



The HELMSMAN

Vol. 2, No. 2

USS CANOPUS AS-34

April 1966

Ens. Clapper Offers Deployment Site Info

"I am sure that the first item of interest to all married personnel moving to our deployment site is the availability of housing. The construction of on station housing is progressing slowly. There are presently only 48 units occupied and the prospects of about 40 more units in the next couple of months. Construction of the remainder to a total of 300 is indefinite at this time. All units are furnished with the exception of washers and dryers in the older units. A list of the furnishings available for use has been reproduced onboard and is available to any person desiring a copy. Housing applications are being reproduced and will be completed by all married personnel and will be integrated into the Housing List as of 1 May 1966.

"You can well expect to live on the economy for some time, while a waiting assignment to on-station housing. There is a building boom going on in the local community. There is presently an apartment-type hotel being constructed, a hotel with bungalow houses and several individual units. Problems that have arisen with this new construction are water system expansion and electricity. It is reported by military personnel living on the economy that their water and electricity go off for indefinite periods two or three times a week. There are several other communities within 30 minutes' driving distance that are not experiencing this situation. Houses on the economy are ranging in price from \$80.00 per month to \$150.00, and are unfurnished.

"A booklet of information pertaining to our move to the deployment site is now being assembled and will be distributed in a few days.

Astronaut Addresses Citadel



Astronaut Carpenter addresses Cadets and civilian personnel at the Citadel.

Astronaut Scott Carpenter, Commander, United States Navy, recently lectured at The Citadel, a local military college, and commented on the 16 March flight of the Gemini 8. He stated that even though the flight was not successful in its primary mission of a 2 hour walk in space by Astronaut Dave Scott, it was successful in its outcome in clearing up various Lunar landing problems.

"The Gemini 8 flight proved the only remaining factor, upon which our lunar landing is predicated, that is the DOCKING. The Gemini 6 and 7 proved that rendezvous was feasible, we had all of the equipment required, and also that our techniques and technology were correct. We proved with Gemini 8, that the docking is a simple task. Now what happened

after the docking, I am not too sure of. There could have been a mechanical failure of some kind which caused the violent maneuvers that resulted while the two were mated together. There could have been an incompatibility of a sort between the additive control thrusters on the AGENA and the additive control thrusters on the space craft, so that they fought each other.

"One was trying," he continued, to stabilize a certain rate, and the Agena did not like this rate, it tried to do it at a different speed, thus, it got into an uncontrolled maneuver."

He stated that the flight "was not a set back" and that the program has not been delayed because of this flight. He added that "we are doing things that we have never done before, with machines that have never been used before, and we expect failures or mistakes, now and then."

Carpenter said there were no mistakes in this flight, but that it is evident that "we are not smart enough to put together a machine, and send it, with men to the moon right away."

He said that "we have to try these machines in an unmanned state to make sure that we have not overlooked anything. We may have overlooked something (in the Gemini 8), but the best engineers in the country were responsible for it, and I suggest that nobody is perfect."

The astronaut also commented on the government's exploration and research off the coast of California with the Sea Lab. He stated that the resources of the sea are "beyond the imagination. Mineral and oil deposits, and fresh water are just a few of the many things that are hoped to be tapped in the near future.

COMMAND COLUMN



Capt. John M. Barrett

As I sit down to write the Command Column for this issue of THE HELMSMAN there are two or three areas in which I would like to take this opportunity to communicate with each and every member of our crew.

First of all to bring you up to date on our schedule - CANOPUS will depart Charleston the morning of 18 April, with the Board of Inspection and Survey aboard for our Final Acceptance Trials. The FAT marks the end of the six month quarantine period the Navy has with Ingalls Shipbuilding Corporation and also marks the last detailed attempt to find any deficiencies that would prevent CANOPUS from being accepted for unrestricted service. We will tie up at the Naval Base in Norfolk (probably at the Destroyer or Submarine piers) late in the afternoon of 19 April and continue with our INSURV inspection until late 20 April. From 21 April to 2 May, we will remain at Norfolk supporting submarines of Submarine Squadron Six. Departing there on 2 May, we will arrive in Charleston, late 3 May, and will be given on arrival as Administrative Inspection by Commander Submarine Squadron Eighteen on 4, 5 and 6 May. I am Changing the dependents' cruise from 4 May to 11 May, accordingly. CANOPUS will be moved at the Naval Station (probably to pier Lima) during May and June while we load supplies for support of Polaris submarines. We are scheduled to move to the Cooper

River site in late June to commence our first submarine refits.

I would also like to mention the subject of safe driving. The roads in this area are poorly marked, with no reflectors. A glance as the daily newspaper shows the number of lives that are being thrown away or needlessly ruined. An article by the Commander U. S. Submarine Force, Pacific Fleet, which appears elsewhere in this issue, describes the problem better than I can. Think about it, do something about it, and give me any ideas you have for a ship-wide effort. Above all: drive safely, and don't drive if you have been drinking.

My last area of discussion this month is the problem of the bars outside the Main Gate known as "The Strip". CANOPUS is fast establishing the reputation of having one of the finest crews in the Navy. I continually receive comments from visitors concerning our "can do" and enthusiastic attitude. The fact that 38 out of 38 men have re-enlisted onboard is an indicator of our professionalism. But we do have a small percentage of people onboard who do frequent "The Strip". I would like to caution those who do so, that they are putting themselves into an environment that continually causes trouble for civilian and military authorities. Rather than become a habitue of "The Strip", I recommend that you participate in the recreational and educational facilities that both the ship and the base has to offer.

In closing, I would like to commend those who worked so hard for our final Capability and Proficiency Evaluation (CAPE). The considered opinion of those who conducted this evaluation is that we are in fine shape and will be fully ready in the FBM Weapons Systems area to conduct our first Polaris submarine refit in late June.



CROSS-currents

Several beat-generation theologians are creating a stir in religious circles by declaring that God is dead. The Rev. Dr. Edward Elson, remarking on the current craze to conduct God's funeral, said that none of these theological "undertakers" were well enough acquainted with God to be able to identify the "corpse".

Christianity worships and serves the omnipotent Creator who requires no help from fragile humans either to be born or buried. It is the joy of Christians at Easter to declare that God in Christ has tasted and conquered death in behalf of every man.

Observe Holy Week and Easter by attending services. Your families are invited, particularly to the Sunday services.

Chaplain Grunder



**The
Helmsman**

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- EDITORIAL -

Vietnam Forces to be Boosted New Benefits Awaiting Approval

The U. S. forces in the Republic of Vietnam are being boosted by some 20,000 service men in the near future. This was recently revealed by the Secretary of Defense, Robert McNamara.

As one of our world commitments, the RVN is important to world peace and is a vital stepping stone to the Free World in its fight against Communism becoming an universal power.

The sides of the war are this: the Communists want total possession of the South with no compromising or any negotiations under any circumstances that we offer.

The Western Powers are occupying the southern part of the country under a commitment that supports the people of the country who's interest it is to have a self-governed rule, free of Communistic oppression. The United States and the Western Powers, backing the United Nation's action, will not pull out of Vietnam until this ultimate objective is reached. At which time the people DO obtain a government of their choice, the U. N. will withdraw all its forces and military installations.

President Lyndon B. Johnson recently addressed an audience in New York, commenting on the situation in the Far East and the Vietnam involvement. He stated that "to any armed attack, we will reply", thus demonstrating his forceful determination to bring peace in the Vietnam area.

During the recent "Shakedown" cruise in the Caribbean, the crew not only put forth much effort to make some outstanding scores on the drills and exercises, but also boosted the ship's shiny reputation with the new combo, THE ANCHORMEN. This group made their first broadcast over GTMO, Cuba's radio station, WGBY. A recording of the radio program was presented to the group's leader, Darrell Lane, QM1, at a party that followed the group's first radio appearance.

At the present there are several new benefits which are awaiting the President's approval, that would be of great importance to the personal welfare of the serviceman, and to his dependents as well.

One such bill, which is sponsored by Rep. Thaddeus Dulski (D., N. Y.), supports a proposal to send overseas regular mail by air at surface rates. If accepted it would fly the mail in both directions, as long as it was to or from a military post office. This would relieve the financial burden of heavy air rates

and would enable the sending of parcels by service families to be more frequented. The bill would apply to first class letter mail, second class publications having current news, value and forth class parcels not exceeding five pounds in weight and 60 inches in length and girth combined.

Concerning your payday...Defense is considering including with each man's pay, a list of his dollar value. This will give him an idea of how much real income he is getting. Retirement equity, exchange and commissary privileges, and medicare are just a few of the items to be listed.

Canopus WIVES CLUB News

The W-2 wives were hostesses for the March 10, Canopus wives coffee. They were Mrs. W. A. Broome, Mrs. J. L. Vice, Mrs. T. F. Watkins, Mrs. R. C. Miller and Mrs. W. T. Johnson.

Honored guests were Mesdames John M. Barrett, Marvin C. Scoggins, Bey G. Grunder, and R. L. Davies.

Captain John M. Barrett and Chaplain Bey G. Grunder were surprise guests. Captain Barrett awarded Mrs. R. Rose *The Order of the Starlighters* for her civic work done in Mississippi.

Guest speakers were Mrs. R. F. Clapper, who showed some of the lovely things she brought back from Spain, and Mrs. Ralph Jones, who spoke on clothing on and off the base.

Two beautiful pictures and a plaque of the CANOPUS were given away as door prizes.

Canopus wives bowling in the GEX tournament are Kathy Hester, Dee Miller, Lavan Le Beouf, Jean Luffman and Barbara Clark. High individual game is held by Dot Garnto, who leads the league with a 244.

For further information as to the time and place of the next meeting call Mrs. Bey G. Grunder, at Phone 556-1151.

Fluckey Excites Driving Attitude

Program in SubForce

"I wish to take this opportunity to speak to you about a problem which deeply concerns all of us in the Navy; from the newest recruit to the most experienced leader. The problem is: how to curtail the hundreds of needless casualties to Naval personnel that result from highway accidents annually. It is a problem of the most serious import. It is one that is in urgent need of solution.

"When a vehicle is operated on a road or highway, the single ponderable element determining the actions of the vehicle is the driver. Certainly there is the consideration of the technical aspects of road and machine, but even these are, more often than not, limitations that are foolishly exceeded by the man in control — the driver.

"There is a clear and immediate need for a change in the attitude of each member of the Submarine Force toward his responsibilities as a vehicle operator. He owes this change to society, to the service, to his family, and to himself. And, in this regard, each submariner cannot agree whole heartedly that a change is needed and then piously exclude himself from the group in question.

"The accident rate of the Force delivers its own obituary. It is something of which we can all be ashamed.

"But, how can we achieve a change in attitude, when it appears that our attitude is something so personal that it defies definition? There is a way.

"I would like to see participating program of driver improvement evolve in the Submarine Force. By a participating program, I mean one that will bring all members of the Force to put individual personal effort behind relieving this stigma of death on the highways. If the program is discussed openly by the Force, I'm sure we can find the answer within ourselves.

"Discussion can take the form of letters to the Force newspapers; articles in the Information bulletin; and posters that can be erected a-

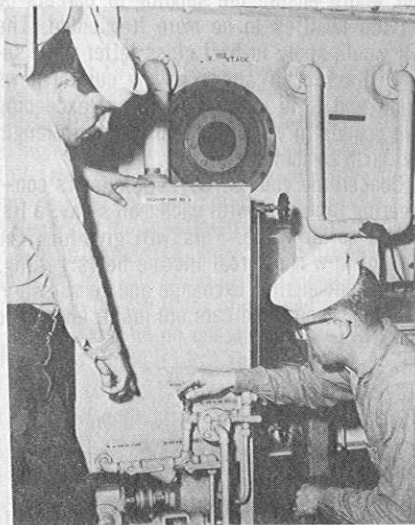
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Fire Room

Shop of



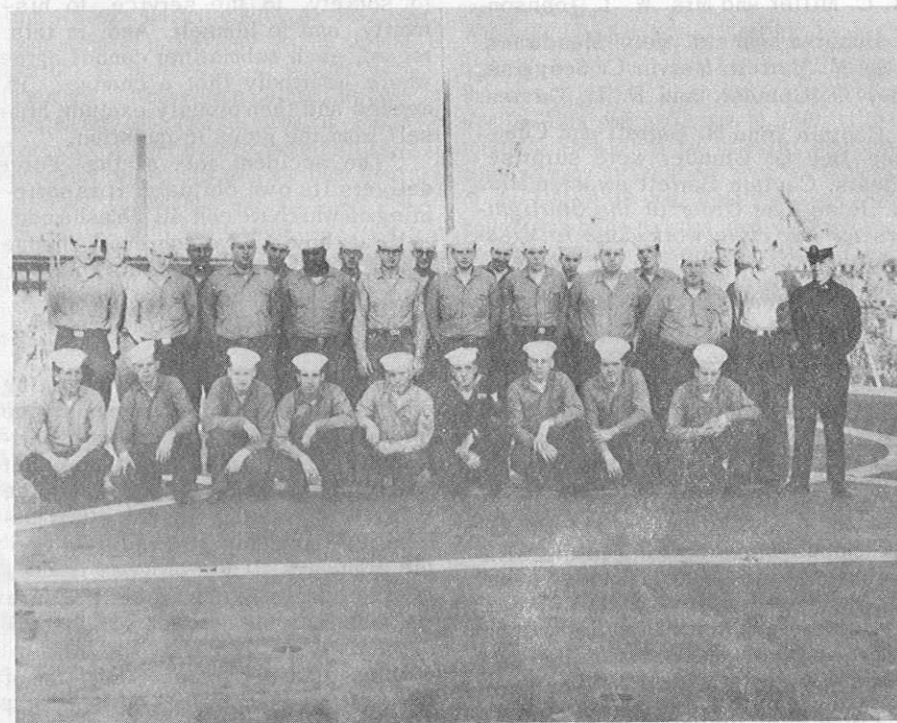
Finn, BT2, instructs Cutting, FN, Ketmer, FN, and Foley, FN (standing in the rear), on the "O" Ring gasket assembly.



Working on a Hagevap valve for the ship's fresh water supply system are Finnerty, MM1, and Bollinger, ENFN.



Rhodes, BT3, inspects the while Miller, FN, adjusts t



The Fire Room Gang.

During the Caribbean cruise, the Engine Room and Fire Room onboard ship made "Outstanding" scores on drills and exercises during the "Shakedown". This was not only due to the experience of the men in the departments, but also to the untiring efforts of the Captain who made working conditions in both the Engine and the Fire Room more pleasant. During the cruise the Engine Room's 31 men worked 8 hours on and 4 hours off, which is approximately a 16 hour working day. The Fire Room worked from 0800 until 1830, while 10 men held down the fort at night. The entire crew consists of 25 men.

The Fire Room consists of two 600 pound C. E. (Combustion Engineering) Propulsion boilers that generate basically one kind of steam: superheated. Superheated steam is used to generate the turbines, which supplies the ship with propulsion and electricity. After this is produced, the steam is then split, and half goes back through a DE-superheater in the same boiler to make saturated steam. Saturated steam is used for the galley, laundry, and plastic shop. The boilers are the ship's primary source of energy.

The men of the Fire Room have a special thanks to pay Captain Barrett for making the "Pit" the "coolest" in the fleet. The original temperature while underway was a "hot" 140 degrees, but after alterations were made through the captain's efforts the working temperature was reduced to a "cool" 100 degrees.

the Month

Engine Room



work log of Longwell, FN,
ie water lead to the boiler.

The Engine Room, which produces over 100,000 gallons of fresh water per day, along with 10,000 KWs of electrical power and at the same time producing 20,000 shaft horsepower for a speed of 22 knots, is operated and maintained by machinest mates and enginemen assigned to 'M' division.

The 'M' division is looking forward to the suppling of power to nuclear submarines, so that they can shut down their plants, and the Repair Department can start to work on the subs. While the ship is servicing a sub, the engine room will supply all the power that the sub needs, and this will enable the repair boys to get to work on the sub's plant. The engine room not only will supply power needs to the subs, but will supply the water demands as well.

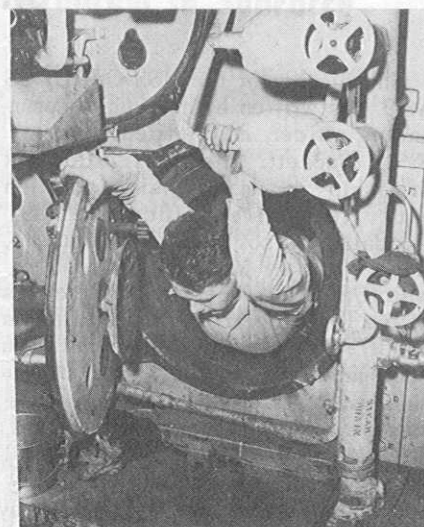
Gulas, MM1, is the leading Petty Officer of 'M' division, and with him works Slank, MM1, who is in charge of the 4 turbo generators. Whittbecker, MM1, supervises the main propulsion, while Finnerty, MM1, takes over the responsibility of the making of the ship's water demands.

Along with these men work 19 firemen, who are entitled to all the credit of the hard work done in the department.

The fellows in the engine room and the fire room wish to extend a harty welcome to all visitors.



Crews, BT3, is observing Young, BT2, repairing a steam regulator, a vital part of the Fuel Oil service Pump.



Longwell, FN, emerges from a Boiler after cleaning its interior walls of carbon deposits.



The Engine Room Gang.

Japs Suffer Setbacks

Singapore and Java Hit Hard

The history of the USS CANOPUS AS-9 was written by her former commanding officer, now retired, Admiral E. L. Sackett. The last edition put the ship in an offensive position with (executive officer) "Hap" Goodall's (also retired as Admiral, USN) "Mickey Mouse" Battleships, which roused Japs out of the caves of the towering cliffs of the island's coast. The small Naval battalion soon met its fate, however, after a besieging attack by Japanese Dive bombers. Seven men were killed, the executive officer and several other men were wounded. The crew beached the boats and made their way through the jungle to the road, and were driven back to the ship by a friendly truck driver.

CHAPTER VIII

Tojo's troops seemed a little discouraged by their setbacks in February, and for several weeks left us in doubt as to whether their policy might not have been changed in favor of a starving out process. Scouting planes and occasional light bombers were still seen almost every day, mostly over our front lines, or airfields, but nothing was attempted that could compare with earlier attacks. Perhaps the answer was that the Japs were busy on other projects — it was during this time that drives on Singapore and Java were in full fury.

Whatever the reason, Navy men in the Mariveles area frequently found themselves on the verge of boredom, and even though CANOPUS repair men had plenty of work, other ratings sometimes found time for idle speculation and conjecture. The radio always brought us daily news of fighting on other fronts, and broadcasts were always followed by meetings of amateur boards of strategy, intent on devising ways and means by which relief could be sent to the islands, or routes by which marooned ships could escape the trap, to rejoin the fleet fighting far south of us.

After all, if little merchant ships could slip through the southern ports and return, as they did several times during the lull, why

wouldn't the CANOPUS or any of the smaller ships have a chance of getting through to Australia? Nevertheless, the answer from the high command was always an emphatic "No", and that was that. Undoubtedly the Army needed us, and perhaps the soldiers' morale might have suffered if they felt the Navy was deserting them. MacArthur had said, "We will all stand or fall together". If that was to be the order of the day — so be it — there must be no question of the Navy's willingness to do its full share.

In spite of rebuffs, our men never quite gave up hope that the situation would some day change so that they could sail the seas again, and they determined to be ready for that day — if it came. The fuel in the CANOPUS tanks was hoarded like gold, representing as it did even more value in terms of possible salvation. The ship's boats were kept tuned up, and many plans laid for just such a dash as Lieutenant Commander Morrill and his men later made when capture imminent. Almost anything that would float was an object of speculation as to its possible value in escaping capture if the worst came to worst.

Our prize entry in the "Dunkirk Sweepstakes" was a forty-five foot sloop, one of the several yachts which had escaped from Manila. This one had come to grief on the rocks of Bataan, to be salvaged later, in spite of many difficulties, by a few officers of the CANOPUS and Army Engineers. Her bottom was badly pounded, and she had been completely stripped of fittings. However, our amateur yachtman were not to be stopped by such minor obstacles. There was an overturned cargo lighter nearby, which had resisted all efforts to right it. A miniature drydock was built on the exposed bottom of this lighter and the sloop hoisted aboard it for extensive overhaul. An auxiliary engine was gotten from a wrecked automobile, and a new suit of sails was fitted by loving hands. Rechristened the "Novia" and back in her native element, the dainty little craft was the central figure in many a dream of adventurous passage through the southern seas. On moonlit nights, visiting Army officers and nurses were treated to romantic little cruises in the channels near Corregidor, perhaps helping them forget for a moment the grim realities of war.

Nearly every evening, Army officers and nurses who were able to stretch a few hours

of leave from their duties, gathered on board the CANOPUS. We had refrigeration, excellent cooking facilities, and decent living quarters, which seemed heaven to them compared to their hardships in the field. To enjoy a real shower bath, cold drinking water, well-cooked meals served on white linen with civilized table ware, and the greatest luxury of all, REAL BUTTER, seemed almost too much for them to believe. When these favored ones returned to their primitive surroundings and described the 'feasts' topped off with ice cream and chocolate sauce, they were often put into the same 'dog house' as the optimists who claimed to have seen a fleet of transports steaming in.

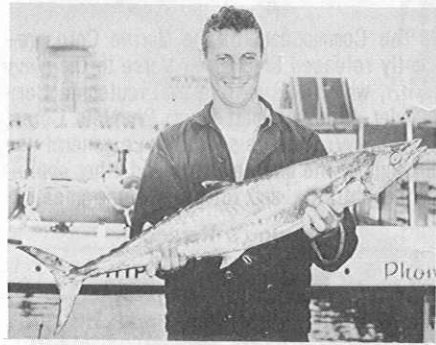
Our visitors repaid us in full for any hospitality with tales of their own adventures. Captain Wermuth, famous 'one man army', often regaled us with graphic, even gruesome accounts of his many encounters. General Casey, Major Wade Cochrane, Major Kirchner, Major Lauman and many others kept us in touch with affairs at USAFFE headquarters and the front lines. Occasionally Marine officers from Corregidor would manufacture reasons for visiting Bataan so that they could visit the CANOPUS and refresh their memories of better days. Bulkeley and other torpedo officers in particular enjoyed our ice cream desserts. We were only sorry when our own supplies began to fail toward the end, and we could no longer maintain quite as good hotel service for our friends.

During February the Japs started feeling out the defenses of Corregidor and other fortified islands. They mounted gun batteries on the south shore of Manila Bay, which made a practice of banging out a few quick shots, then shifting their positions before the ponderous guns of our forts could be brought to bear effectively on them. They would also try to confuse the issue by setting off several false flashes in other locations at the same time their guns were fired. The batteries were usually cunningly concealed behind foliage, or in valleys where they could not be seen from the Army's spotting stations.

The "Novia" was still afloat until the last desperate hours of Corregidor, but no word has come through as to her eventful fate. Perhaps when the war is over, we will learn whether she carried a desperate crew to their deaths in a final effort to win freedom.

(Continued on page 7)

Draf's Sport Shorts



During the return trip from the Caribbean, Ken Jensen FM1, using light spinning gear, landed this 18 lb. King Fish off the coast of FT. Lauderdale, Florida.

Canopus

Little actual damage was done by these sporadic shellings, but they served to remind the garrisons that they were still in a war, and that the trap was still sprung.

Early in March, Bulkeley's torpedo craft slipped out of the harbor on their famous dash to the southern Philippines, carrying as passengers General MacArthur and Rear Admiral Rockwell, with their staffs. A few days later, the Japanese learned of their departure, and started a leaflet campaign among the Philipinos, claiming that our troops had been deserted by their leaders, that further resistance was foolish, and similar arguments. Fortunately, most of the poison had been extracted from their propaganda by the fact that General MacArthur's departure had already been announced to the troops, as well as the reason for it.

Occasionally, our submarines, which were prowling the sea lanes looking for Jap ships to sink, would pay us a visit while enroute from patrol stations back to their new southern bases. Other submarines also made special visits when required, bringing in vital medical supplies or ammunition of any kind which happened to be urgently needed. Nearly all of these submarines took out passengers, Army and Navy officers, and especially trained enlisted men who were badly needed to carry on the war elsewhere. Greatest comfort of all to those left behind were the letters these submarines carried to their loved ones at home. Unfortunately, this service was never organized to bring in mail for the beleaguered forces from distribution centers in the south. Those long months with never a word from home were not the least of our trials, even though we felt that our families were making every effort to get messages to us

Tough Pin Action League is Set

SECOND WEEK OF ACTION

The Canopus bowling league after entering the second week of action found three teams tied for first place, and three teams tied for second place. In first, W-4 led with 5495 total pins, WSTC lagged with only 5285 pins, and was followed by W-5 with a total of 5152 pins. In second place W-2 set the pace with 5338 pins, and was edged in their position by S-4's 5328 pins. OPS was last in the second place holdings with a total of 5154 pins.

High average standings for the second were as follows: R. Blair, 179.83; W. Herrick, 179.50; J. R. Bell, 179. Branierd held high game from scratch with a 224 followed by Slank's handicap of 233. High series from scratch was held by Brainerd, with a 588; handicap was J. R. Bell rolling a 611.

W-4 took high team and game from scratch with scores of 2511 and 877 respectively.

THIRD WEEK

After the third week of action at the lanes, W-4A was in first place with a 12 and 0 record. Behind them W-4 followed with the identical score. WSTC dropped from second to third place. S-4 remained at fifth place followed by R-1 division in sixth, after the league's biggest jump of the week from the 11th spot.

Bowling this week was the highest in league competition with Jassie Lassiter rolling a high game of a 242, and a 269 game with a handicap for a league first.

Bowling for the first time in the league was L. Amos, who took high scratch series at 620 with games of 203, 198, and 219. Amos will be a big improvement to the already fine "X" division team, with his high average of 206.

"Cookie" Carvarreta came through for the 1st Class with a 644 handicap series, enabling them to take three out of four points from S-4.

The 714th Railway Battalion, Ft. Eustis, Va., is the only active railway unit in the Army today.



This 28 lb. Dolphin was landed by Biskie, FN, while using conventional salt water gear off the coast of Fla, recently.

The MISSILES, Canopus balance-crew football team went into orbit and charged through a season as an independent and undefeated team. Some sailors, who observed the team in action claimed it to be the best on the coast. The defensive unit gave up only 18 points in the six-game schedule. Meanwhile the offense totaled 114 points and gave up two points on a safety.

Most of these players will be back next season. Let's tip our hats to them for a very superb effort, and a fine representation of the Canopus crew.



(AFPS Feature)

1. Who holds the World Series record for the consecutive game hitting streak?
2. Who was the first major college basketball player to score over 1,000 points in a season?
3. In what season did the National Basketball Association start keeping rebounding records?
4. Who captured the Woman's Wimbledon tennis crown in 1962?
5. Who was the first major league baseball player to hit a home run in the 10th inning of a game?
6. Who was the first major league baseball player to hit a home run in the 11th inning of a game?
7. Who was the first major league baseball player to hit a home run in the 12th inning of a game?
8. Who was the first major league baseball player to hit a home run in the 13th inning of a game?
9. Who was the first major league baseball player to hit a home run in the 14th inning of a game?
10. Who was the first major league baseball player to hit a home run in the 15th inning of a game?

