

THE FACEPLATE

OCTOBER 1961



DEEP SEA DIVING SCHOOL
and EXPERIMENTAL DIVING UNIT
WASHINGTON, D. C.

THE "NEW" FACEPLATE

With this issue, the preparation and publication of Faceplate has been shifted to the Deep Sea Diving School. As a start, Commander Nickerson sent a letter to the Commanding Officers of all diving vessels and activities to stir up some more articles. The response to this letter has been good, as you will find when you read the remainder of this issue. We believe you will find many items of interest from both professional and personal viewpoints. Our thanks to all those who have supplied us with articles for this issue. If your activity has not given us an article, let's have them for the next and following issues. We want to see Faceplate grow bigger each time it's published. The next publication date will be 31 January 1962, with contributions requested by the 15th of January.

Our last issue featured an ASR on the cover, so this time we have an ARS. We intend to feature other diving type vessels and activities in the future, with as fair a rotation between types as we can manage. Here's how to get your activity's plaque or emblem on the cover: Just make sure we have a copy of the emblem our draftsman can work from, and include a brief rundown on the history of your ship or activity. The first ATF or other vessel, except ARS and ASR which we have already used, to get their emblem and write-up in will be featured on the January cover.

THIS ISSUE'S COVER

This issue features USS SAFEGUARD (ARS-25), which was chosen for three reasons, (1) they sent us an article, (2) we had their plaque in the wardroom here and (3) we had already featured an ASR previously.

SAFEGUARD is a standard ARS of the Escape Class, and is one of the fourteen sister ships which began with ARS-6. Originally, there were more ships in this class, but several have been sold - notably to Merritt, Chapman and Scott.

She displaces 1,530 tons (standard) or 1,897 tons (full load) and is 213½ feet in length (0-2 level) and is powered by a 3,000 horsepower diesel-electric plant, giving her a rated speed of 14 knots. She was built by Basalt Rock Company and was commissioned on 20 November 1943. Her complement is 85 officers and men.

SAFEGUARD's home port is Pearl Harbor and her home yard is Mare Island. Her emblem indicates interesting travels in the Pacific.

The present Commanding Officer is LCDR G.R. READ, USN and the Executive Officer is LT W.H. SMITH, USN, whom we especially wish to thank for the interesting article which follows.

USS SAFEGUARD (ARS-25) - By W.H. SMITH

CONSERVPAC has issued a "Power Pack" to us for evaluation. It consists of five 180 H.P. prime movers, a 75 K.W. DC generator, cement mixer, four 6" pumps, four 10" pumps, a 210 G.F.M. air compressor, two 105 G.F.M. air compressors, a 300 ampere welder and a jet pump for washouts. All units can be interchanged on the prime mover, with two units being utilized at the same time at opposite ends of the engine. The prime movers are diesel and are hydraulically started. This will do away with the ever-present problems of gasoline storage, Batteries, cold weather starting and the numerous other headaches encountered on a salvage job. The engines are easier to maintain than the gas ones now carried. The Caterpillar Corporation is the manufacturer. More will be said at a later date after the equipment has been fully evaluated.

LCDR G.R. READ has recently relieved CDR W.F. HARRIS as Commanding Officer. Captain READ is a graduate of the old Salvage School at Bayonne. Our Exec and Diving Officer is W.H. "Horrible" SMITH.

A.C. STOREY, SFC, is making LDO (Hull) in December and will be leaving for "knife and fork school" at Newport soon after that. Our other First Class Divers are Mike MARTINEZ, PAI and R.C. LARSON, SFL. ELDRED, HM1, is the diving doc.

A.F. WILSON, SFC (Ret.) was aboard renewing old acquaintances prior to leaving for Eniwetok where he will dive for Holmes and Narver (Room 106, MATS Terminal, Hickam A.F.B., Hawaii). At the present time they need three more divers. The pay is excellent.

The new pay bill has been hailed with great exuberance by all the divers in SERVPAC. We finally made out after years of slim pickings.

USS HUNLEY (AS-31)

HUNLEY is right on the ball and has written in asking to be added to the distribution list for Faceplate, which we are very pleased to do. We have also requested an article after commissioning, and imagine there will be many interesting new features to describe, along with the "trials and tribulations".

HUNLEY is now at Newport News Shipbuilding and Drydock Company, Newport News, Virginia. We don't have any word on when she will be commissioned, where she will be homeported and so forth as yet.

U.S. NAVAL TORPEDO STATION, KEYPORT, WASHINGTON - LT H.S. KUNZ, USN

Helium gear has recently been installed in a YF here at Keyport and our allowance of divers has been increased from nine to seventeen. These are all SCUBA billets, and include 2 Master Divers, 9 Divers First Class and 6 Divers Second Class.

In August, Keyport divers under the direction of Master Diver Bob Sheats recovered the body of the pilot and the wreckage of an F8F-9 jet fighter that had crashed off the end of Ault Field runway at Whidbey Island. A total of 152 dives were made in depths ranging from 30 to 150 feet, with currents up to $2\frac{1}{2}$ knots.

All of the Keyport divers have become proficient at snaring torpedoes in deep water using wire controlled underwater television. A system has been developed here that enables us to routinely recover torpedoes in depths up to 620 feet.

(Editor's Note: How about a complete write-up on this system?)

USS AJAX (AR-6) - From personal letter from ENS A. RYNECKI, USNR

AJAX is currently located at Sasebo. The diving facilities are shore-based and in that way completely apart from the ship at Drydock No. 3.

The Diving Gang consists of ENS Rynecki, one Chief and five others. Facilities include several buildings plus an LCM and LCVP rigged for diving.

Routine duties average about twenty diving jobs each month, ranging from minor salvage work (recovery of mine sweep equipment) to hull inspections. Divers are also sent on TAD to other activities when their services are needed.

A Diving School is also operated. This school gives the Diver Second Class course (six weeks) followed immediately by the SCUBA Diver course (five weeks). The Second Class course is much like the one given at the Deep Sea Diving School and the SCUBA course is patterned after the one given at Underwater Swimmers' School in Key West.

Mr. Rynecki also mentions the low morale resulting from the pay situation when his letter was written in July. We imagine the picture will have changed considerably since 17 August.

STRAIGHT FROM THE HORSE'S MOUTH: BUREAU OF NAVAL PERSONNEL - LCDR W.R. LEIBOLD

From the volume of inquiries received by BuPers, it would appear that the new Special Pay for Diving has been generally well received. However, it is apparent that some clarification is due in certain areas. The many problems involved with the old Divers' Pay system are well known and will not be reiterated here. The new bill has been designed to provide a "flat rate" scale, according to designation, providing the diver is currently qualified and filling an authorized billet.

Those activities which were at or under allowance on 17 August 1961, when SECNAV NOTICE 7220 became effective, had no problem; however, those activities who were over had, and still have, a very real problem - just who gets paid?

Unfortunately, those who are over allowance can only pay within their allowance, as set forth in SECNAV NOTICE 7220, but bear in mind that if you have (for example) more than your allowance of Divers First Class and less of Divers Second Class, you may pay your Divers First Class in numbers which equal 50% of the VACANT Diver Second Class billets.

Example:

<u>NEC</u>	<u>ALLOWANCE</u>	<u>ON BOARD</u>	<u>PAY</u>
5342/5312	6	9	8
5343/5313	8	5	5

(Three vacant Second Class billets means you can pay First Class for 50% of 3, or $1\frac{1}{2}$. It has been determined that in the case of fractional numbers the next higher even number will apply, therefore 2 of the excess Divers First Class may be paid.)

Now - what happens to the diver who is in excess and cannot be paid? Etal! - keep qualifications current and hope he will be ordered to an activity having a vacant billet. In this respect, the fid is in the distributors to place divers in diving billets. This is no small task, and will take some time to be accomplished on a continuing basis. As it stands now, divers will not be rotated simply because they are in excess of allowance at their present station. Authorization to pay in excess cannot be granted.

New Subject, "Cross-Training": Under existing instructions, cross-training goes out on 1 July 1962, and those Salvage Divers who have not attended the appropriate diver cross-training (or fulfilled equivalent service requirements) will be redesignated Divers Second Class if within an authorized allowance.

There are many divers who have not been cross-trained through no fault of their own. Therefore, it is planned to continue the cross-training at the Diving School for one additional year, until 30 June 1963. At that time, the boom falls for sure, so you divers who have not been cross-trained get your requests in NOW! This training is deserving of command attention also - See BuPers Instruction 1500.15D.

BUPERS (continued)

At present, there are vacant billets in EOD. These are \$80.00 diving billets, and this situation presents an ideal setup for excess divers who desire to stay in the diving game and be well assured of always being assigned to a pay billet. If you are interested, check the Catalog of U.S. Naval Training Activities and Courses (NavPers-91769E) and if you meet the eligibility requirements you are all set. (Waivers of some requirements are sometimes granted).

Through the good graces of the Officer in Charge, Deep Sea Diving School, I hope to sound off with bits of wisdom (?) occasionally via the pages of Faceplate. I intend to work for the divers, so kick your ideas around and send them in.

Sayonara,

LCDR W.R. LEIBOLD, USN
Bureau of Naval Personnel (Pers-C2331)
(Room 3723, Navy Annex)
Washington 25, D.C.

HELP WANTED - Candidates for Medical Deep Sea Diving Technician (28 week course)
Must be in rating of HM1 or HM2
Must be physically and psychologically qualified in accordance
with Article 15-30, Manual of the Medical Department and
BuPers Instruction 1500.15D
Obligated service - 24 months
Must be willing to work
Good Pay
Tolerable Working Conditions
Persons over 30 years of age need not apply

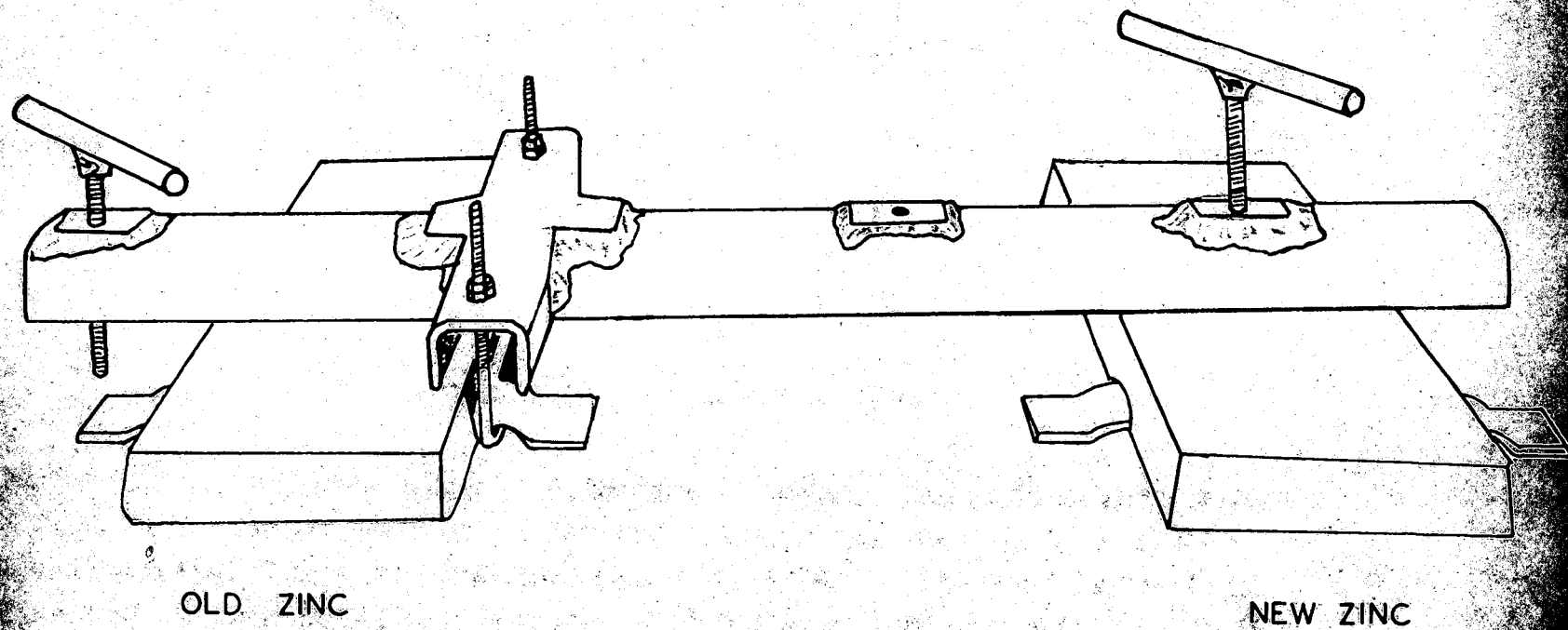
USS MARKAB (AR-23) - H.W. YAGER, SFC(DV), USN

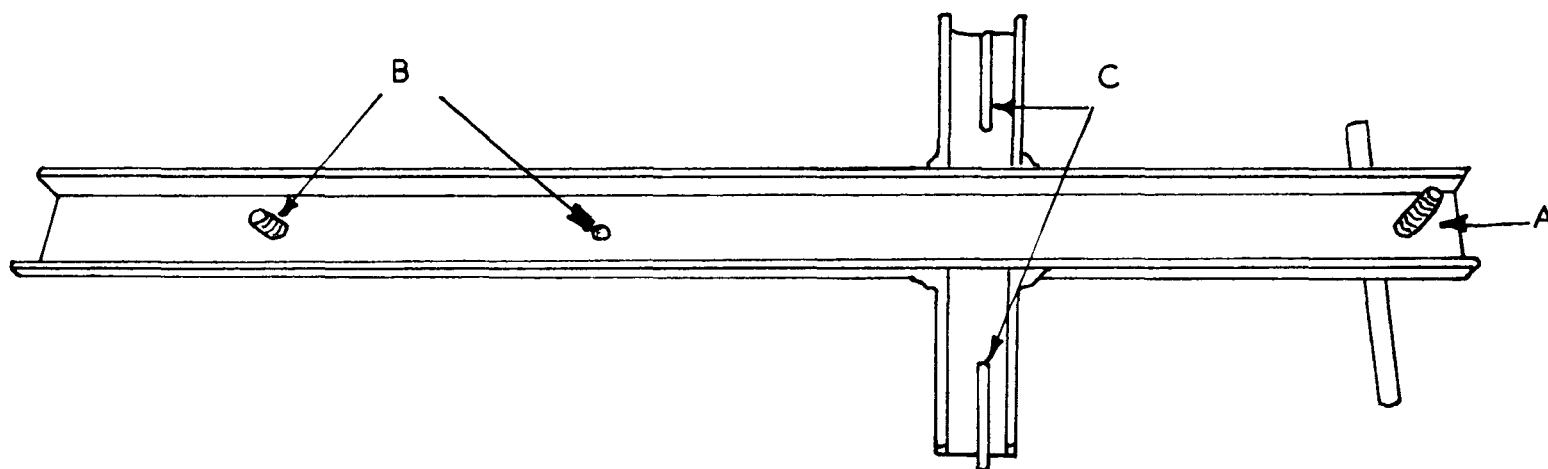
YAGER, Diving Supervisor on board MARKAB sends in the information on how to build a jig for rapid installation of zincs. This jig eliminates the need for any personnel handling the zincs, and has been found to work very effectively when used by MARKAB. The jig was originally designed by B.M. YODER, MM1(DV), USN, and has been modified by H.W. YAGER, SFC(DV), USN, J.M. STRICKLAND, DC1(DV), USN and O.R. SCHILL, MM1(DV), USN, the other divers of the MARKAB's Diving Gang.

We are sorry that the excellent photographs cannot be reproduced in Faceplate, but our Draftsman is making drawings from them which we will duplicate and which all interested will find on the next two pages.

ZINC JIG - FOR INSTALLING WELDED TYPE ZINCS.

SUBMITTED BY - B.M. YODER, MMI (DV) AND THE DIVING GANG OF THE
U.S.S. MARKAB (AR-23).





ZINC JIG — BOTTOM VIEW

MANUFACTURING INFORMATION ; 2" ALUMINUM CHANNEL, 30" LONG WITH 8 1/2 " "T" PLACED 9" FROM ONE END. SHORT END SHOULD BE DRILLED AND TAPED FOR 3/8" BOLT(A). THE LONG END DRILLED AND TAPED 5" AND 12" FROM END FOR 3/8" SET SCREW BOLTS (B). HOLDING "L's" (C) SHOULD BE AT LEAST 1/4" STEEL STOCK.

On 1 August 1961, USS KITTIWAKE (ASR-13), commanded by LCDR P.D. LOWELL, Jr., USN, deployed to the Mediterranean as a unit of Task Force 69, the submarine group operating as a part of the U.S. Sixth Fleet. Her primary mission during this period has been as Command and Communications ship for the Task Force Commander, CDR M.G. BAYNE, USN, whose permanent duty is as COMSUBDIV 62 out of Norfolk.

In an effort to stimulate new interest and insure continuity in the structural mission of an ASR, KITTIWAKE requested and was granted authority from BuPers to conduct a school for Divers Second Class while deployed. COMBOSN Robert JAMES, Diving Officer, assisted by Master Diver Tom DINAN, modified the standard curriculum to extend over a period of three months instead of the normal six week course.

Seven personnel availed themselves of this opportunity and five are now in the class. Training has been conducted in Toulon, La Spezia, Malta and Athens. The crystal-clear visibility in the Mediterranean is outstanding for this type of instruction, and face plates have required taping to insure the no-visibility requirements for part of the course.

This course has generated a great deal of interest among the crew and numerous others have expressed a sincere to participate in another course should one be offered. Qualified First Class Divers have assisted Mr. James and Dinan throughout, and it is expected that the five now under instruction will complete the course and be designated about 31 October. KITTIWAKE highly recommends this operation to other ASR's.

During an operational visit to Toulon, our divers conducted a demonstration in the outdoor swimming pool at Hotel Tour La Blanc before an overflow crowd of 1,000 people. The demonstration, in part, included the burial scene from Jules Verne's "Twenty Thousand Leagues Under the Sea". Following this portrayal, divers modelled each piece of diving equipment, explaining its use and important characteristics. The program was concluded with diving acrobatics. Printed programs, in both French and English, were available to those in attendance. The script was originated and narrated by LT J.J. O'ROURKE, USN, Executive Officer.

This demonstration was widely covered by press, radio and television. Several newspaper articles, including photographs, were published in Toulon. The television film obtained was scheduled for national news network showing. Many dignitaries attended, including Mac. Galleret, wife of the French Chief of Naval Operations, VADM Galleret, the Naval Attache from Paris, the Chief of Police of Toulon, and many other local personalities. The great-grandson of Jules Verne was also in attendance, and was photographed with a KITTIWAKE diver and up to resemble the fictional Captain Nemo. A feature story was prepared and forwarded to the Norfolk newspapers for suitable release.

USS KITTIWAKE (continued)

During KITTIWAKE's visit to Malta, her divers again exhibited their many talents in the swimming pool of the Hotel Phoenicia. This program was witnessed by approximately 500 persons, including RADM Miner, Senior U.S. Navy Representative on the staff at Headquarters, Allied Forces, Mediterranean, CAPT Alexander, Royal Navy, Commander Submarines, Mediterranean, CDR Bayne, USN, Commander, Task Force SIXTY-NINE, and practically every other ranking military official in Malta. Several newspapers printed articles with accompanying photographs as a result.

KITTIWAKE has been commended for her enthusiasm and efforts to contribute to the Good Will and People-to-People policies in the Mediterranean by COMSUBLANT, COMSUBRON SIX and the U.S. Embassy in Paris. The relations with all who have assisted in these presentations have been cordial, enthusiastic and heartwarming.

We will be relieved as a unit of the Sixth Fleet on 30 October 1961, and will return to Norfolk during the middle of November to resume regular duties as ASR for SUBRON SIX.

USS PETREL (ASR-14) - LT W.E. WISE, USN

PETREL sent us a copy of her report on the salvage of a Royal Dutch Airlines DC-8 near Lisbon. The report is eleven pages long, so we will give only the highlights here.

PETREL arrived at Lisbon on 10 June, and was immediately requested to assist in salvaging the airliner which had crashed on 30 May. After a preliminary conference, divers were sent aboard the Portuguese Navy vessel FOGO and succeeded in locating the downed craft, reporting that all the wreckage was in one area. COMEASTLANT then ordered PETREL to go ahead with the operation.

Operations commenced on 14 June and continued until 29 June, at which time another conference was held. As a result, operations were resumed and continued until 5 July when approximately 110,000 pounds of wreckage, amounting to about 90% of the aircraft had been recovered. Further operations were considered unprofitable in view of the many hours of diving time that would have been required to bring up a small amount of remaining wreckage to the surface.

A total of 377 dives were made for a total of 253½ hours of diving time. One casualty occurred when R.C. MOSSER, BM2(DV) had to be recompressed for 12 hours on Table III. Fortunately, the weather remained clear for the entire period of the operation. There were no commercial facilities or Portuguese Navy vessels capable of performing this salvage job.

Screening of Diving Candidates - Candidates for diving school are still not being properly screened prior to transfer to the school for training. The following is a list of common discrepancies:

- (1) No physical examination recorded on SF-38 and accompanied by SF-67.
- (2) Requests for waivers of disqualifying defects not completed.
- (3) Pressure test, O₂ tolerance test and preliminary dive not conducted.

Failure to comply with current directives (BuPers Inst 1500.15D and Art. 15-30, Manual of the Medical Department) outlining the procedure for attending a course of instruction at Deep Sea Diving School generally results in loss of man hours, incurring unnecessary expense to the government and increasing the work load on personnel and medical staff at the Deep Sea Diving School.

Submarine Medical Officer Training Course - In the month of October 1961, twenty-eight Medical Officers completed the Deep Sea Diving phase of the Submarine Medical Officer course of instruction. It is believed this was the largest class of Medical Officers to undergo training here at one time. In addition to the U.S. Navy officers attending the course, the following countries were represented: Canada, Norway, Italy and Peru. The following is a list of the Medical Officers completing the course:

LT David A. Austin	LT Robert Jeffery
LGDR A.H. Barsoum	LT Thomas H. Joyce, III
LT Harold L. Bassham	LT Charles J. Knight (Canada)
LT Matthew K. Becker	LT Daniel A. Manning
LT Øyvind Bekkhus (Norway)	LT Thomas N. Markham
LT Herbert W. Bistrong	LT Cesar D. Martinez-Vargas (Peru)
LT George F. Brumback	LT Giancarlo Moretti (Italy)
LT John C. Bull, Jr.	LT Van N. Polglase
LGDR Vernon A. Burkhardt	LT Samuel A. Powers
LT Michael J. Dunne	LT Franklin A. Smith
LT Barry E. Dunphy	LT William G. Spaur
LT Albert P. Fischer, Jr.	LT Richard M. Swengel
LT John E. Harvey	LT James B. Tenney
LT Monroe M. Hoffer	LT Allen R. Traurig

Elsewhere in this issue you will find a "help wanted" ad for Medical Deep Sea Diving Technicians. A constant need for the "diving docs" exists, as only two HM's have completed school between October 1960 and October 1961. Can anybody in your command meet the qualifications for this 28 week course? Let's keep the candidates coming - the next one to graduate may be your relief.

MEDICAL DEPARTMENT - DSDS & EDU (continued)

Change of Medical Department Personnel - On the 1st of October, 1961, Captain Moffitt K. Holler, MC, USN (Retired) put an oar on his shoulder and headed inland toward North Carolina. Rumors have it that someone in the Public Health Office in Rowan County, North Carolina asked him what he was carrying.

On the occasion of his retirement, Captain Holler was fêted at a luncheon by the officers of the Deep Sea Diving School and Experimental Diving Unit.

"Fair Winds and Following Seas" to you, Captain Holler, on your retirement.

LT W.B. WOOD, MC, USNR is assuming the duties of Senior Medical Officer, Experimental Diving Unit and Deep Sea Diving School until the arrival of CDR R.D. WORKMAN, MC, USN around early January 1962.

There are many new faces in the Medical Office. LT M.C. RIVERA, MC, USNR, has assumed the duties of Ass't Medical Officer, DSDS, replacing LCDR J.A. LOGAN, MC, USN, who is presently taking a residency in psychiatry at the National Naval Medical Center, Bethesda, Maryland. LT L.H. LEVE, MC, USNR, relieved LT H.Z. KLEIN, MC, USNR, who was released from active duty on 15 August 1961 and is now studying medical instrumentation at the Drexel Institute, Philadelphia, Pa. LTJG J.L. REYNOLDS, MSC, USN is sitting behind CWO L.L. SMITH's desk while "Mr. S." is touring the rum factories of Haiti.

USS DELTA (AR-9) - ENS G.R. THOMAS, USN

DELTA requests a list of all shore stations having allowances for divers, and how many of each class of diver is allowed. This would certainly be a great aid when filling out those Rotation Data Cards. We are unable to oblige in this issue, but believe we can do it in the January issue. While on the subject, we will mention that the sea duty billets are listed already (by ship type) in the new diving pay notice (SECNAV 7220 of 18 Aug 61).

Changes to the cross-training program were also requested - see the column in this issue by LCDR REIBOLD in BUPERS.

"We plan to install an air bank in our diving boat, using the hookup off the aqua master regulator for the conserving of air. Your comments, both pro and con, are requested and will be gladly accepted".

THE EDITOR HIMSELF (who shall remain anonymous)

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USS RECLAIMER (ARS-42) - From their official report on operations

RECLAIMER participated in a successful salvage operation on the SS CALIFORNIA BEAR which we have condensed here so that everyone will have a chance to read it.

SS CALIFORNIA BEAR grounded leaving Pusan Harbor, Korea on 6 August 1961. Although she went aground at 10 knots, the bottom was mud and soft rock and there was no apparent damage to the ship. No commercial assistance was available, therefore the U.S. Navy was contacted.

RECLAIMER was moored in Sasebo when the first indication of possible salvage operations was received on 7 August. After a flurry of message traffic obtaining necessary permission and clearances (See editor's note at end of this article) message orders were received and RECLAIMER, under command of LCDR W.L. MC GONAGLE, USN, was designated Task Unit 73.4.1 and got under way. CDR T.N. BLOCKWICK, USN, Staff COMSERVRON THREE, was on board as Officer in Charge of Salvage Operations.

Upon arrival in Pusan, RECLAIMER laid one set of beach gear, with the assistance of three small Army tugs. On next high tide, heaving was commenced, with CALIFORNIA BEAR backing and RECLAIMER pulling. The Bells Anchor did not hold, and pulling was discontinued when it had been dragged home.

It was decided to lay a second set of beach gear, in addition to re-laying the first set and lightening CALIFORNIA BEAR as much as possible by off-loading cargo and fuel from forward holds. About 700 tons were off-loaded prior to the next high tide. Heaving was again commenced, with #1 set of beach gear again failing to hold; however, CALIFORNIA BEAR had begun to feel lively, and with #2 beach gear holding alright CALIFORNIA BEAR was afloat approximately 20 minutes after heaving commenced. The pelican hook on the tow wire from RECLAIMER parted, but by this time CALIFORNIA BEAR was afloat. Both sets of beach gear were cast off and she was turned over to her Master to proceed under her own power. After "mopping up" and re-stowing, RECLAIMER got under way and returned to Sasebo and some well-earned liberty.

Commander, Service Squadron THREE speaks highly of RECLAIMER's work in his forwarding endorsement on the official report. A successful salvage operation always reflects favorably on the ability and seamanship of the officers and men of the vessels concerned. It is unfortunate that we have to read between the lines of official correspondence to visualize the long, hard hours spent under miserable conditions that make up one of these operations.

(Editor's note: A salvage operation on a civilian vessel does not involve simply going out and salvaging it. There are a multitude of conditions which must be met before operations are begun. We won't try to go into details here, but every diver should be familiar with the various instructions dealing with this type of work. Naturally, an ARS will normally be selected for one of these jobs, but any diving vessel is liable to end up with one and should therefore be prepared. See OPNAV INSTRUCTION 4740.2A, CINCPACFLT INSTRUCTION 4740.1G and any applicable LANTFLT INSTRUCTION, as well as those parts of Navy Regs given as references in these instructions).

DEEP SEA DIVING SCHOOL - T.W. BANKS, PNL, USN

Biggest news is the establishment of the Master Diver Qualification Course here on a permanent basis. After running three classes on a trial basis, everybody concerned agreed it was a good idea, especially the prospective Master Divers taking the course who all said that they got a lot of good out of it. The official word on the course is contained in BuPers ltr Pers-G2331 Ser. G23/354-1A of 28 Aug 61. Unofficially, the policy of the Master Diver Selection Board here at the school will also recommend this course, not only for those divers lacking the required ASR or ARS-type service, but also for those who have both but have been away from some phases (especially Helium-Oxygen) for a long time.

We were honored by a visit of USS TRINGA (ASR-16) on 20-23 October. Seems good to see something bigger than the YF-336 and YDT-5 around these parts for a change. We wonder when an ARS will stop by for some of that good Washington liberty and to give our students a look-see at what half of them will end up serving on.

BuPers has covered the other subjects we were going to mention (pay and cross-training), so we will give the Olde Soap Box a rest this issue and deal mainly with personalities.

We have two new instructors, BENT, QML(DV) and CRISLER, SFC(DV) due to report in the near future. Of those here now, MATTOX, SFL(DV) and KILBE, SFC(DV) have "put in their papers". CARPENTER, SFC(DV) put his in, but then decided to stick around for a while to see if he makes LDO.

CHMACH FOSTER was declared fit as a fiddle after a period of limited duty, and now has orders to USS SHAKORI (ATF-162). CHBOSN "Boss" REDD has decided to expand his farming into a full-time operation and asked to be retired next March, but BuPers says he will have to wait until June. He will be relieved as Service Craft Officer by CHBOSN JAMES from KITTIWAKE.

One letter in a word can really make a big difference. Last issue congratulated our Training Officer, but somebody hit the wrong key and what should have read "is now Lieutenant" came out as "is not". To set the record straight, it is Lieutenant (two full stripes) L.A. PAPI. We hope he saved the old $\frac{1}{4}$ " stripes, as ENS KOBYLARCYK will be needing them in December. BOSN GUDGER is also in line for promotion, having been selected for W2, but there is no word as yet on when he'll actually get it.

Several interesting diving jobs were performed by the staff and students in the last few months. Seems like all the local hoodlums have been tossing their stolen articles in the river, after which the D.C. Police call on Diving School to recover them. The score to date is one suitcase, two safes, one automobile (from an accident) and the usual rubbish you find when looking for something else. CMO REUSTLE, WILLIAMS, BMC, K.L. BROWN, RM1 and JAMES, RM1 (EDU) were flown out to Manaki, Ontario in June to recover two bodies from a plane crash for the Air Force.

USS HOWARD W. GILMORE (AS-16) - W.C. GASH, BMC(DV), USN

We have often wondered why in the past years the Faceplate has not come up with an idea such as this (the letter requesting contributions); our fault for not bringing it up before, as a lot of useful information can come up from the fleet divers.

Also, we here on the GILMORE would like to see, if possible, a list of divers (qualified) to see where our old shipmates are at, etc. - like we are submitting. (Editor's note: This would be a loooooooooooooooooong project, and we don't believe we can do it - but each activity sending in it's own list now and then is a good idea, which we welcome)

Now for a question - is there anything in the mill on paying in excess over allowance of diver's billets? We seem to think it is unfair not to pay divers who are working at their jobs, just because there's not a billet for them. (See BUPERS column - Editor)

Here is a list of GILMORE divers:

CWO3 W.D. THOMAS, Diving Officer
WILKINSON, J.P., SFCM, 5341 (Master Diver)
ROBINSON, A.P., BMC, 5342
GASH, W.C., BMC, 5342
FALLAW, M.M., BMC, 5312
MARTIN, C.E., BMC, 5312
BOURLAND, C.L., BML, 5312
HULL, E.W., SF1, 5313
BELL, J.R., BM2, 5313
WALSH, R.E., DC2, 5313
ESKRIDGE, S.V., MN2, 5313
FAULK, E.E., TM2, 5343
DUNKLEY, D.L., GM3, 5313
RIVERA, P., BM3, 5313

Are you going to let activities know deadline for Faceplate for future issues? (Yes. See Page 1.)