



# THE HELMSMAN



OL. 5 NO. 4

USS CANOPUS (AS-33)

MAY 1969



# COMMAND COLUMN



Captain, U. S. Navy

The first leg of Canopus' trip to Bremerton, Wash., for overhaul and conversion went particularly well and you are all to be commended for a job well done. The turnover to USS Holland went smoothly on schedule with all departments doing their job superbly. We wish Holland the best of luck in carrying on in Rota for Submarine Squadron Sixteen.

In spite of our limited prior at-sea experiences, the Atlantic crossing provided a good shakedown period and I was most pleased with how quickly all-hands learned their new billets and performed smoothly underway. The engineering plant performed up to all expectations with no significant problems. Of particular note was the performance during our high speed run to pick-up the appendicitis case.

(Continued on page 4)

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## U.S. SUBMARINE VETERANS SIXTH ANNUAL CONVENTION

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From 1900 to the Present  
Are Invited

Come to the U.S. Submarine Veterans  
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Quincy, Massachusetts

For  
FURTHER INFORMATION  
Write

\* Mr. W. C. Gannon \*  
\* 5 Winnemere Street \*  
\* Malden, Mass., 02148 \*

## U.S. SUBMARINE VETERANS SIXTH ANNUAL CONVENTION

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### THE HELMSMAN

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# CROSS CURRENTS

This is a tremendous age in which to live. When else have people been able to do so much with so little effort? What with supersonic transportation and TV dinners, the only muscle we really need is the one between our ears. These days it would be most helpful to have an instruction book on "How to Spend Money Without Really Trying." Such a book should tell us how to operate on a \$10,000 budget with a \$5,000 income. There should be a chapter on how to file credit cards, how to build up interest of 105%, and how to stretch installment payments through three lifetimes.

There should be psychological emphasis too. Something like what a person should do to relieve over-related feelings of being almost out of debt. There should be instructions on how to maintain your composure in a foreclosure. Naturally the author should warn against the danger of financial planning according to income and obligations and of indulging in old-fashion savings programs. Capital investment should head the list of fiduciary foolishness.

I knew a man a while back who did something really different. He put away his credit cards and took cash (in Travelers Cheques, of course) with him on a trip. And do you know what? Most people accepted it.

All this foregoing tomfoolery is simply to say that in a materialistic society like ours, it is very possible to be possessed by our possessions. Our management --- or mismanagement --- of assets and income really says much about us. What we are determines how we look upon what we have.



*James W. Eckles*

Lieutenant, U. S. Navy  
Chaplain Corps

In the Bible we read: "...a man's life consists not in the abundance of the things which he possesses." (Luke 12:15) and, "...as a man thinks in his heart, so is he..." (Prov 23:7) As important as material things are, still it is true that one can have a full stomach, but an empty heart. How long has it been since you checked your ledger of spiritual assets?

## A THOUGHT TO THINK ON:

Liberty is not the right to do what we choose; it is the responsibility to do what is right!

# Scorpion Loss Remains a Mystery

(NavNews). The cause of the loss of the nuclear sub SCORPION remains a mystery, according to the Naval Court of Inquiry assigned to study the tragedy.

In a report released in January, the court concluded that "the certain cause of the loss of the SCORPION cannot be ascertained from any evidence now available."

Court records include over 1,300 pages of testimony, 232 exhibits, and thousands of underwater photographs taken by the research vessel MSNS Mizar.

The court dismissed several possible causes for the mishap. It has eliminated the possibility that the SCORPION struck a seamount; there are none in the area. After hearing the testimony of expert witnesses, the court concluded that the sub's reactors were not at fault. It also found no evidence of collision with another ship, or of sabotage.

As a result of the inquiry, the Navy's deep-diving submersible, TRIESTE II, will proceed to the location of the SCORPION disaster early this year for on-the-spot observation and to gather additional photographs of the sub's hull resting in 10,000 feet of water some 400 miles southwest of the Azores.

TRIESTE can carry one observer in addition to its two-man crew. Camermen will be able to photograph the hull from other angles than were possible using MIZAE's towed camera. Additionally, TRIESTE is capable of retrieving small objects from the ocean floor.

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## COMMAND COLUMN CONTINUED FROM PG 2.

The actual transfer of the patient via small boat in rugged seas was a credit to the Deck Department. The entire operation proved again that CANOPUS is a "can-do" ship and the message of congratulations from Commander, Submarine Force, Atlantic Fleet, and Commander, Submarine Flotilla Six, attest that this is recognized by our seniors.

Our short stop in Charleston proceeded in the usual CANOPUS fashion and we depart for Panama and San Francisco with an immaculate ship, a smart crew, and the reputation as the finest tender in the fleet.

I hope you are all as proud of CANOPUS as I am of you. Well Done.

DRIVE WITH CARE -- EVERYWHERE

Ops // Nav by ETN2 Jim Bush

Good news came for several members of the radio team in the form of advancements. RM1 Jerry Connors will soon be known as RMC Connors. RM1 Harlan Flick was advanced on 16 April, along with RM2 Shingara, RM2 Steinbach and CYN3 Zulker. Congratulations to all these men.

During the underway period, the radio shack is keeping busy maintaining communications with various shore stations on both sides of the

Atlantic, as well as other units of the fleet, and incidentally keeping the crew informed of the latest news. (The underway Helmsman supplements are, of course, originated from Radio.)

To Whom It May Concern: The "E" message privilege for CANOPUS has ceased upon our arrival in the States. Looks like we'll have to take down our Western Union sign and trade in all those bicycles.



ATTENTION: Grads

Mar Det

(NavNews)...College graduates with plans for separation, retirement or transfer to Fleet Reserve may avail themselves of civilian employment assistance. This aid is offered by the College Placement Council in the form of the College Placement Annual and the Graduate Accumulation and Resume Distribution System.

The College Placement Annual, a directory prepared by the College Placement Council and distributed to the Armed Forces, lists names, addresses, and employment needs of 2,000 corporate and governmental employers. Also included are cross-indexed listings of employers by occupation and geographical location, as well as timely articles to assist the job-seeker in the pursuit of his career goals.

GRAD is a computerized placement service which provides college graduates with a means of putting their qualifications before a wide range of employers. There is no cost involved for individuals using this placement service.

Individuals may participate in the GRAD System if they hold at least a bachelor's degree from an accredited four-year college or University in the United States.

Applications for the GRAD System are available from your Educational Services Office, frame 2-51-2-Q.

There are not sufficient copies of the College Placement Annual to permit issuance of a copy to every-one person being separated, but reference copies are available in libraries and from your Educational Services or Career Counselor's Office, and in Bupers Notice 1740 of January 30, 1969.

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ATTENTION ALL HANDS

All Hands are reminded that the new mailing address for Canopus is USS CANOPUS (AS 34), F.P.O., SAN

Prior to our departure from Rota Spain, this command was privileged to promote two individuals. PFC Davis was promoted to LCpl and Cpl Jenkins to Sgt.

A note worth mentioning is PFC Evans' venture into self-improvement by successfully completing his high school GED test.

The Detachment Gunnery Sergeant once made the memorable statement that all the Marines in this Detachment are the same color; green. We never realized how true this was until this voyage home. During the trip many of our personnel had a chance to observe the Navy in action by standing duties on the bridge, and the Marine Captain stood watches in CIC. It was good experience; we're really seagoing Marines now!

By the time we reach Charleston, the Marines should have their sea legs, but after a day or two ashore we'll have to go through the whole thing all over again. What a thought. Since I will be on leave CHEERS!!

## SECOND DIVISION

Second Division says so long to five of our men who are getting out on a reserve cut in Charleston.

Most of the men from Second Division are looking forward to the Stateside liberty after spending such a long time in Spain, and are already making plans for "extra-curricular activities" in Bremerton Washington.

The division would like to take this opportunity to congratulate the men who made Third Class on 16 April; J. L. Larkey, M. H. Perry, T. G. Kohmen, J. S. Sullivan, and M. R. Guy. Congratulations also to new Second Class S. D. Bloxsom.

## R-3 Division by EM3 Eric J. Sanford

From my vantage point aloft in the Rubber and Plastics Shop, looking down on the scurrying fieldayers below, I recall with special awe a fateful Sunday morning not so long ago. It was on this day that the forty-odd members of R-3 Division, bedecked in immaculate summer uniform, assembled to bid farewell to the place where they had worked and played and lived so long. They gathered to say adieu to Rota.

As chance would have it, we were assigned a station for quarters that forced us to turn our backs to that familiar panorama of Southern Spain. Yet as each silent EM, IC, PM, or ST stared across to the vacant deck of the Holland, one felt that Rota wasn't entirely out of mind; you could feel the many fond memories dancing a Flamenco beneath each crisp uncocked whitehat.

The heavy silence was quickly broken. "It's Shorty!" all exclaimed in unison. There on the empty upper deck of the Holland sat a lone, familiar figure. It was our old bud and now boot first class, Shorty Fournier! We were leaving him behind to carry on the job (hack the load); entrusting his sure hands with the touch...

The common hope was for Shorty to see us; we wanted to span the distance and greet our old friend for the last time. "Shorty!" someone yelled, "Shorty! Over here, its the guys!" As if carried by wire, the frail cry was heard. The lone figure across the harbor raised a hand in silent farewell.

Not another word was spoken, but a glint of sun was in every eye. When the order to secure from quarters was passed, no one moved. The usually boisterous bunch of sailors paused for a moment, then hastily divided in a dozen directions.

Monday morning found our motley

away, eager for action. Field Day was Numero Uno on the agenda. The men of Rubber and Plastics heard the call and ascended into the dusty heights above them, while the other shops made short work of a dozen paint chits. The swishing of sponges and paint brushes filled the air.

In closing, we wish to offer our congratulations to those of our division who found themselves in the ranks of the newly promoted. Hats go off to boot EM3's Dennis Busch and Charles Hastings. Congrats also to EML James Lockwood.

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REPLACE WORN OR FRAYED ELECTRICAL  
CORDS...AVOID THE SHOCKING TRUTH!

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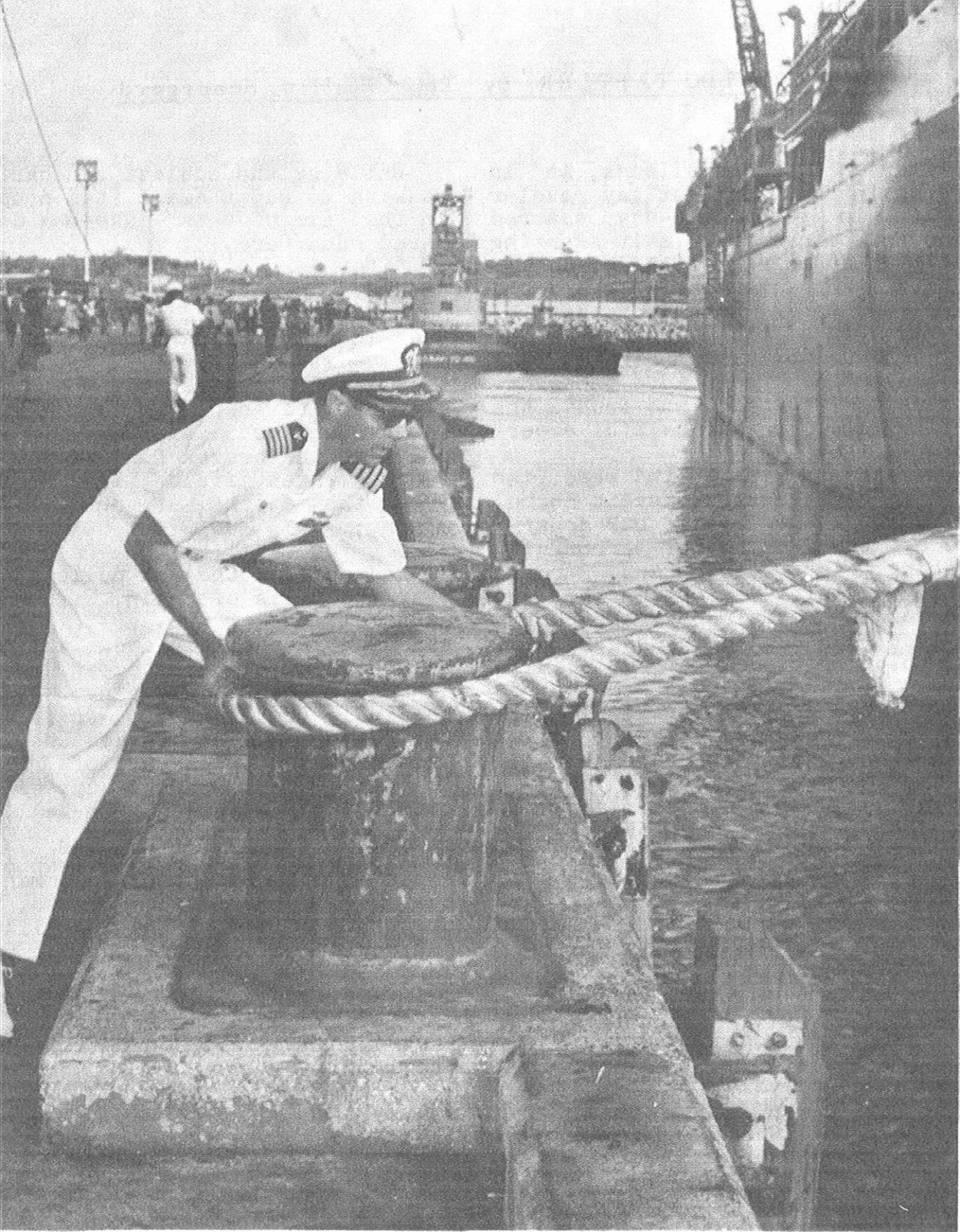
## First Division

First Division is proud to have received a "well done" from Captain Trueblood for our work in Rota. We also appreciate the extra liberty and maximum leave awarded the crew upon our return to the States.

We're sorry to announce the loss of four of our old salts; BM3 Trew, BM3 White, and SN's Manning and Maston. It's too bad those men will be unable to enjoy the bennies mentioned above, as they were given separation papers upon our arrival in Charleston.

It was only April 16, when new BM3's White, Deming and Scott sewed on their new crow's. With the loss of White and Trew, and the expected departure of several "short-timer" petty officers, we are certainly grateful for these new E-4's. The remaining PO's are going to need all the help they can get in keeping up with the work load in the





After an extended silence, it is once again time for that gay reveler to lay in your field-day scarred hands and before your salt-smarting eyes the happenings of the Mag.

With much haste, a few beers and fewer fond words, the bebauchers of Rotarian virtue bid adieu to Spain, to return to their home on the bounding main. There were those among us, of course, who found the parting to be rather painful experience...

The eyes of "El Rubio" were like those of a depressed basset hound. Having spent the eve of our departure at the "O" Club sorrowfully imbibing vino blanco and reminiscing evenings spent on the arm of a maiden so fair only the charms of Circe could match, he was in no mood to be reminded of our coming voyage. Tell us, Rubio, to what do you attribute your infallible success with the ladies of Spain? Could it be your impeccable dress, courtly manners, or your perfect command of the Spanish language? "Pass the catsupio, por favor!"

"Floyd the Philanderer" was naturally quite upset at having to leave the arms of his beloved!, realizing full well that there could be no return to that bower of love and tenderness, Bar Jakeline. Quote the Philander, "The nerve of that guy; come right into de bar and started eating chow right in front of everybody and didn't even offer the local yokels any!"

But all's well that ends well and sooner than words can tell, our Don Juan will be at the wheel of his chariot of Amour, symbol of American affluence, prosperity and time payments. What time of the month does the social security check arrive? Hermione Gingold, she ain't!

While on the subject of chariots we wish to run a small item dropped in the ear of this juke-box deaf-eared reporter...

After many a hectic day of running around the Naval Base, filling out numerous forms, measuring width and length of certain shops and autos, it was finally determined that a small red vehicle would accompany its owner to the land of round door knobs. Alas and alack, a cry with the brazen fury of a thousand drunken field mice erupted from the depths at the crucial moment; NOT TWO, YOU DON'T - ONE IS ALL YOU GET!!!"

And so, as the sun pulls itself over the hills of Spain, we see our mournful former two-car-family man standing on the main deck, about to embark on a leisurely ocean cruise, sans car, but possessing the intestinal fortitude to sniff back the tears, gesture toward the Base Naval, and utter a word of tribute to that seat of bureaucracy; @##)\*& \$\$\$°°!!![[\*\*\*#\$\$\$#@@" Oh Well, let's walk the dog...

It has been said that the late great John L. Sullivan was a man of few words and mighty fists, but even this pillar of the pugilistic art would have cowered in the presence of the one, the only, Coca-Cola Kid. Devils, demons, even some chiefs, have felt the lash of his barbed tongue and overwhelming vocabulary.

Next month we hope to introduce you to more of the infamous citizens of the Mag. Laugh with Web the Wicked, Sneer at Oscar the Awful, and cheer the Sunshine Superman!!

COVER PHOTO - - - - -

This is the sight that unfolded before the eyes of the crew as USS Canopus steamed out of Rota harbor.