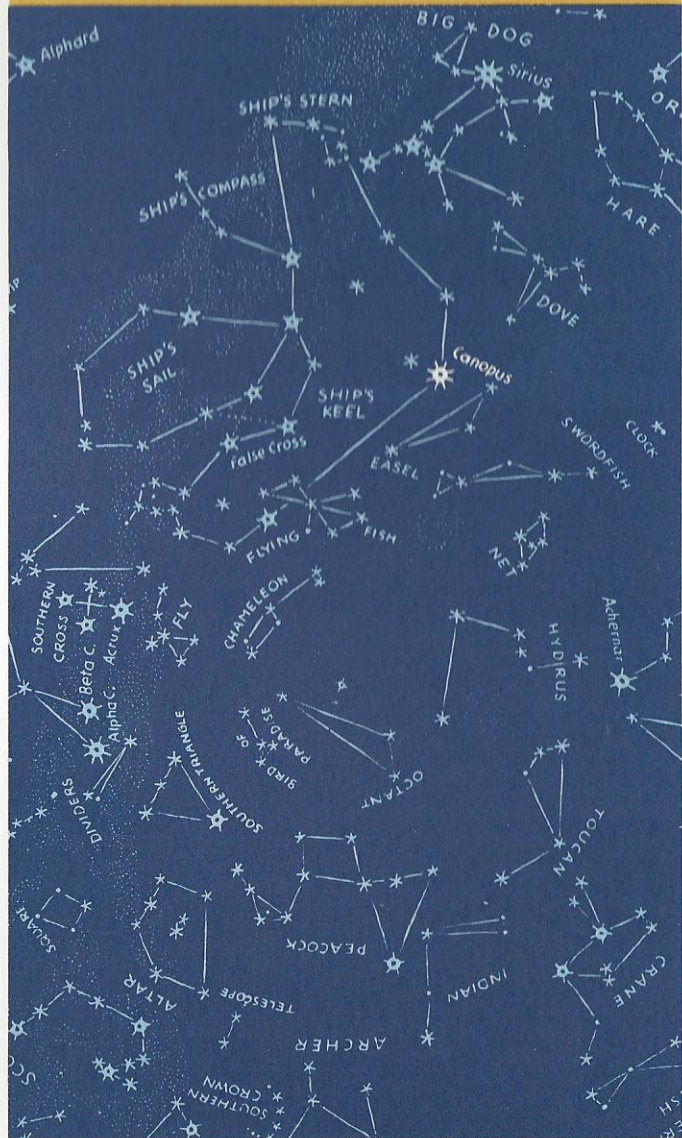


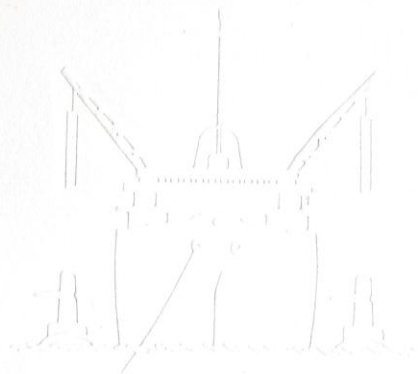
LAUNCHING

FEBRUARY 12, 1965-3:00 P.M.

PASCAGOULA, MISSISSIPPI



CANOPUS



AS-34

THE INGALLS SHIPBUILDING CORPORATION
A DIVISION OF LITTON INDUSTRIES

MRS. EARL L. SACKETT

SPONSOR

MRS. HOYLE R. BARR

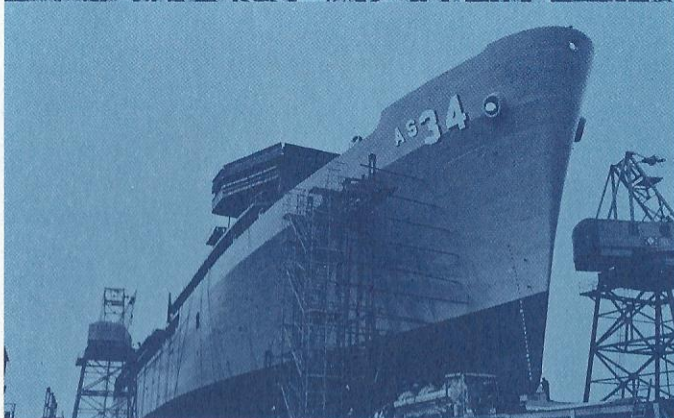
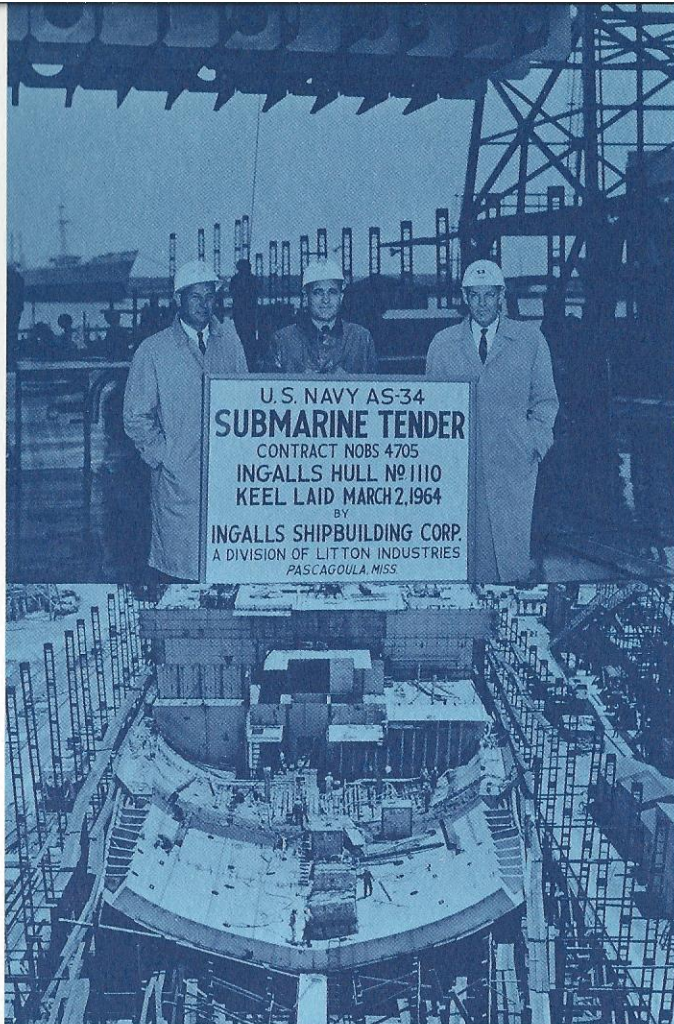
MATRON OF HONOR



CANOPUS THE STAR

CANOPUS AS-34 is the second ship of the Fleet to bear the name of a figure in Greek mythology who was the pilot of Menelaus, king of Sparta. After the death of Canopus in Egypt, he was transformed into the second brightest star in the heavens.

Canopus is the brightest star in Carine, a part of a Southern Hemisphere constellation called Argo Navis, and is known as the ship. Only Sirius is brighter than Canopus, but since Canopus is many times more distant it is probably thousands of times greater in mass.



CANOPUS AS-34

Through the service of the Polaris submarine tenders the Polaris submarines get everything they need to keep in operation the most sophisticated and complex weapons system in the world. CANOPUS (AS-34), the Navy's fourth ship especially designed to support Polaris submarines on patrol, helps keep the subs in a high state of combat readiness.

The 643-foot CANOPUS will be capable of fully supporting nine nuclear powered submarines with as many as three simultaneously receiving alongside services. She will be required to carry more than 85,000 different spare parts, act as a combination ammunition depot and supply center, and at the same time maintain all the facilities and conveniences of a small city for her 1000-man crew and the subs she will support.

More than 50 shops aboard the CANOPUS will be able to perform almost any type work on a Polaris sub that a shipyard can, from fabricating metal parts to repairing the most sensitive electronic and optical instruments. The main function of the CANOPUS will be to provide servicing and a change of crews to a submarine after it has been on a long patrol—quite often for more than two months at a time.

The tender will be responsible for keeping the submarines supplied with a load of missiles. She will be equipped with a large crane with extremely accurate controls to off-load missiles and nuclear containers from the submarines. In addition to handling and storing missiles, CANOPUS will maintain a check system on them and replace malfunctioning parts to keep the missiles in firing condition at all times. Although CANOPUS will be powered by steam turbine, she will be able to make repairs on the nuclear power plants of her subs, and if need be refuel a nuclear sub with a new core.

While CANOPUS is neither a submersible nor a combatant ship, she will nonetheless be an indispensable part in support of our Navy's Polaris Weapons System, a system referred to as our nation's first line of deterrence.

CANOPUS is the second Polaris submarine tender to be constructed by Ingalls. USS HOLLAND (AS-32) was delivered to the Navy in September, 1963, and is presently based in Rota, Spain.



MRS. EARL L. SACKETT

SPONSOR



SENATOR JOHN C. STENNIS

SPEAKER



PROGRAM

NATIONAL ANTHEM

Pascagoula High School Band
Mr. Ronald A. Herrington, Director

WELCOME

Mr. Fred J. Mayo
President
Ingalls Shipbuilding Corporation
A Division of Litton Industries

REMARKS & PRESENTATION OF PLAQUE

Rear Admiral Earl L. Sackett, USN, Ret.
Former Commanding Officer, USS CANOPUS AS-9

REMARKS

Captain John B. Guerry, USN
Supervisor of Shipbuilding, Pascagoula

REMARKS

Rear Admiral J. A. Brown, USN
Assistant Chief, Bureau of Ships
For Design, Shipbuilding, and Fleet Maintenance

REMARKS

Vice Admiral Vernon L. Lowrance, USN
Commander, Submarine Forces
U. S. Atlantic Fleet

ADDRESS

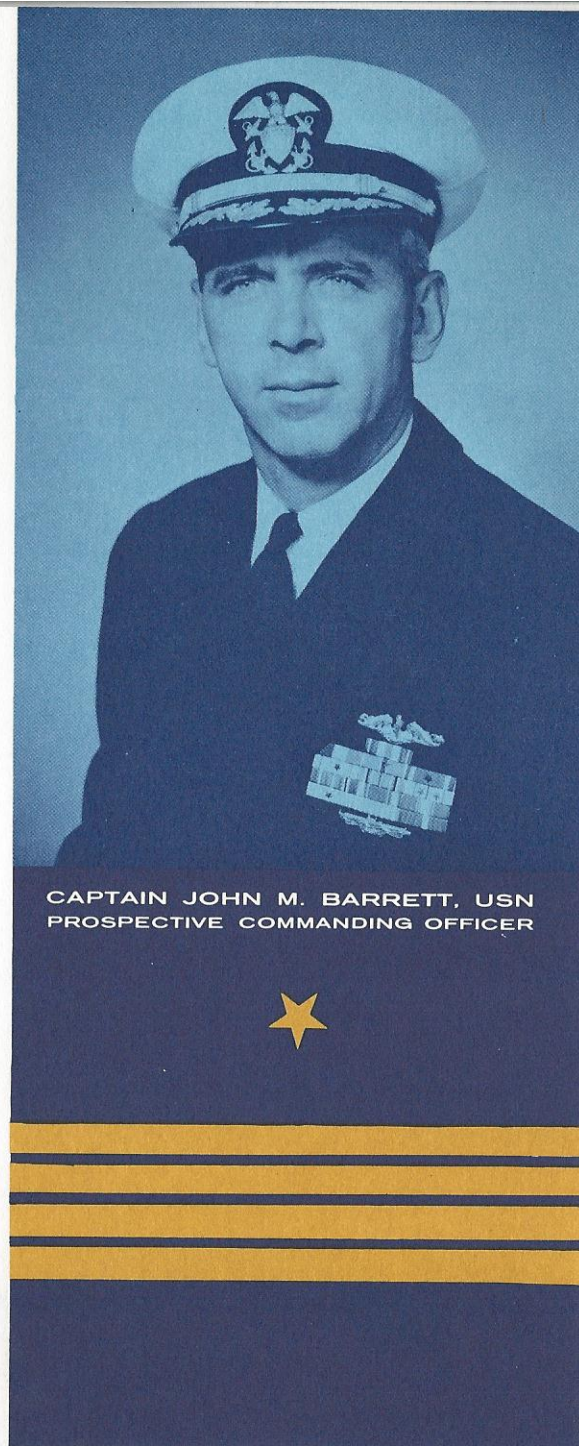
The Honorable John C. Stennis
United States Senator from the State of Mississippi

INVOCATION

Reverend Arthur M. Schneider, Jr.
Pastor
Presbyterian Church, Pascagoula

CHRISTENING—3:00 P.M.

Mrs. Earl L. Sackett
Sponsor



CAPTAIN JOHN M. BARRETT, USN
PROSPECTIVE COMMANDING OFFICER

THE "OLD LADY", AS-9

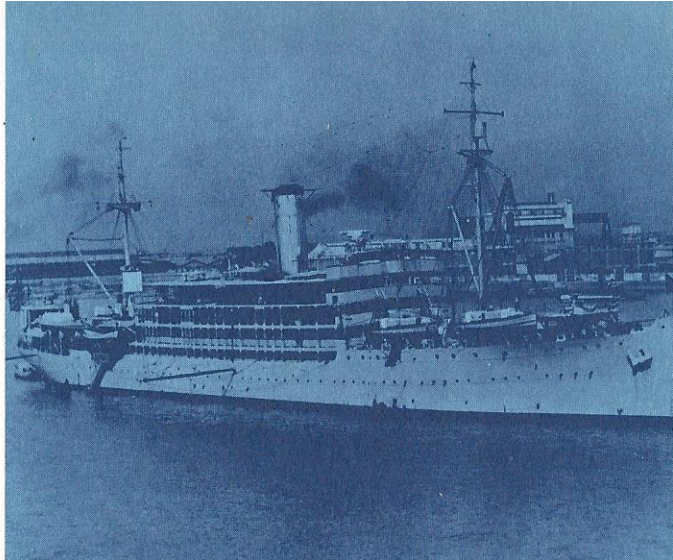
The first CANOPUS, originally built for the merchant service, was acquired from Grace Lines, converted into a submarine tender and commissioned at the Boston Naval Shipyard on January 22, 1922. The AS-9 was a 373-foot vessel having a standard displacement of 5975 tons.

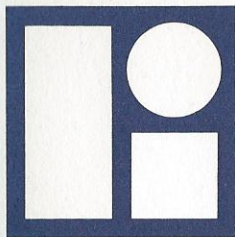
Her story was one of distinguished service and it ended in the Philippines during World War II on a note of gallantry and courage. With the Army falling back on Manila, CANOPUS, under the command of Cdr. E. L. Sackett (now Rear Admiral, USN, Ret. shown at right), sailed to Mariveles Bay at the tip of Bataan on Christmas Day, 1941. On December 29, 1941 and January 1, 1942, she received direct bomb hits which resulted in substantial damage to the ship and injuries to 13 of her men. Working at fevered pace, her men continued to care for other ships while keeping their own afloat and in operation. To prevent further Japanese attack, smoke pots were placed around the ship and the appearance of an abandoned hulk was presented by day, while the ship hummed with activity by night.

Although the last of the submarines had left CANOPUS before the New Year, her activity continued as she cared for small craft and equipment of the Army and Navy, sent her men into battle in the improvised naval battalion which fought so gallantly on Bataan, and converted her own launches into miniature gunboats which attacked the Japanese moving south near the shore.

Through burning February and blasted March, CANOPUS stuck it out at her bomb-thrashed anchorage. Hospital, machine shop, P. X., communications center, supply store, U. S. O.—she was all things to all forces fighting on Bataan. And because of her faithful service, they called her the "Old Lady." But the overwhelming Japanese strength could not be held off forever, and upon the surrender of Bataan on April 9, CANOPUS was ordered scuttled and sunk, to deny her use to the enemy. On April 10, she was proudly backed off into deep water under her own power, and the brave veteran whom the Japanese could not sink ended a lifetime of service to the Navy when she was laid to rest by her own men.

She was gone, but the human part of her—her people remained. They joined the naval forces for the last-stand fight at Corregidor. There was no such thing as sinking the spirit of the "Old Lady."





INGALLS / LITTON

The Ingalls Shipbuilding Corporation, a Division of Litton Industries, for over 25 years has been a source of Fleet construction for the U. S. Navy. In fact, the first ship launched at this yard was converted into the seaplane tender USS POCOMOKE. Since that time other types of Ingalls-built vessels serving with the Fleet have been Submarine Tenders, Destroyer Tenders, APA's LSV's, Escort Aircraft Carriers and Troop Transports, as well as post war LST's, LSD's, AF's, Destroyers, the free world's largest icebreaker and the Navy's last conventional-powered submarine. Since 1957, the company has been heavily engaged in the construction of nuclear-powered submarines for the Navy. Four of these fast attack-type vessels have already joined the Fleet and four others are under contract. Presently being constructed under Navy contract to Ingalls is a new class LPH ship, designed to transport troops to enemy beaches by helicopters from her "aircraft carrier" type deck and two LPD's, amphibious transport dock ships designed to use helicopters and boats for beach assault. In total, over 64 vessels have been converted, built or contracted to be built for the Navy by Ingalls, the largest shipyard on the Gulf Coast.



W. INGALLS
LITTON

Autographs