



The HELMSMAN



Vol. 2, No. 1

USS CANOPUS AS-34

JANUARY 1966

Anchormen Combo Rated High First Show Proves Great Promise



The "Anchormen" pose for Caribbean publicity.

The "Anchormen", a group of nine fabulous musicians have become the most talked about group aboard the CANOPUS. Their first presentation to the ship's company, which also audienced several civilian V.I.P.'s and retired military personnel during the cruise to the Caribbean area, evidenced the fact that the group is going no place but forward in success.

The group owes its popularity to the individuals within itself, these fellows are professional musicians that originated outside the service. Some have not only had the experience of working with professional bands and combos, but have also had disk-jockey recognition added to their names.

"Just what," you might ask yourself, "makes these fellows 'tick'?" Well, let's take a look at the backgrounds that the men have.

Darrell (Shady) Lane, QM1, who comes to us from Nashville, Tenn., the mecca of country and western music, started his musical days in high school in 1955, when he was featured with a group there. This group became a big hit in the area and placed first after

beating 14 other schools in competition. "Young Love" was the song that sent this group to the top and won them a beautiful trophy. There in 1961, Lane formed a six-piece dance band called the "Centennials", which also became a great success.

Jim (Mac) McKee, ENFN, the man behind the scene, is representative of the Public Relations department of the combo. You have perhaps seen his work during the Balance crew's precommissioning detail in Norfolk. His work, then, concerned mostly the construction and display of various posters - morale boosters. He indeed has a talent for art and advertising and is a great help to the ANCHORMEN in P.R., and as a pinch hitter for the group when in need.

Jerry Christensen, RMSN, the fine trumpet player from Monticello, Minn., will wail the hottest sounds in Dixieland, or sweep you off your dancing feet with slow sweet music. He also has a good musical background, and was featured in his home town combo, the "Injuns" and is also a great asset to the ANCHORMEN.

(cont. on page 3)

WSTC Broadcasts

Radio Onboard Canopus

A new sound has been added to CANOPUS: Music. Even out at sea the crew can now enjoy a variety of recorded music, thanks to the courtesy of Captain Barrett.

Beginning as an AM radio receiver, which broadcasted music on the ship's entertainment system while in port, WSTC (Wonderful Submarine Tender Canopus) has been expanded to both AM radio and also a record turntable and sound equipment.

Plans are now in the construction stage for enlarging both the studios and the facilities. In the near future CANOPUS sailors will be able to hear AM and FM radio, plus the added feature of recorded music. All of the features will run at the same time, allowing you to chose the channel of music to suit your taste.

Although funds have been allocated for records, the supply is limited, however, if your favorites are never broadcasted, bring them by the studios, and the duty disc jockey will take care of the matter.

The staff of the radio consists of the following: Advisor - Chaplain Bey G. Grunder; Assistant Advisor - LT(jg) Richard Shapack; Program Director - Macchini, DM2, and heading the Program Committee is Campbell, SH1, who is assisted by Martin, RM2, as technical advisor to the disc jockeys.

The staff also includes a number of men who are training as disc jockeys, and engineers for the station. These are: Tinnell, SA; Morson, SN; Higham, SFPFN; Cavelle, FN; Murphy, SN; Palmer, MT2; Byrne, YN3; Westheimer, EN3; Blair, TMSN; Brewton, SN; Archer, FN; Vaughn, FN and Stark, FN.

Sales of U. S. Savings Stamps, principally through the Treasury's Schools Savings Program, average more than 18 million annually. More than 100 million separate stamps are sold each year.

COMMAND COLUMN



Capt. John M. Barrett

This issue of the HELMSMAN finds us in the midst of our shakedown training at GTMO. As most of you know I put a great deal of stock in never getting so tied up in immediate problems and challenges that we don't prepare for what tomorrow brings. This is why we have continued to work toward progress in our Polaris submarine refit capability while, at the same time, preparing for this shakedown training.

But the time has come, I believe, to make an all-hands, all-out, effort to complete the shakedown training in CANOPUS style. By the time this is published, we will have completed our weekend visit to Montego Bay in Jamaica. This leaves us with eight working days of shakedown training until we leave GTMO on 18 February. There is no doubt in my mind, from what I have seen to date, that we can handle any problem given to us by the Fleet Training Group and that we will achieve at least a grade of SATISFACTORY, which is the normal for most ships.

With an all-out effort throughout the ship, a great deal of play-acting in some of the imaginary situations, and a tremendous amount of attention to detail, I think we are ready to achieve one of the better grades given here, and may even attain EXCELLENT to OUTSTANDING in a few areas.

Regardless of these results—which are an evaluation by an outside activity—I want each and every person aboard ship to know that I can see the day-to-day progress and increase in confidence as we take on and complete

more CANOPUS firsts. We are doing fine and you have earned the right to be proud of your accomplishments. I know I am, and I am particularly proud of the cheerful and courteous spirit about the ship in spite of long hours of constant drilling.

Depart Gtmo

Insofar as our schedule goes, everything is ticking off according to plan. We will depart GTMO early on 18 February, will arrive in Port Everglades (Fort Lauderdale) on 20 February, will leave there on the 23rd and will be back in Charleston on the 24th. During March and the early part of April we will have a Post-Shakedown Availability (PSA) to complete correction of our construction deficiencies. This will be followed by a period at sea which includes our Final Acceptance Trials (FAT) just prior to the expiration of the six-month builder's guarantee period. Upon completion of FAT we will spend a few days in Norfolk and then will return to Charleston for a dependent's cruise on 29 April. During May and June we will load repair parts for Polaris submarines, will complete various inspections and ready ourselves for our first SSBN refit in late June or early July at the Cooper River site.

The plans for our shift to Rota in October are also proceeding as intended. We are making good progress toward approval of what I consider the prime requirement of that move, i.e., a procedure which will allow us to move our families during the summer as housing (both Navy and civilian) becomes available with the departure of HOLLAND dependents. This procedure is not yet approved but the groundwork has been laid and the prospects are good. I also intend to ask for authority for those in naval housing or quarters in Charleston to remain in those quarters after the ship departs for more than the 30 days now authorized. Prospects for this approval are only fair at the moment.

In closing, I ask that you send this copy of the HELMSMAN home so that your families know what is going on, and that you encourage your wives to join the CANOPUS Wives' Club which has been formed in Charleston. From the reports that I have, the 60 or so wives who are participating are thoroughly enjoying each other's company and are taking the opportunity to help each other when we are away.

RESERVISTS ASSIST IN EMERGENCIES

Washington, D. C. (NAVNEWS)

Naval Reservists demonstrated the capabilities and 'can do' spirit of Naval Reserve ships recently when they assisted in the space of one week, in emergencies that occurred in New York and the Caribbean.

CROSS-currents

You cannot rationalize God. The Bible begins with the majestically simple words: "In the beginning God...." These four words are the cornerstone of all existence and of all human history. Without God there could have been no beginning and no continuing. God was the creating power and the cohesive force that brought cosmos out of chaos. By divine fiat He brought form out of shapelessness, order out of disorder, and light out of darkness. As Alfred Noyes said: "The universe is centered on neither the earth nor the sun...it is centered on God."

If you try to rationalize God exhaustively, you will fail. There are mysteries about God that we will never understand in this life. How can the small and finite, limited to time and space, understand an infinite God! We should not think it strange that it is impossible to comprehend God intellectually, when it is equally impossible to explain many mysteries in the realm of matter.

—from World Aflame

Chaplain Grunder

The Helmsman

USS CANOPUS

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Captain John M. Barrett

Executive Officer

Commander Marvin C. Scoggins

Editor

Chaplain Bey G. Grunder

Assistant Editor

Harry L. Brewton, Jr., SN

Staff Artist

James Reilly, MM3

Production

Print Shop

Photography

Photo Lab

Anchormen score big (cont.)

"Big" Jim Martin, RM2, from Claris, Iowa, is the big man with the big sound, and comes to the combo with several years experience as a disk jockey. "Big" Jim has worked professionally on radio and was MC for several well-known bands and combos. He is in charge of this band's sound equipment, and is also the MC.

The man with the great sound from the bass guitar is Charles (Chuck) Smith, BT2, from Lawrenceburg, Tenn., bringing you the fine sound that he once played with the "Gene Cassidy Ray and the Flame Boys" in Memphis, Tenn., and he has also done some fine entertaining in the Charleston, S.C., area.

Juan "Poncho" Catina, CS3, the fabulous sax player, has a history of experience as long as your arm. This guy can play anything! "Poncho", who comes to us from El Paso, Texas, was featured in a combo, "The El Paso Drifters", which was reportedly number one in that area. You will hear more of these wailing sounds and new arrangements while he is in this combo.

Rock and Rolls' Donnie Butler, FN, of Petersburg, Va., has played with several hot bands, including the "Castaways" of Petersburg, before joining with the ANCHORMEN. He is noted in that area for a swinging rock 'n' roll type guitar, and is sure to be a success with this group.

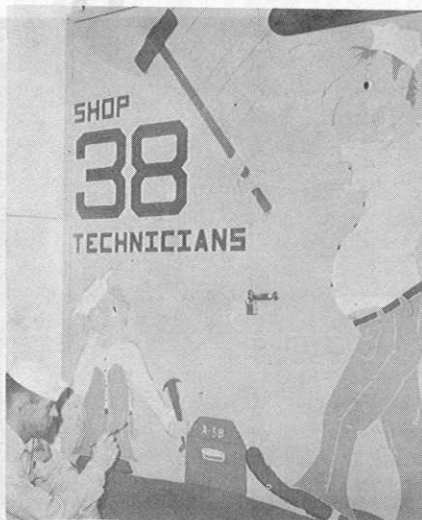
Another popular Country and Western guitar player, who was born with a set of strings and fifteen fingers, is Herschel Jones, MM1. He comes to the combo with an excellent musical background. Watching him perform, you would think that all of the things said about him are true, as a matter of fact, the more he plays, it seems the better he gets. He likes Country and Western music, but can pick the day lights out of rock 'n' roll.

The little man behind the drums, that puts Sandie Neilson to shame is "Little" Al Scungio, EM2. Never weighing more than 125 pounds—because the group keeps him "working out"—this little guy really puts the ANCHORMEN in their place. Once he gets started he is hard to stop until the last of the drum sticks are ragged.

"We the ANCHORMEN, wish to say that we appreciate the tremendous response of the ship's interest in our group, and hope that everyone enjoys himself as much as we enjoy playing for you. The goal of the ANCHORMEN is to bring you the finest entertainment possible and we will strive to do just this. We also appreciate the support of All Hands as seen in the past, and would like to thank each and everyone for the recognition you have given our group."

Support the Navy Relief

Reilly Joins Helmsman Staff



James Reilly, MM3, of Shop 38, recently discovered by the staff of THE HELMSMAN, for his outstanding art ability, has volunteered his time and assistance to the paper as Staff Artist.

The newly added staff member is presently working on the development of a ship's character for this publication, perhaps you have noticed the one in this edition. This character usually depicts a specific incidence, while trying to bring out the humorous highlights of the event. This seems to be one of James' better qualities in the art field. Here he combines his art ability with his humorous outline on life.

Reilly, who has been interested in art for some time, got his notable start, when his sister, always an admirer of his work, submitted one of his drawings to a correspondence school. The school, which got Schultz his start with the much read PEANUTS, offered James a scholarship with the institution, and it was readily accepted. Still in high school, he studied hard to keep up both ends of his education, but soon his school work began to drop to the rear, so the part-time art major had to take a backseat for a while.

After finishing high school, he decided to join the service and "see the world", so he enlisted in the Navy. While stationed in California, he had the chance of visiting Walt Disney's DISNEYLAND, which was arranged by a friend who was employed there.

Seeing the wonders of the magical way that the artists turned out the pictures for cartoons, he became disappointed, in a way, and doubted his ability to equal theirs, so he gave up the idea of joining up forces with Walt Disney upon his discharge from the service.

This did not make him completely discard his talents, however. When he got into the Fleet, he started turning out cartoons for the

Captain of his assigned submarine to send to Washington along with his daily reports. This seemed to fancy the skipper's taste in humor, but "there was never a word from Washington, on the art work," Reilly said.

Much later, when he boarded the CANOPUS, he continued to indulge in his sport of comics and has already left his brush marks all over the ship (Well...practically). One such achievement can be seen in Shop 38.

Speeding up the pace a little, James is now also concentrating on the ship's newspaper with various comics, so in the future editions look for his features.

Canopus WIVES CLUB News

During January Mrs. John Barrett and Mrs. Marvin Scoggins were hostesses to 85 enlisted men's wives at a coffee in the Samoan Room on the Naval Station. Interesting talks were given by Chaplain Leonard and Ens. Clapper who answered all questions thrown at them.

Hostesses for the 10 Feb. meeting were Mesdames Bunny Slank, Cathy Hester, Lee Trobaugh and Louise White. Mrs. Clapper gave an informative talk on 'Spain' illustrated with slides shown by Louise White.

Commencement of Spanish lessons has been set for the second week in March.

Wives Bowling League officers are Phyllis Hunt, president; Bunny Slank, vice-president; Cathy Hester, sec.-treasurer; and Jan Beyer to serve at large.

Eight teams compose the league.

Team 1- Ann Herrick, Dot Gamto, Jan Beyer and Bunny Slank.

Team 2- Kathy Hester, Phyllis Hunt, Betty Ratcliffe and Mary Yeaman.

Team 3- Gloria Recker, Nancy Nace, Mary Stonecipher and Jean Luffman.

Team 4- Carmel Dean, Lee Trobaugh, Nancy Clingenpeel and Dee Dee Miller.

Team 5- Camella Bricker, Jo Ann Deruse, Dixie Cooper and Joyce Romine.

Team 6- Lee Surprenant, Jean Garrett, Lavonne LeBoeuf and Alice Rose.

Team 7- Nina Parks, Kathy Miller, Lois Heuer and Jerry Davies.

Team 8- Ginger Stewart, Kathy Broome, Frankie Smith and Jo Casart.

At this writing, Teams Two and Four shared the league lead with identical records of four wins and no losses.

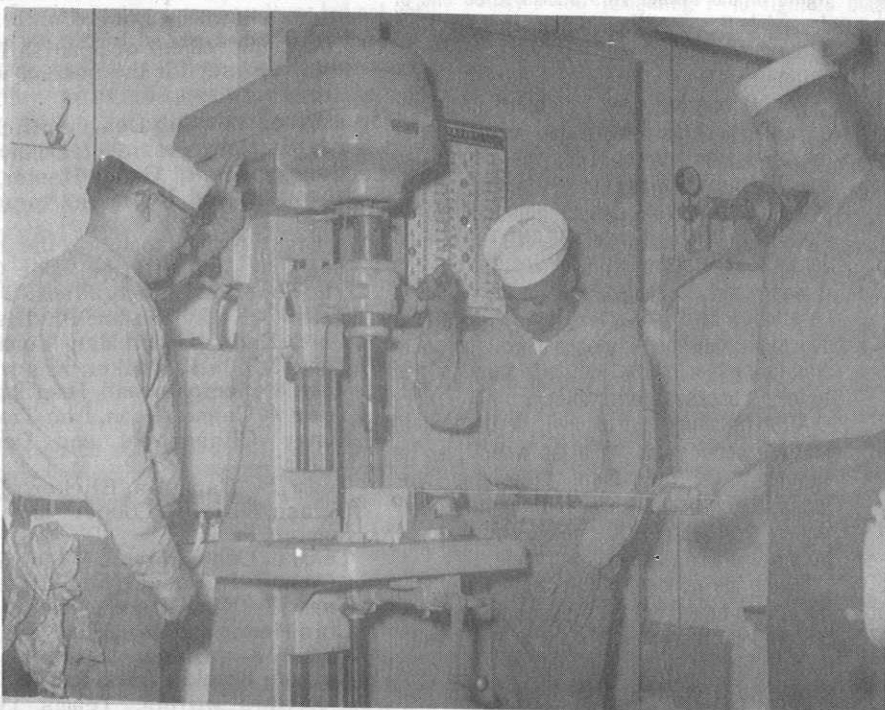
Reporter - Mrs. D. C. White

Shop of the Month

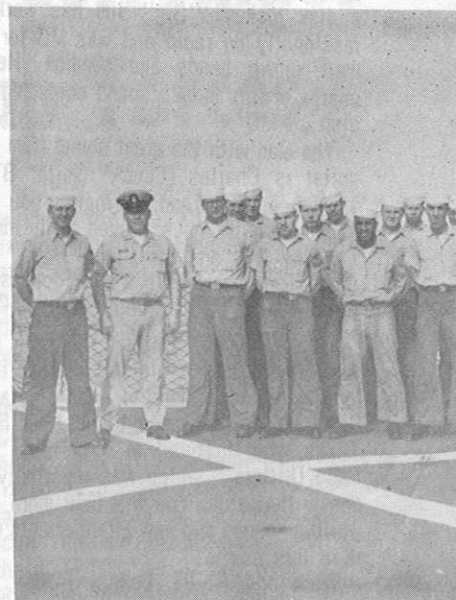
Shop 38 Takes Ho



Under the instruction of Chief Mansfield ENC, Jones, C. L., EN2, Parker, EN2 and Jones, C. R., MM1, learn the finer points in repairing a hydraulic controlled ball valve.



Under the watchful eye of (L) Wilfong, MM2, Stonum, FN, and Stoddard, FN, put the final touches on one of the shop's many self-made tools.



If you look on the starboard side of the main deck, frame 94, you will see a small shop. Number wise it is called Shop 38. Though small in size, it plays one of the biggest parts of the Canopus' primary job. As you look into the shop, machinery-wise there is very little.

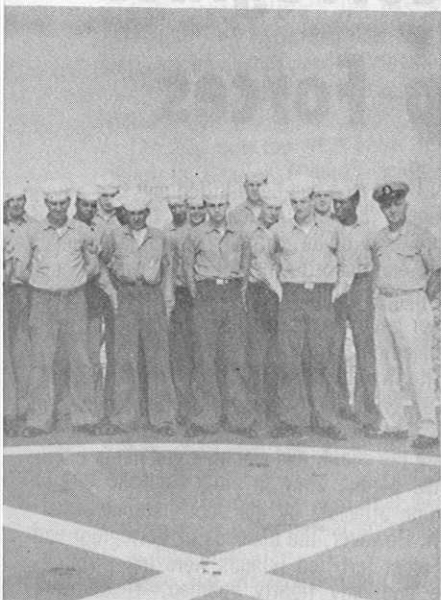
The most important asset that the shop has is a high caliber of manpower with the know-how and ability in performing tasks. Under the guiding hands of Chiefs Mansfield, ENC, and Lang, ENC, along with the close supervision of the shop P. O., Placek, EN1, 44 men perform the work load.

The tasks to be performed by the shop are far too numerous to be outlined in detail, but a few of the high priority jobs are: Main propulsion plants, Lithium Bromide plants, CO2 scrubbers, O2 Generators, and Type XI Periscopes. As for other jobs, the only thing we can say is to use the motto of the Repair Office which is: "If you don't know where it goes or who can fix it, send it to Shop 38".

The two chief petty officers heading the shop's 38 technicians have somewhat interesting backgrounds.

Chief Mansfield, ENC, who has been in the Navy since January 1952, served his boot camp time at San Deigo, California, after which time he spent his first assignment on the USS HECTOR (AR-7). Following the HECTOR assignment, he joined the Mine Force aboard the USS FORCE (MSO-445), and then was transferred to shore duty at the Naval Ammo Depot, Bangor, Washington. After this rest on shore duty, he traveled to N.A.S., Gitmo, Cuba, which was followed up by his contact with SubLant. In SubLant his first tour was aboard the USS PROTEUS (AS-19),

nors For January



which was commissioned during this time. Aboard this ship he traveled to Scotland, where they set the path in the Polaris field that the CANOPUS is about to follow.

During his tour aboard the PROTEUS, he received orders for a short stay with the ORION, that was followed by his time spent on board the HOLLAND, for her commissioning, and assignment for one year. After repairing Polaris Submarines for quite a few years, he finally landed a submarine repair school in New London, Conn., and immediately after school he received orders for the CANOPUS (AS-34), and reported to the nucleus crew in Pascagoula, Mississippi, for the precommissioning detail.

Chief Lang, ENC, enlisted in the Navy in December 1944, at McComb, Mississippi, and was sent to Great Lakes for his boot training. After completion, he was ordered to Navy #3237, Eniwetok Atoll, from there to the USS POINT CRUZ (CVE-19), and from there to the USS BADOING STRAIT (CVE-16). He was discharged in 1947, reenlisted in 1950, and was sent to Philant. While attached here he served aboard various types of amphibious vessels. He reported to SubLant in 1960, to serve aboard the USS SAILFISH (SS-542), from there to Green Cove Springs, Florida, to tow the USS AFDB-7 to Scotland, and placed it in commission as one of the crew. After a normal tour in Holy Loch, he reported back to the states to place the HOLLAND (AS-32) in commission and to deploy with her to Rota, Spain, where he spent a normal tour of duty. To extend his commissioning experience, after he left the HOLLAND, he reported to Norfolk, Virginia, and the Balance crew of the precommissioning detail of the CANOPUS.

Even in a crowded work schedule a group of prospective petty officers, Hall, FN, Hornbuckle, FN, Harvilla, FN, Stoddard, FN, Horrar, FN, and Rowley, FN, find time to study for advancement in rating.



With completion in sight, Placek, EN1, Alexander, EN2, and Phillips, EN2, put the final touches on the rebuilding of an E. B. ball valve which plays an important part of the Polaris submarine.

The AS-9 Story

In Honeycombed Cliffs Of Corregidor

Canopus Crew Battles Jap Forces

Ed. note: The history of USS CANOPUS AS-9, which you are about to read, is the forth presentation in a series of five editions. The story depicts a usual scene of heroism that was present among the forces during the Second World War, it puts one on the "frontline" with the men and the problems of the situation that they faced during this period. The last edition left us in the midst of the CANOPUS men joining the Marines in ground action to be later supported by the Scouts, who were the tops in jungle warfare. These combined forces fought to hold and slow down the Japanese forces on the beaches of the Corregidor. The American "soldiers" were noted, by a diary found on a dead Japanese Officer, to be "new types of suicide squads". The Corregidor, south Pacific....

CHAPTER VII

The Jap landing force was down, but not yet out. The rugged cliffs under which the remnants had taken refuge, were honeycombed with crevices and caves washed into the rock by wave action in ages past. Practically inaccessible from the land side, it was suicide to try to ferret out the desperate yellow men, who still had plenty of food and ammunition to stand a long siege.

Bridget's men had been relieved of the land fighting, but they had not lost interest in the course of events. Attacking the problem from a sailor's viewpoint, they conceived a plan for cleaning out the hornet's nests by shooting into them from the sea. Here again, the Canopus repair men rose to the occasion. Conversion work was started on three of her forty-foot motor launches, to make them into "Mickey-Mouse Battleships" armed with heavy machine guns and a light field piece, and protected by boiler plate around the engine and gun positions. No sooner had the first experimental model been finished, than an enthusiastic crew led by "Hap" Goodall, which had been waiting impatiently for another crack at the "Nips", put their brain child into commission and started out. It was a seven or eight mile cruise by water to Longoskawan Point, but they made two round trips the first day, blasting scores of Japs out of their caves with gunfire; as evidence of their

success, they brought in two prisoners, alive but dazed, and three others which had not survived the return voyage.

The second midget man-of-war was completed on the next day, and both craft steamed out for further glory. However, this time the hunting was not so good, and only four more Japs could be found to be sent after their ancestors, although all the area was thoroughly combed.

Our CANOPUS crew at last felt amply revenged for the loss of seven shipmates who fell during the land fighting, as well as for the six who died in the first bombing of the ship. They were now veterans, and could look any man in the eye.

There was soon more work for our miniature craft, however. Just after Longoskawan Point had been cleared another landing had been made on Quinauen Point, several miles further north. This landing had not been made without opposition, since Bulkley's mosquito craft had attacked the landing barges and the war vessels guarding them, while the Army's few remaining P-40 fighters bombed and strafed everything in sight. Thirteen loaded barges were reported sunk, and a large destroyer hit by one of Bulkley's torpedoes, but many of the Jap troops got ashore, and there was more work for the Scouts. This time a whole week was required to push the Japs over the cliffs as persistent efforts were made to reinforce their beachhead, supplies even being dropped by parachute during the battle. However, the Scouts, reinforced by light artillery, were not to be denied, and at last, our sea-born cleanup squad was again called in to disinfest the cave of Quinauen Point.

Hap Goodall and his raiders did a thorough job, with thirty-three victims counted when the last Japs were laid out for inspection. But this time, the little expedition was not so lucky to get off unscathed. Four Japanese dive bombers, probably in belated response to a frantic call for help, dived out of the sun on the boats returning from their deadly work. One was shot down by Gunner's Mate Krumb, who died at his machine gun while pouring bullets into the attacking plane, but a salvo of bombs crashed all around the leading boats, blowing a hole in its bottom. Goodall was badly wounded in both feet, but ordered the beaching of the little boats to save the lives of the men still unhurt.

Three men had been killed and four others wounded by the attack, but the survivors improvised crude stretchers for the wounded men, and laboriously cut their way through the jungle to the road. There a friendly truck driver gave them a lift back to the CANOPUS and medical care.

The Naval Battalion had served its purpose, and their work in Bataan was done. Light naval guns were now being mounted along the coast, and machine gun nests established by the army in order to make further landing attempts by the Japs extremely difficult. However, the beaches of Corregidor and the other fortified islands were long, vulnerable and only lightly guarded. These were indications that the Jap forces near Manila were preparing for landing operations, so the Naval Battalion soon left us to join the 4th Marines Regiment defending those beaches. Goodall being out of action, our Engineer Officer, Lieutenant Welch, stepped into his place.

The CANOPUS contingent was officially detached and incorporated into the Fourth Marines Regiment, but left behind them horrible threats describing what they would do if the CANOPUS should try to leave without them. They swore that the big guns they were about to man would be kept trained constantly on the channel leading out of the harbor, ready to blow the CANOPUS out of the water at the first sign of a treacherous attempt to abandon them.

Of course, they knew the situation was just about out of the question, and that either group would gladly give up his own place if fate should give his shipmates a chance to "make a dash for it".

* VIETNAM HUMOR

Smoking more but enjoying it less? 'Try a roll-yer-own, grown, shredded and treated by the Viet Cong,' suggests HMC Ralph Vaseburg, USN, of the 3rd Recon Bn., 3rd Mar Div, near Da Nang.

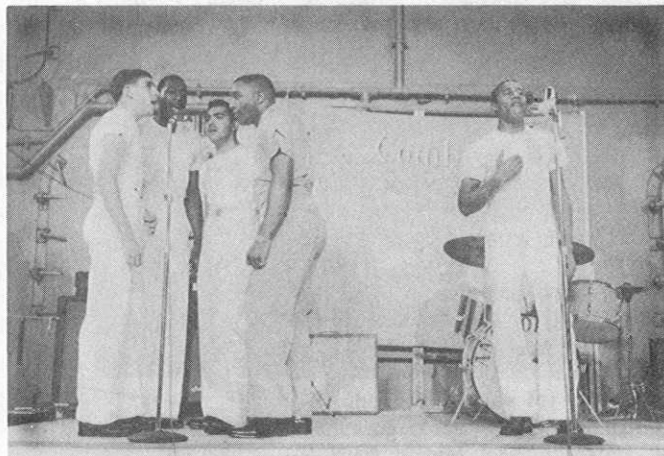
During the seven-day Operation Trailblazer, conducted by elements of the recon battalion, Vaseburg fashioned cigarettes out of C-ration toilet tissue and Viet Cong tobacco uncovered in a 28-structure Viet Cong training camp 16 miles southwest of Da Nang.

How did they taste? 'I'd rather fight than switch,' the chief quipped.

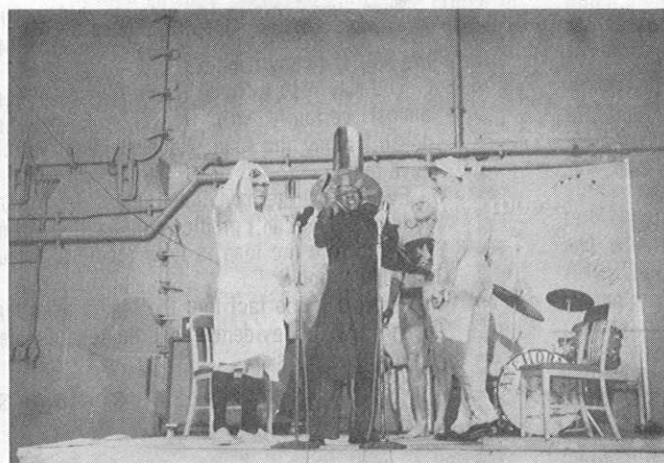
Ship's Smoker



First performance of the Anchormen was a hit. Here they are backing Buddy Freeman at the mike. Johnny Spires (not pictured) also drew encores from his shipmates.

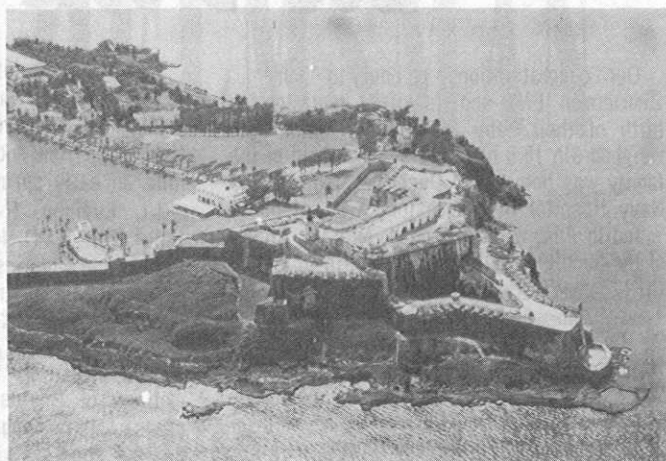


The "Charmers" do some fancy vocalizing. Close harmony joins Ken Goodman, Martin Wesby, Will Velazquez, and Dave Mitchum. Dwight Grant is at the mike.



The riot of the evening, "Nell's Dilemma", written by Darfler, SN, casted seamans Hoagland, Murphy, and Lawrance, along with Havery.

Mementos of San Juan



El Morro's grim fortifications, now a part of Fort Brooke, once thundered volleys at seadog Drake. Now it welcomes tourists and Navymen with authentic 16th century flavor.



Sandy beaches, balmy breezes and luxurious resort hotels lure visitors to the tourist capital of the Caribbean.



Economic growth is reflected in modern buildings and highways. Self-governing commonwealth of U. S. has quadrupled employment and per capita income.

Sea-Breeze

Our congratulations go out to John L. Zimmerman, EN2, and his wife, Lenora, on the birth of their baby BOY, Kelly Dean, who weighed 8lb 15.5 oz. This second child of the family was born on 10 December 1965, at the Navy Hospital in Charleston, S.C., at 0500.

Judith Ann, wife of Fred L. Mallard, SKSN, of the Supply Department, gave birth to a baby GIRL, on 10 December 1965, at 1130 hrs. Tammy Ann weighed 7lb 6oz. upon arrival at the Charleston Naval Hospital.

Our congratulations go out to the family of Bruce P. Beckenfeld, EN2, on the new addition of a baby GIRL, Pamela Lynn. Born on 12 November 1965, at 1840 in the Virginia Beach Hospital, both daughter, Pamela L. and mother, Kathleen Elaine are doing fine.

The recent addition to the family of Blake Fritz, IM1, a BOY, Michael Lee, was born on 17 December 1965, at the Roper Hospital in Charleston, S.C. Both mother, Chloris A., and son are doing fine.

"She was 19 inches long and had ten toes," replied Guzman, Paul H., ETR3, when asked about the recent birth of his daughter, Gina Lee.

Gina Lee was born at the Naval Hospital in Charleston, at 0530, on 6 December 1965, and weighed 6lb. 14oz. Both Mother, Agnes Grace and daughter are doing fine.

Our congratulations to Juan N. Catano, CS3, and his wife, Antoinia, on their recent addition of a baby GIRL, Soladad Antoinia, who was born in El Paso, Texas, at the William Beaumont Army Hospital on 25 December 1965. Soladad Antoinia weighed 6lb. 3oz. at birth.

R-S Division boasts the fact that Macchini, DM2, was appointed Program Director for the ship's radio station, WSTC. The call letters of the station signifies "Wonderful Sub Tender Canopus".

* * *

Hardy congratulations to Ken Jenson, EM1, of R-3 Division, who has just announced the engagement to Joyee Redwood, of Elmhurst, New York. Ken and his bride-to-be are planning an early spring wedding.

Lt. Everson, R-3 Division Officer, and Chief Noll, EMC, leading petty officer of the Rubber and Plastics Shop, are now attending a seven week course in rubber and plastics in Portsmouth, H. H. Sorry they missed the cruise to Gitmo.

Congratulations are in order for the promotions of Boyles, J. A., SFM3, to second class, and Companion, L., to YN2. Also upholding good status was Chattley, SF1, who reclaimed his first-class rating.

Our congratulations go out to Katz, C.A., and his wife, Myrna, on the recent arrival of a baby BOY, Jeffrey C, who was delivered at the Roper Hospital in Charleston, on 1 January 1966. Jeffrey C., who is claimed by his father to be the first for CANOPUS in this year was born at 0459, and weighed 6lb. 8oz.

Benson's Bemoaned

"Away the starboard anchor!"
...a pull, a hit and she's on her way in a frenzied scramble to the ocean floor.

The links make a thunderous sound, and a cloud of red from her primed chain, as the paint, now only powder, drifts on the wind and blows away.

"She's on the bottom!"
It's a hard bed, and the fish can see her unsure hold.

Her wait is not too long here, and soon she will rise again to wait her new task; to be clothed anew in fresh paint, to bask again in the Southern Sun...her job, for the present, "Well done".

- Benson -

Vietnam Humor

Near Chu Lai, a 7th Regiment Marine, his foot wounded by a punji stake, was carried into the aid station.

Exposing the wound, the doctor said, 'Well, I'll be darned! Did the corpsman dress this wound?'

'No sir,' one of the bearers replied. 'The corpsman was sick so I did it myself.'

'Who gave you this bandage?'

'I helped myself out of the corpsman's kit, Doc. Something wrong?'

'No, sergeant. Everything's fine. It's just that we medical types don't often see a foot wrapped in a sling.'



CAPSULE LAW

Washington, D. C. (NAVNEWS) 'Co-sign? Why Not?'

When you co-sign a note to help your buddy get a loan, you are, in effect, insuring his ability to pay it back.

You may lose a friend if you refuse but you almost certainly will if you sign and he doesn't repay the loan. Because then, you'll have to pay.

Even if you're convinced the friend is a good risk, you can't predict what might happen to him before the loan is fully repaid and you are off the hook.

Remember, the fact that the lender asks for a co-signer is evidence that he regards the borrower as a risk.

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