became affiliated with the military before December 31, 1976, called the 'Post Korean Conflict and the Vietnam War Era GI Bill.' The Vietnam GI Bill, as it is more commonly referred to, can be used while a member is on active duty as well as after he is separated from the military. The biggest difference is the method the VA uses to make their payments. For in-service education received at VA accredited institutions of higher learning, the VA will pay all tuition costs, while the member pays for books, lab fees and

## Counselor's Column

by NC1 Jerry Buczkowski

any other incidental costs.

To be eligible, a member must have been on active duty for more than 180 continuous days. The loss of VA educational assistance will be at a rate of one month's worth for every \$311 of tuition used. For example, if the tuition at a particular school is \$104 per course and the member takes three courses, the total tuition would be \$312. The VA would pay the entire tuition and the member would have used one month's entitlements of the total 45 months to his credit. Under normal circumstances, the member would initially pay the tuition costs and the VA would reimburse him for that amount.

The GI Bill can also be used for VA approved correspondence courses. The VA will cover 90% of the tuition costs. The member will make the initial payments and the VA will reimburse the member at a pro-rated amount according to the number of lessons he completes that quarter.

All necessary forms that the member will need can be obtained from the VA Office or, in the case of being overseas, from the Navy Campus for Achievement Office, in the Personal Services Wing of Building One, on the Naval Base.

The other program that comes under the VA educational plan is the 'Contributory Educational Assistance Program', which is for those persons who entered active duty in the military on or after January 1, 1977. This program will be covered in the next issue. In the mean time, do not hesitate to contact the Educational Services Office, the Navy Campus for Achievement Office of your Command Career Counselor if you have any questions on furthering your education.

*We are looking for  
shipmates with musical talent in the  
bass guitar,  
lead guitar and  
vocal fields.  
If you have any experience  
and desire to start a band composed of  
CANOPUS personnel,  
contact us at the following numbers:*

**EMFN Dave Strickland**  
463  
or  
386  
**SA Michael Manley**  
251



"When you get time, send a note over,  
Charlie thinks we have a short in the drill."



# December

## Sailor of the Month

The December Sailor of the Month for the CANOPUS is a tough guy. A tough guy to interview, that is. When the Helmsman approached Fireman Robert W. Aitken, Jr., we could hardly get a word out of him.

So, according to FN Aitken's shipmates in "M" Division, he is always a quiet person. Another thing they said was that he is a responsible person to work with. "Give him a job and it is sure to get done", said one fellow worker.

The Spokane, Washington native joined the Navy in June, 1976. After recruit training in San Diego, FN Aitken reported for duty here in Rota on the USS SIMON LAKE. He then cross decked to the CANOPUS.

FN Aitken works as the DCPO for the "M" Division compartment aside from his duties in Main Control.

When not at work, he likes to listen to just about any kind of music and he likes travelling here in Spain. He



met his wife, Raefela, while on a trip to Seville. The Aitkens live in Chippiona. "I like living in Chippiona because it is a quiet little town and the Spaniards are nice people", says FN Aitken.

The Aitkens plan to visit Raefela's parents in northern Spain in the near future.

## Captain's Call

comment.

In one category, the ship did not fare as well: our Radiological Controls practices. We allowed orderly administration to take back seat to timely completion of a hectic work load. The ship did not fail the exam, but there was enough concern in some circles to warrant a re-exam. This, just completed, showed great ship's improvement in RADCON operations. In the next graded exam, CANOPUS should be above average in all categories.

Praise should also go to these departments less in the spot light. To Deck, for their continual efforts to keep the ship properly preserved and their efficient handling of mooring and unmooring of CANOPUS and the submarines alongside; to OPS-NAV for their commendatory handling of communications, crypto repair and navigation and CIC while underway; to Medical and Dental for their magnificent job in a support role; to Admin, for the unsung hard work of many, including the Chaplain, Public Affairs Office, Legal Office Special Services; the list is endless.

CANOPUS can take pride in the fact that she has "arrived." We should excel in every area of tender activity. USS HOLLAND advertises themselves as the "world's greatest tender." When the SIMON LAKE went off the line, she laid claim to that title; now, with the CANOPUS fully back on the line, she must give up that claim to acknowledge she has been overtaken in every area of endeavor.

1978 promises to be a super year for the CANOPUS. We've proven we can do the job and do it well. Now we must do the job with enough finesse an efficiency to look

con't. from page 2

after the needs of our people--our most important asset. One part of that concern is safety. Let's make 1978 a safe year for CANOPUS.

Happy New Year, shipmates and families!



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**Mystery  
Man**

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*This month's "Mystery Man" gets a big "bang" out of life. Don't let the rate on this young petty officer's sleeve fool you.*

Answer on page 10



Everybody knows the importance and good feelings a letter from the States can bring. Getting news from loved ones back home has more than once made a sailor's day. Also, those important papers you need might never get here if not for the Postal Service.

During the holiday season, between November 1 and December 31, the CANOPUS Post Office handled some 522.2 kilograms of outgoing and 17,183.5 kilograms of incoming mail. This amounts to 58,541 pounds handled by a PC2, four PC3's, one SN and two I Division personnel. This mail must be trucked to the Post Office from the main office on the Naval Station to the ship. Then, it is sorted by divisions marked on the letters and packages. For this reason, incoming mail must be correctly addressed to save time getting it to the addressee.

Along with the Post Office sold \$11,085 and 49 cents worth of stamps from September 24th to December 28th. Also during this period, 3918 money orders were sold, with a total face value of \$253,456, plus the total for money order fees of \$50.70. 295 money orders were cashed for a total of \$21,458.73.

As you can see, the men behind the caged window have quite a bit of work and responsibility on their shoulders.

PC2 Earl L. Smith would like to explain the services offered by the Post Office that can make their work easier and cut down on the time it takes for you have to wait on either sending or receiving mail.

# MAIL CALL!

## Services offered:

**First Class. Letter rate** is 13 cents per ounce for domestic rates and 17 cents for airmail rates, however all incoming letter mail is in the same postal bag, so the 17 cents is a waste of money.

**Second Class:** This rate is for mailing newspapers and magazines and will vary depending on the size.

**Third Class:** Mailable matter not mailed first or second class, weighing less than 16 ounces.

**Fourth Class or Parcel Post:** This rate of mail must not exceed 70 lbs or 100 inches in length and girth combined.

**Airmail:** This is not a class of mail, but a special service of the U.S. Postal Service. Airmail is given the most expeditious handling in dispatch and delivery. With a few exceptions, any matter acceptable in the in the domestic surface mail may be sent airmail.







**SAM:** Space Available Mail, which includes parcels of any class paid at the surface postage and airlifted to, from or between overseas military post offices outside the continental United States. When mailed from the States, parcels may not exceed 70lbs and 60 inches length and girth. When mailed outside the continental U.S., they may not exceed 70 lbs and 100 inches in length and girth combined.

**PAL:** Parcel Air Lift, upon payment of \$1.00, in addition to the regular surface rate of postage, any parcel not exceeding 30 lbs and 60 inches combined length and girth, mailed from any address outside the continental U.S. will be transported by air on a space available basis.

**Certified:** This furnishes the sender with evidence of mailing and the Post Office of address with a record of delivery.

**Insured:** This provides indemnity in the loss of or damage to matter. The maximum amount of insurance is \$200.00 per parcel.

**Registered:** This mail provides added protection for valuable and important mail that is not otherwise available for ordinary mail. It is the safest means of any service and provides payment of indemnity if an article is lost or damaged.

**Return Receipt.** This type of service provides evidence of delivery with a receipt coming back to the sender. Return receipts are available for certified, numbered insurance and registered mail.

In addition to mail, the Post Office also handles Postal Money Orders. The maximum amount for a single money order is \$300.00, with a 15 cent charge for all money orders. These are good for 20 years, and it is required that a 60 day period be allowed before making any claims or inquiries at any post office. Each day, the money order clerk must make a report, verified by the Disbursing Officer. A check is received for that day, with the report being sent to the Money Order Branch of the Postal Service in St. Louis, Missouri.

As mentioned before in this article, to receive or send any mail quickly, it must be correctly addressed. Mail addressed to the CANOPUS is sent from FPO New York to Madrid. From there, it is trucked, under contract with the Spaniards, to the Main Post Office on the Naval Station. The CANOPUS Post Office makes runs to pick up the mail for the ship, CSS-16 and the units along side. Outgoing mail travels the reverse of this route.

Your correct military address:

Full Name and Rate, SSN(not required)

Division

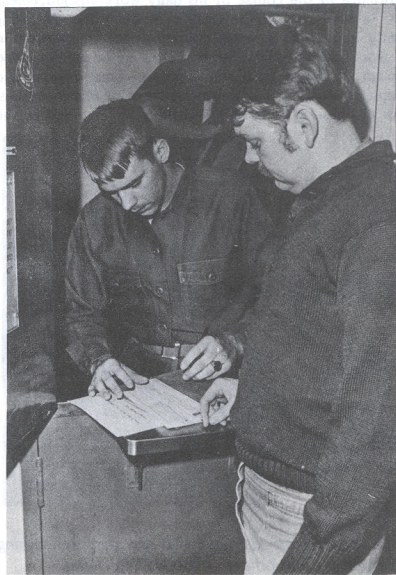
USS CANOPUS AS-34

FPO New York 09501

Dependents mail should include the sponsor's full name.

The Post Office wishes to stress the importance of including your division on your mail. Including your division speeds mail when it reaches this office. It is also important to inform us if you change divisions. Our directory files must be kept up to date and it is your individual responsibility to inform us if you change divisions.

Think about these things the next time you open a letter!



# Professionalism through Safety

by LT(j.g.) John P. Kennedy

Quality Assurance is a planned and systematic pattern of actions, the proper execution of which is required to provide adequate confidence that the product will perform satisfactorily. The QA concept is fundamentally that of detecting errors or defects that may have been introduced into a component or system as a result of manufacturing, packaging, shipping, receiving, handling or use.

The proper execution of this concept is the responsibility of all personnel concerned with the support of the SSBN's and FBM systems at SITE II. The concept also provides a systematic and efficient method for gathering, analyzing and maintaining information on the quality characteristics of products and on the source and nature of defects and their immediate impact on the current operations. It permits decisions to be based on fact, rather than on intuition or memory. It provides data that will be useful long after the details of a particular time or event were initially recorded.

The QA objective is to readily improve the quality, uniformity and reliability of the total FBM system.

Teamwork must be achieved before the benefits can be obtained from any QA program. Therefore, each individual on the CANPOUS must exercise judgement based on knowledge in the course of his daily work; his judgement plays a vital role in the quality of his work. Attaining quality in the FBM support operations and the prevention of errors is an all-hands task that can only be accomplished through positive leadership, proper organization and complete understanding and acceptance of responsibilities. It is emphasized that each individual is involved in the

FBM support effort.

It is the responsibility of all senior petty officers to instill a spirit of self-confidence and professionalism in their subordinates. FBM support operations are demanding and leave little room for error. Any man who gives less than his undivided attention exposes himself, his shipmates and the equipment to potential hazards. By always performing in accordance with authorized and proper procedures while carrying out each assignment, including when no one is watching, the responsible petty officer sets the example he wishes to be followed by his subordinates.

Undiluted professionalism means there is no room for ethical lapses or occasional breaches of integrity. The worker who, even once, shortcuts the established procedures, does not follow mandatory instructions, sacrifices quality for speed or performs any other action which could jeopardize the safety of personnel or equipment lacks the professional integrity expected of submarine force personnel. The supervisor who condones such actions is equally guilty of less than professional attitude and must be ready to accept some blame for the adverse results such actions could cause.

There is no substitute for thorough knowledge of your job and the procedures associated therewith. Use of correct procedures and adherence to the principles of Quality Assurance will almost always produce professional results. Safety demands undiluted professionalism from all personnel involved in the SSBN support at SITE II. Professionalism through safety is our aim. Zero defects is our goal.

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**Mystery  
Man**

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Just a few years later, we find out that the dashing young sailor is none other than FTCS M.R. Wilson.

## The Day That Counts

### Yesterday

There are two days in every week that should be kept free from fear and worry. One of these days is yesterday; it has passed forever beyond our control. We can not undo a single act we performed or erase a single word we said. Yesterday is gone beyond recall.

### Tomorrow

The other day we should not worry about is tomorrow, with its possible problems or promise. Tomorrow is also beyond our immediate control. Tomorrow will come, but until it does, we have no stake in tomorrow; it is not yet a reality.

### Today

This leaves only one day—today. Anyone can fight the battles of just one day. It is only when we add the burden of those two awful eternities—yesterday and tomorrow—that we break down. It is not the experience of today that causes the most anxiety. It is the remorse or bitterness for something which happened yesterday, or the dread of what tomorrow may bring. Thus, only one day in the week requires our very best attention and action—the “today” we live one day at a time.



## Rota Community College February term

Rota Community College will be highlighting its February term with SPANISH COOKING. The course will be taught by a Spanish chef who has worked at the Hotel Playa de la Luz for five years. One session will be devoted to cooking various 'tapas' and the other sessions will concentrate on preparing complete meals, which will include paella, garlic chicken, sopa de mariscos and stuffed eggs. Class price of \$18 includes instruction, food and wine.

Other classes planned for the term include: BEGINNING AND INTERMEDIATE SPANISH, PRESCHOOLERS GYMNASTICS, BASIC CAMERA INSTRUCTION, CREATIVE DRAMATICS FOR YOUTH, BEGINNING GUITAR, MOD-ELING and FLAMENCO DANCING.

Registration for the term will run from February 6th to the 10th. The term starts on February 13th and runs to March 10th. Register in the Educational Services Office, Personal Services Wing of Building 1, on the Naval Station.

RCC's hours are: Monday through Thursday 10 a.m. till 2 p.m. and from 10 a.m. till 5 p.m. on Friday.

For more information on classes, costs or times, call the RCC Office at 2785.

## Expensive Errors

by LT Bruce A. Gustin, III

Many of the accident, injury and material damage reports to the Naval Safety Center that CANOPUS is required to submit end with the statement "All concerned have received specific guidance concerning performance of their duties." The guidelines below, if followed, would stop the largest number of mishaps--the easily preventable ones.

A) Don't be caught up in the tempo of operations. The adage that "there's never enough time to do it right, but there's always time to repair it" certainly applies to the majority of the preventable mishaps.

B) Don't shortcut procedures, orders or instructions. The chances are they were written because of a previous mishap occurred because someone improvised or took a shortcut.

C) Using equipment with known discrepancies is about as smart as playing Russian Roulette.

D) The QA Inspector is so designated for a specific purpose. If he signs off a procedure or checksheet without inspecting the work he should be fired or worse.

E) Communicate at all times and at all levels. Let someone know what has been done and what still needs to be done. Don't ASSUME and make an ASS out of U and ME.

F) About malfunctioning test or repair equipment. Accepting or using malfunctioning gear is not having the guts to demand properly operating equipment. The thought arises as to how many individuals would operate their car or motorcycle with a gross malfunction after having paid to have it repaired

## Do Not Read This Article

You're not following instructions very well, are you? There's really no use in reading on---this article is about nothing--nothing at all.

So--please do not read any further.

If you had been following signs in a mine field, you would have been dead by now.

Just can't follow instructions, can you?

We spend hours writing news copy for the Helmsman and you never read it, but when we take 10 minutes to write nothing, you can't resist it.

Why?

Stupid or something?

If you aren't stupid, you won't read the next line.

Now don't get any ideas about suing us for libel, because if you are this far, you've already admitted that you will do anything you are told not to do.

What's with you anyway?

Well, since you've gotten this far, you might as well go ahead and finish.

But as I said before, there's nothing to read about. You might as well be reading a telephone book.

If you can't resist reading, though, why not read the rest of the Helmsman.

It's not nearly as insulting.



## Human Relations Council meeting results

The CANOPUS Human Relations Council met on December 14th to discuss the issues brought forth by the various representatives throughout the ship.

ADMIN asked if salad bowls can be placed on the mess lines for those persons who prefer to eat salad only. CDR. Adams, executive officer, commented that each person who eats on the ship must be counted for. Money is allotted for each person. If people eat without being counted, the ship loses money allotted for them. The Food Services Officer will be asked if a system can be worked out to facilitate those persons who eat salad only. Of course, there will be a few persons who will try to use the salad only routine to get in for regular seconds.

OPS/NAV asked if a separate hot line can be provided in the First Class Mess. The XO said this cannot be done due to the sanitation reasons. OPS/NAV also asked about the possibility of the ship going to five section duty. This possibility was looked in to, and since several departments cannot meet the commitments of five section duty, it is not possible.

ENGINEERING asked for an explanation why people who go through the speedline must go to the end of the line for seconds from the main line. The XO commented that people would go through the speedline would dispose of the food and go through either line to avoid waiting. REPAIR asked if personnel, dressed in proper civilian attire, could eat on the mess decks on the weekends and holidays. This is not possible since Naval Uniform Regulation prohibits civilian clothing to be worn on a ship, except in the berthing compartments. Repair also asked if speakers could be installed for movies on the mess decks. As of January 3rd, movies were no longer shown on the mess decks, with the exception of when the ship is at sea.

First Class Petty Officers asked if it was possible for them to park their motorcycles on the pier during the winter months. The XO said that the space is not big enough for additional motorcycles. At the present time, the SeaBees are working on a section of the pier and motorcycles would present a problem to them. Also, it would cause a hazard when the DEDALO returns.

REPAIR had one final question. Why is there a shortage of cups, galsses and silverware at certain times on the mess decks? MSC Bragado request the crew co-operate and do not remove any items from the mess decks. These items are found in trash bags leaving the ship and also in various work spaces.

WEAPONS highly congratulated the CCTV crew for the good job they are doing. They also request investigating the purchase of CinemaScope lenses for the showing of movies.

SUPPLY asked about the shortage of hot water in their berthing compartment in the morning hours. There has been a problem with the steam for a couple of weeks, since the shore system has a high water content. If shifting time is the problem, the ENGINEERING Department

will be asked to see if the shifting can be done at a more convenient time. SUPPLY also asked if the watch bill can be made up in a way so the watches are assigned accordingly to divisional needs and the ship's needs. The XO commented that the Senior Watch Officer is working full time to revise the watch bill. SUPPLY asked if something can be done about the people waiting for Captain's Mast and XO's Inquiry throwing cigarette butts on the deck. The CMAA said the people waiting for mast and inquiry should not be allowed to smoke and something will be done about the problem.

SUPPLY pointed out to the crew that if there is a discrepancy on the mess decks to notify the Mess Decks Captian, the MS Chief or the Food Services Officer. Also, if personnel are standing duty or other military assignments which prevent them from eating at regularly scheduled times, notify the the Mess Decks Captain for saving of rations.

MEDICAL/DENTAL asked why people reporting late in the morning are subject to a urinalysis and not a breathalyzer, to detect both alcohol abuse and drug abuse. The XO said to first consider one basic fact; drugs are illegal on the beach and the ship. Alcohol is only illegal on the ship. Use of alcohol aboard is easy to detect in comparison with drugs.. It smells, it is easily sighted and a person's reaction to alcohol is well known. It is also hard to bring aboard. Drugs do not smell and their reaction is different, with the individual and the drug used. Drugs are also small enough to conceal when aboard. When alcohol starts to starts to interfere with a man's job or gets him in trouble on liberty, I know it and so does everyone else. If it is a discipline problem, we deal with it in that way. However, if it has reached that point where the man needs help, the Navy has programs to provide it, such as ARD (Drydock) on base. If some men are having hydraulic lunches on a daily basis, the petty officers and Division Officers should get hold of this situation and either stop it or get help for the man. Abuse of either drugs or alcohol cannot be tolerated. The difference is, what is abuse? Use of any non-prescription drug is abuse and illegal.

The XO further commented that this is the kind of thing that should be discussed more often at the HRC meetings and congratulated the Medical representatives for bringing up the question that caused so much discussion from the coucil members following the XO's statement.

## First Aid For Eye Emergencies



For cuts and punctures of eye or eyelid The National Society for the Prevention of Blindness recommends that you should bandage lightly and see a doctor at once. Do not wash eye with water or try to remove objects stuck in eye.



## notes from Special Services

Here we are at the end of the holiday season. Most of us are looking forward to getting back to work so we can get some rest. Hope you enjoyed your holidays, but if you are not ready to quit yet, we have a series of tours which can cover your wildest dreams.

SITE II Special Services sponsored events go from our Day Trips to the Doll Factory and Seville to the Weekenders in Torremolinas, Granada and Ceuta. We also have a tour of London scheduled for January 20th through the 27th.

For the more adventurous (and financially fat,) the Officer's Wives Club is sponsoring a Safari tour to Kenya. It is summer in Kenya, south of the Equator, and the climate is mild. This is a chance to see Africa as it really is, and maybe, like it was. Tsavo National Park is a million acre auto safari where you just might get a picture of a bull elephant chasing your land rover.

In the local area, we are starting to gear up for the coming sports year. Volleyball should be getting off the ground shortly, with about eight

teams participating. We are continually cursed with a shortage of uniforms. Anyone still holding on to shirts from the softball season, please turn them in. If only three or four guys keep their shirts each time, that makes the entire set to short to issue again. So those of you who did turn in your equipment--go out and get the turkeys who won't turn in their gear. We have to go out and buy new stuff--and it's coming out of your money.

Our Rec Center project suffered a setback over the holidays in that nothing got done. Things are moving again, but slowly. If you have any construction experience, particularly in electrical or plumbing work, contact OSC Gunnell. We need all the help we can get.

Our lack of response for the SITE II sponsored tours suggests that we are not really meeting the desires of the SITE II personnel. Our Garmish tour ran in to serious difficulty when it became clear that there was no AFN-TV there. Still, at \$240 for six days in Germany and France, especially with a deferred payment plan, this



*Yes, shipmates, Santa does visit naval ships. With no chimney, Santa tries a ladder to get to the SITE II Christmas Party.*

tour was a bargain. And yet, few people took advantage of it. This has been true of most of our tours. We rarely have a tour with more than one-third SITE II personnel. If you feel we are not meeting your needs, just contact us at the SITE II Rec Center and we'll try to adjust the program to be more responsive to the SITE needs.

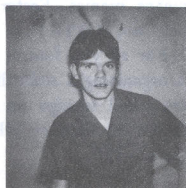
*These three men are all smiles because they were the winners of the SITE II Enlisted Wives Club "Call to the States Contest" over the holiday season. Congratulations to these three men and a big 'thank you' to the Enlisted Wives for sponsoring the contest.*



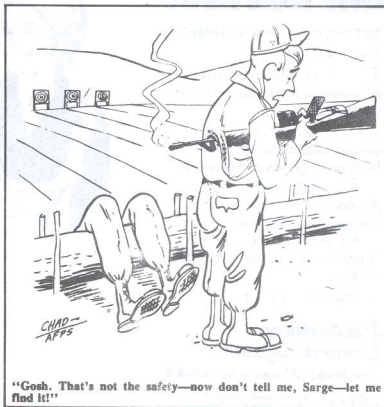
*MM2 Don Basinger, 'A' Division.*



*SKSA Barry Steele, S-5 Division.*



*SA Michael Ryan, S-2 Division.*



*"Gosh. That's not the safety--now don't tell me, Sarge--let me find it!"*

# It's Volleyball Time!

Spikers! Man your nets!

The CANOPUS '78 Intramural Volleyball League is set for action. SITE II Special Services would like to take this opportunity to set down some rules for the new season.

All court rules will be in accordance with the USVBA 1977-78 Book of Rules for Volleyball. Officials will be provided by the Rota Officials Association and all calls made, except for the ineligible player ruling, will be final.

Only CANOPUS, APL-31 and CSS-16 crewmembers are eligible for play. Additions to team rosters must be submitted to the League Commissioner at least 24 hours before any scheduled match. Crewmembers will not be allowed to perform for another Division/Department team if his own Division/Department has a team.

Re-scheduling of matches will only be allowed for military commitments, Division/Department shift work included.

Home teams will pick up equipment, scorebooks and set up the court for the early games. The home team will also turn in the equipment and scorebooks and ensure the court is properly broken down and poiced for the late games. All equipment and scorebooks must be picked up from the SITE II Rec Center.

## DOES YOUR E.Q. NEED (Economics Quotient) IMPROVING?

TAKE THIS QUICK QUIZ AND FIND OUT.

True False

☐ ☐ (1.) As productivity increases, our standard of living increases.

☐ ☐ (2.) When inflation occurs, each dollar we have buys more goods and services.

A special booklet on our American Economic System can help you improve your E.Q.

For your free copy, write "Economics," Pueblo, Colorado 81009.

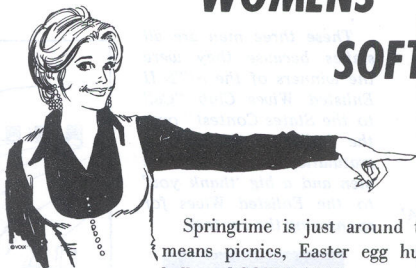
ANSWERS: 1 2 1 1

**The American  
Economic System.**

We should all learn more about it



A public service message of  
The Newspaper & The Advertising Council  
to US Department of Commerce



## WOMENS SOFTBALL

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

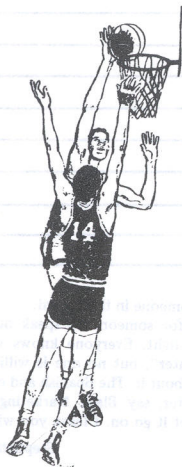
For all you female sluggers out there, SITE II is organizing a softball team. All interested ladies are asked to sign up at the SITE II Recreation Center or contact SH3 Garza at CANOPUS extension 326.

TEAM	Div/Dept	Coach(s)	Phone
1	R-1	HT2 D. Wilson	441
2	Deck	SN M. Demey	415
3	W-1	TM2 T. Salter	454
4	R-4	ETR-2 S. Goss	267
5	R-2	MM1 D. Fincher	440
6	R-8	HT3 Billodeau	470
7	S-3	SH3 M. Majors	326
8	R-7	MM3 N. Rombaoa	446
	30 JAN	31 JAN	2 FEB
2000	1-8	5-2	8-6
2045	6-3	7-4	3-1
	7 FEB	9 FEB	13 FEB
2000	3-8	1-7	4-1
2045	1-6	8-4	7-8
			6 FEB
			7-5
			4-2
			14 FEB
			3-2
			6-5

The season will consist of two halves, with each team playing all other teams in each half. At the end of the first half, a committee made up of the Athletic Officer, League Commissioner and all team coaches and captains will select the varsity team to represent the CANOPUS in the NAVEUR Tourney in Naples, Italy, held from 6-10 April.

Good luck to all.





## DOGS TRY TO DO IT AGAIN

USS CANOPUS-5 Jan 78--- The Canopus Bulldogs appear to be on their way to their second championship in as many years.

Having downed DGF, CO. "F". Hospital, NAVCOMSTA, VP-11 and VQ-2, the Bulldogs are rolling along in fine shape under the guidance of Coach Tony Millhouse.

Working with some of the finest talent in the Rota area, the team is blessed with an abundance of good shooters and great speed. While most of the returning members from last years team are maintaining their high caliber of play, returning guard Darnell Blackmon, of Deck, appears to have made exceptional improvement. Shooting from the corners, Blackmon has continually hampered opponents with his quick release jump shots. Blackmon is doing a fine job of filling the shoes of departed guard, John Crump, a standout player from last year.

A shot in the arm for the Dogs

rebounding effort is supplied by newcomer Gary Baxter, who has been cleaning the boards well.

One key point which will determine the outcome of this season will be Coach Millhouse's ability to gel the available talent into one single, rotating machine.

Millhouse took over last year in the post season action and has continued on as head coach this season. An outstanding player on his own account, Coach Millhouse has been working hard, around the normal work schedule and duty rotation of the players, to get in the necessary practice required to smooth over the rough edges.

While lacking previous coaching experience, Coach Millhouse has done a good job in maintaining team discipline and togetherness. All things considered, and if the practices accomplish what they are supposed to, this team should fare well in the 77-78 season.

## SOCCER ROTA STYLE

With a 15-0-4 record, the Naval Base soccer team is building itself quite a reputation in southern Spain and England. As Coach Manolo Andrade would say, "Another win."

Carlos Segura, one of five CANOPUS men on the team, says that each game gets tougher because each time, the Spanish teams bring better players to re-inforce their team.

Rounding out the CANOPUS representation on the team are Juan San Juan, Russell Bronowicki, Arturo Jimenez and Mark Roberts.

The team has been going through much training lately, since there are no amateur teams in the Rota area that can beat them. That is confidence, one thing that is abundant with the team.

Although unofficial, the team hopes to get a chance to go at the Rota professional team. They are anxious to see how they would fare against the pros.

LT Larry Boland, one of the teams defensivemen, commented on his teammates. "I've been playing soccer for 17 years and I've seen some good players. These guys are good. Russell Bronowicki, although he has had little soccer experience, is coming along by leaps and bounds. Carlos Segura is an excellent player. We are not looking forward to losing him(temporarily) in late February when he goes back to the States. Robert Ruiz, goalie, is an outstanding player, the most improved player on the team."



Coach Andrade said the team might not have enough skill and experience to call itself professionals but they are a very fast, young and smart team. We have the spirit to win and become recognized by some teams around Europe.

The team plays every Sunday at 11:00 a.m. at the field near the air terminal.

If you would like to play soccer or just watch, come on out and support the team.

Dear,

## Feedback con't.

for one to say that at least 90% of this merchandise comes from the Smoke Shop on the CANOPUS. This, I believe to be true due to the largest difference in tobacco prices between the CANOPUS and the base.

### PROPOSED SOLUTION:

A method that would possibly cut down, if not nearly eliminate the Black Marketeering of cigarettes in the Rota area would be to ask (and make this mandatory at Security) each new individual in the area and those applying for new ration cards if they smoke or drink. If they answer no, at this time their ration cards should be stamped void in each of the appropriate areas of concern. This would cut back on Black Marketeering considerably, simply for the fact that those who do not use these items wouldn't be able to buy them for those using them on the Black Market. This type of program is currently in use by Base Security on gas rationing. You are asked if you own a car, if you answer no, your gas rations are stamped void. Black Market gas is not an easy item to come buy. Also, the price of gas in town does not make

it advantageous for someone in this regard.

I feel it is time for someone to speak out and bring this information to light. Everyone knows what's going on "Under the counter", but no one is willing to admit it, and do anything about it. The Spanish and other governments for that matter, say Black Marketing hurts their economy, yet they let it go on. I leave you with one question....."WHY?"

Stephert R. Stice



"We've been playing with our bed again, haven't we, Wentworth?"

From

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