



APRIL

1962

THE FACEPLATE

**DEEP SEA DIVING SCHOOL
and EXPERIMENTAL DIVING UNIT
WASHINGTON 25, D.C.**

FACEPLATE - 30 April 1962

Faceplate is the unofficial newsletter of the "Diving Navy", and is published quarterly in January, April, July and October by the Deep Sea Diving School.

Distribution is made to all ships and stations having allowances for divers and, due to the limited run possible with the "ditto" process, is usually one copy to all but the ASR's, ARS's and larger stations which get two apiece. Any diving activity not getting Faceplate should let us know, and we will be glad to add them to the mailing list. As stated before, only so many copies are available, therefore personal copies can not be mailed to retired divers, or others away from diving duty.

Material for Faceplate comes from YOU. Any activity or individual diver having anything of interest to the rest of the "Diving Navy" should send it to Faceplate Editor, Deep Sea Diving School, Naval Weapons Plant, Washington 25, D.C.. It does not have to be an official letter, and it does not even have to be spelled correctly or in good English. If the Editor can make sense out of it, he will re-write it as necessary to make a good article.

Cover pictures are rotated among the different types of diving vessels and activities on a "first come, first serve" basis for each type. However, our cover design goes to press a month early, so those arriving later must be held over for a later issue (USS SPERRY, please note).

Faceplate will also answer your questions, technical or otherwise, with the only restriction being that sometimes the necessary research will take a while, so don't always expect an answer in the next issue.

OUR COVER - UNDERWATER SWIM SCHOOL, KEY WEST, FLORIDA

This cover emblem is a copy of the beautiful new sign outside the Underwater Swim School which was constructed by Master Chief Patternmaker R. HEWITT. It is in three dimensions and multi-colored, and from what those who have seen it with their own eyes have to say, it is a truly outstanding display. It is easy to see why the builder was the only Chief Patternmaker advanced to E-9 last year.

SPECIAL NOTE ON COVERS - The Editor

USS SPERRY (AS-12) answered our request in the last issue for a cover from a tender. Unfortunately, their letter dated 28 March didn't get here until 16 April, by which time we had run up against our deadline and had picked UWSS as "cover girl" instead. Our regrets to Chief PAYNE, whose fine article appears later, and our promise right now that SPERRY will appear on the July cover.

U.S. NAVAL SCHOOL, UNDERWATER SWIMMERS, KEY WEST, FLORIDA - Author Anonymous

The Underwater Swimmers School is the only Navy school whose primary mission is to train SCUBA Divers. There are two different courses, the basic four week course for qualification in open-circuit SCUBA, and the ten week course which adds three weeks in hard-hat (2nd Class) and three weeks in mixed gas semi-closed circuit SCUBA using Mark V and CD3A. The ten week students are receiving preliminary training before further transfer to EOD School at Indianhead, Md. There are approximately ten 4-week classes and five 10-week classes each year.

The Commanding Officer, LCDR Ken FLOOF, is the 4th CO since the school was founded in 1954. Captain FLOOF graduated from Diving School in 1941, and has served three tours of duty on the DSDS and EDU staffs. Prior to reporting here, he was CO of USS FLORIKAN (ASR-9), homeported in San Diego.

Instructors at the school come from three sources, DSDS, EOD and UDT. DSDS graduates include Leonard MC LARTY, EMI in 1946, Robert SMITH, PMCM in 1948, Frank KAPESSER, EMI in 1950, Lavern MEISKY, SFI in 1951, Tony GIOVINAZZO, SFCA in 1954, Donald (Tex) MORRIS, EMI in 1956, Jim NOVAK, EMI in 1958 and LT Robert BORNMANN (MC) in 1960.

MC LARTY and KAPESSER had both gone into UDT sometime after graduation from DSDS, but KAPESSER has faithfully kept up his qualifications as a Diver First Class. He is probably one of the few divers in the Navy to have this dual classification. "Moose" MC LARTY finishes up his 20 this next winter and plans to retire back to Imperial Beach, California.

In the Medical field, Delsion MARTIN, HMI relieved Bobby ROPER, HMCA as the staff Corpsman here. ROPER was transferred to USS OPPORTUNE at Norfolk in October. Donald STONE, HMCA was transferred to SEAL Team 2 at Little Creek in January, with his instructor duties here being taken over by Jim NOVAK. Chief STONE was highly commended at his departure for his work in setting up and teaching the Mixed Gas course. Dr. BORNMANN is slated to be transferred this summer to the University of Pennsylvania for a year of graduate study under Dr. Christian Lambertsen. His relief will be LT Mark HOFFER (MC), a recent graduate of Sub School and DSDS.

Tony GIOVINAZZO has been selected for commissioning in the LDO program, and will probably be leaving shortly for Newport. An old edition of "All Hands" (December 1958) which turned up on a field day recently revealed a picture of Tony and Captain FLOOF on board the FLORIKAN with the Mayor of Numazu, Japan.

Commander K. WILSON, who was OIC of EDU in 1954, is now Executive Officer of the Fleet Sonar School in Key West.

Our most recent new instructor is Robert CRUTCHFIELD, EMI, who graduated from DSDS in 1954. CRUTCHFIELD comes to JWSS from USS SPERRY (AS-12) on the West Coast.

USS SPERRY (AS-12) - C.S. PAYNE, GMC(DV)

This is the first report from the SPERRY, and will probably be the last from this reporter. Next time someone else can step up and take his turn.

I would like to compliment those responsible for the last few issues of Faceplate. They contained some articles of interest and it is good to know diving has a C.I.C. so far as news is concerned.

The SPERRY is good duty. We work hard and play hard. We have a good ship's company. Our work is as per usual for tender divers - screw changes, (7 this month), hull inspections, rigging and un-rigging mine clearing gear, patching holes in ballast tanks (fleet type boats), hydrophones and sound domes, wrapping propeller shafts with neoprene, etc. - not to mention recovery of articles from the bottom such as ship's bells, sub brows, diamond rings, tools, watches, GSK articles, torpedoes, fouled anchors, and you name it. It's all interesting and sure beats routine divisional duties.

We are now moored at buoys #1 and #2 at Ballast Point, San Diego. We tend three Nuke boats of the Snook class, 3 high speed boats of the Blueback class, and many Guppy type boats.

The SPERRY and six submarines will depart for Seattle and the World's Fair on 27 April and return here on 14 May. Where but in the submarine force can you get a trip like that? We will also depart for Mare Island in mid-August to pick up Swordfish dependents and return them to Pearl Harbor. She's a sea-going son of a gun.

LCDR TOMSKY, our present Diving Officer will be detached 30 March to report as CO of USS CHANTICLEER. New Diving Officer is LT BUCHANAN.

Chief THOMASON, Master Diver, was transferred to Naval Station on 19 March for transfer to the Fleet Reserve. We gave him the royal treatment - a plaque and commendation presented by the Captain, a pocket watch from the CPO Mess, a two foot square cake from the Bake Shop, a contribution from the divers, side boys and then piped over the side for the final ride to the beach in the Captain's gig. Good luck, Tom (you old horse thief!).

Divers on board are PAYNE, GMC (Master); CANTRELL, DCC; JONES, BMC; MC JULLOCK, TM2; JACKSON, BM2; WILEY, BM2; JOHNSON, BM2; ALLEN, BM2; LUHMAN, ML2; MAXWELL, DCN (all First Class) and MILLS, DC2; KNEPP, MR2 and JOHNSON, FMI (Second Class).

All our diving consists of mast and SCUBA with wet suits. We need deep sea gear only to make equal dives for which we go to another activity. I believe it would be a benefit to the Navy to survey and defend from the allowance of this tender all deep sea diving gear. It simply occupies space and requires man hours and expense to maintain it. It's hard to admit, but hard hat diving is on it's way out.

DEEP SEA DIVING SCHOOL - T.W. BANKS, FMI

By far the biggest item of news was the unfortunate and tragic death on 22 March of our Ass't Training Officer, LTJG Thomas E. O'MALLEY. He was observing the salvage of USS MONSSEN near Beach Haven Inlet, New Jersey when a nylon line snapped under a strain, with the usual results for anyone in it's path. Although the medical officer on the scene managed to restore his heart-beat and breathing, he was dead when delivered to the Naval Hospital at Philadelphia by helicopter. He left a wife and four small children, as well as the many friends throughout the Navy who were grieved by his death. Burial was at North Bergen, New Jersey, with the Officer in Charge and other friends from BDS attending and the SUNBIRD, his old ship, putting into Bayonne so many of the diving gang could also attend. He was the "sparkplug" for many things around Diving School, both in work and play, and will be sorely missed. However, we are sure that he would have asked to go the way he did, right in the middle of things.

On the brighter side, there will be several new hats appearing around here, with Gerald MORNEY, Instructor and HAMBRICK, Skipper of the ASD-39 making BMCA in May, along with PAYNE, in charge of the Shipfitter Shop making SFCA and Alfred FAIRCLOTH (student) making DOCA. Yours truly makes FMA in September and BENT, Instructor, makes OMCA in November. The Green Dory was the scene of a small celebration last week, with more still to come.

Change #2 to the Diving Manual has been submitted to FPMs and BuShips for approval, and will eventually find it's way through channels and be approved and distributed. Charts and tables for HeO₂ diving have also been mailed out to all activities concerned. It might be worth while to mention again here, that Change #2 has been incorporated into these, so don't get shook up if there is some disagreement with the present Diving Manual. We might also mention that Change #1 was to Section 3 only, so don't think you missed something.

The new non-return valve has been approved by BuShips, and will also eventually find it's way into the normal supply system. Naturally, this will take time, so don't rush down to your handy corner Supply Depot and look for them yet.

Congratulations to CHBOSN GUDGER, who got his W2 a short while ago, and also got the assignment he wanted (to USS SAFEGUARD, AMS 45). Also to our Training Officer, LT PAPI who is no longer sweating out getting his XO billet - he got his on USS TRINGA.

No new arrivals, but several departures. RYDER, HM2 left with orders to USS HUNLEY, but got headed off and sent to USS TRINGA instead. DOUGLAS, BMC also went to TRINGA, so it will be old home week when LT PAPI gets there. LTJG H.H. "Joe" BAINBRIDGE is ordered in from COUCAL as new Training Officer. George WITTMAN, BTL(DV) and R.G. JOHNSTON, EN2(DV) have decided not to make the Navy a career after all and will be going out on 20 shortly. CHBOSN "Boss" REID still doesn't know whether he will be leaving in June or September but will get back to full time farming eventually. CHBOSN JAMES and THOMAS still not here, but one (forget which) due next week.

ADMINISTRATIVE PROCEDURES - SOME SERIOUS PROBLEMS - DSDS Staff

"Pay" and "Morale" are two words which mean practically the same thing to a lot of enlisted men. Cut off one, and the other goes down too. This has been happening all too often in the case of men received here for cross-training on TAD Orders. We have a lot of unhappy sailors, who were "given the business" at their permanent duty commands - and for no reason except just plain carelessness. Are you, or your Yeomen, guilty? Read on!

The new pay bill provides for keeping a diver's pay going when he leaves his permanent station on TAD. If the TAD is for less than 30 days (like for requests), there is nothing special, except to make sure your Disbursing Officer knows that the diving pay shouldn't be stopped on the pay record. Have you made sure that he knows this?

For TAD over 30 days (Cross Training and Master Diver courses) the process starts in the Personnel Office. If a man is filling a pay billet, and is going on TAD involving diving for over 30 days, his orders must say so if he is to continue to get his full diving pay. Make sure your YN or PN knows that the orders should read "TAD for primary duty involving diving in (name the course)". Then, again make sure that the Disbursing Office knows that the diving pay should not be stopped on the pay record.

One man reported to Diving School with his \$80.00 pay as Diver First Class stopped. His orders didn't say anything about duty involving diving. Someone on his ship had told him, "They can pay you for it at Diving School." THIS IS NOT SO! The only diving pay we can credit here at the school is \$55.00 per month for student divers. This man lost all his diving pay while he was on travel time (we can't pay him anything until he gets here) and \$25.00 per month while he was here (the difference between the \$80.00 he should have got and the \$55.00 he actually got here). This came to over \$55.00 total, and that would hurt anyone, especially when he also loses his sea pay or Comrats at the same time. He might eventually get the difference if he files a claim for arrears in pay and if the General Accounting Office accepts a modification to his orders after they are terminated. Wouldn't it be a helluva lot easier to do it the right way in the first place?

Show this to your YN, PN, DF, Master Diver, etc., etc., along with the new pay bill, which is SecNav Notice 7220 of 18 August 1961.

Next Problem - How do you pay someone just out of Diving School who is actually Diver First Class, but holds an NEC Code as 2nd Class or Salvage Diver - or none at all? We think we have this problem solved right here. Permission has been requested (and we think it will be granted) from BuPers to assign the NEC Code the man has earned the day he graduates here.

Final Problem - Why put a man through a lot of special training so he can have a bigger sounding title when he looks for a diving job in civilian life? This one has already been solved by the Enlisted Transfer Manual (Section 12.22). To be enrolled in the Master Diver Qualification Course, a man has to have 18 months obligated service, including agreement on Page 13 of his record not to be released in the Fleet Reserve if he will finish his 20 in that time, as of the day the course starts. IT'LL BE ENFORCED.

BUREAU OF NAVAL PERSONNEL - LCDR W.R. LEIBOLD, USN (Pers-C2331)

Response to the comments in the October "Faceplate" has been literally overwhelming. So much mail has arrived that our diving representative in BuPers is swamped, and asked the Editor to pass along the following word:

At the present, answering of official letters is nearly a full time job in itself, not to mention all the other work associated with the job. Your unofficial (personal) letters are coming in at such a rapid rate that the job of answering them is running anywhere from one to three months behind. If you have sent in such a letter, don't despair - you will get an answer, just as fast as is humanly possible.

Cross training requirements will definitely be extended until 1963, as mentioned before. This will come out officially in BuPers Inst. 1500.15E, when it is published. The Diving School has scheduled extra classes for both Salvage and Deep Sea Cross Training during the additional year, but after that, down comes the boom! It might be well to point out here that cross-training is not the only means of qualifying; as a full-fledged 100% Diver First Class. "Equivalent experience" will also be accepted. As an example, if you are a graduate of Diving School, but without salvage cross-training, and have since served on an ARS, you can use this experience instead. Submit an official letter to BuPers (Pers-C2331) requesting waiver of cross-training requirements and re-designation as Diver First Class (qualified in all phases). You still have to meet the SCUBA requirements too, however.

ASR's PLEASE NOTE

Diving School has an urgent need for 200 to 300 feet of Rescue Chamber downhaul cable, since the one on the training chamber here parted recently.

Any ASR having a section they can spare, please drop a note to the Diving School.

ATTENTION ALL BOATSWAIN'S MATES:

Have you discovered errors, or are you unable to understand something in the Boatswain's Mate training courses? Are you convinced that some new subject should be covered or an old subject dropped? Do you think any particular coverage is inadequate? If so, here is your chance to do something about it.

The Navy Training Publications Center in Washington is revising the Training Course for BML & BMC (NavPers-10122). Diving School is acting as a review agency for the new text, and will assist in collecting and evaluating any comments from Boatswain's Mates in the fleet. The Bureau of Naval Personnel will have the final say, of course, on what stays in the book, what is left out, and what gets added, but there is no better source of information than the men that are actually doing the work concerned.

(continued on next page)

ATTENTION BOATSWAIN'S MATES (continued)

With the exception of typographical errors and the like, NTPC will welcome any comments you have that will aid in producing a better course. Your comments should be complete enough so that they can be readily understood. As an example, don't say, "change the 3rd line on page 118 to read pull instead of heave". Instead, give enough of the paragraph so that the change you want can be decided on without breaking out the book. Grammar isn't particularly important. References and sketches will help in some cases.

NTPC is particularly interested in the following things:

- (1) New methods and techniques, particularly the ones for which the majority of Bosn's Mates are not in a position to get the word. An example of this is cargo handling and stowage as it pertains to combat and fleet-issue loading.
- (2) Certain jobs and skills that normally are the responsibility of specialists, yet, like salvage, could suddenly involve any BM. What are the basic and essential things every BM should know in order to assist or supervise intelligently in an emergency? Does the present course carry enough of this information, and is it the right information?
- (3) Certain little-used knowledge and skills which were commonplace in days gone by, but aren't applied often today. An example is carrying out anchors with tugs and small boats. Available information on this subject is rather general, and concerns more or less elaborate specially-prepared gear not on the allowance list of most ships. NTPC would welcome a description of carrying out an anchor from any BM who has had occasion to do so. Questions that come to mind are: Were procedures in the present course followed? What type of gear was used? What difficulties were there, and how were they met?

As said before, now is your chance to have your say. Maybe you have a method or procedure that is not generally known, or perhaps you have devised a new method or new gear for an old task. Then again, you may know of some publication with good information for all Bosn's Mates. If so, send in the name and number of it. Whatever your comment, suggestion, or problem, send it to Diving School, and it will get every consideration.

(Editor's Note: This is really a chance of a lifetime. If you Bosn's Mates reading this out in the fleet are like the ones we have here at the school, you're always saying "now this is the way it really should be done". If your method is actually that good, send it in, and then you can not only say "the training course says so", but also, "I helped get it in the book". The Editor would give his you-know-what for a chance at the training course for his rate.)

USS PROTEUS (AS-19) - W.E. BUSWELL, BMT(DV), USN

We of the PROTEUS really enjoyed reading the last issue of the Faceplate. It sort of brings the Unit, the School and the other diving activities closer together. We all hope that this type of Faceplate will continue, and also continue to expand.

(Editor's Note: It will, if everyone is as good about sending in regular articles as the PROTEUS - and some others)

Since our last note to the Faceplate, we have the float drydock in commission and being utilized, which is a great improvement to the Polaris program in Holy Loch. In February we drydocked and changed the propeller of an SSNB. We repeated this operation again in March.

To elaborate further on changing of propellers on SSBN's and SSN's, we believe this information will be of benefit to other activities in the near future as the Polaris program expands. Although the submarine was drydocked, we used the water-borne propeller handling gear which was developed by the Electric Boat Company at Groton. The rig consists basically of an "I" beam which attaches to the upper rudder and a 16 ton trolley type chain hoist and a smaller hoist for handling a divers' stage and lighter lifting dunnage cap., etc. and a hydraulic push-pull jack for taking off and putting on the propeller. We had understood that this rig had been tested water-borne by the GILMORE divers at Charleston, but frankly just looking at it unassisted we all were not too sure about how it would work (being old prima-cord hands). However, after using it, we would like to go on record as saying that this is one of the best pieces of equipment designed and developed for the Flying Navy in many a year. It is as useful out of the water as in the water. There is a Technical Manual, NavShips-344-0040, and copies may be obtained from the U.S. Naval Supply Depot, Mechanicsburg, Pa. Additional information is available from General Dynamics Corp (Electric Boat Division), Groton, Conn. This rig is an allowance list item for F.B.M. tenders, and as our fleet of SSBN's and SSN's grows we are sure more and more divers will need to know all about this rig. We would like to recommend that the Deep Sea Diving School include this equipment's use as part of the curriculum and make this information available to all other diving activities. (Note for CRISLER, SFC: "It really works! So does the hub knut wrench you made").

The PROTEUS has added a few more divers to the gang since our last note. W.E. BUSWELL, BMT(DV) and K. TONER, SFT(DV) reported in January. Although a loss to EDU, Earl BULLOCK, BM2(DV) is a real gain to us. The FONTANA, BMC(DV) has orders to the Master Diver Course and says he'll see you all on 8th St. in April (Editor's Note: Bet 8th St. doesn't see him after he gets going in the course!) Just received a letter from FARRINGTON, BMC(DV) (Master and EOD) that he has orders to the PROTEUS.

Looking forward to the next Faceplate, we of the PROTEUS remain, cold and wet, and say "CHEERY-O".

USS PENGUIN (ASR-12) - LTJG J.E. KALENOWSKY

The last Faceplate, due to an oversight ("Not mine" - Ye Editor) failed to list diving officers on board. For the record, they are LT R.E. KUTZLER (CO), LT W.R. BERGMAN (XO), LTJG J.E. KALENOWSKY (Diving Officer) and CHBOSN R.E. THOMAS. CHBOSN THOMAS should be at DSDS in June.

Since last printing, we have had two new arrivals, Jerome M. TIMMONS, SFC (Master Diver) and J.W. LAIDLER, BM3(DV). Departures are more numerous, with REES, W., SFC(DV) to civilian life after 20 years, and JUDAY, MRL(DV); FLYNN, SFM2(DV); and DAVIS, BM2(DV) all leaving for normal tours of shore duty.

EXPERIMENTAL DIVING UNIT - LCDR J.L. GREENE, USN

CDR WORKMAN, Senior Medical Officer was guest speaker for the Wichita Falls, Texas, YMCA-Sponsored Seminar for SCUBA Diving instructors on 31 March 1962. His lecture on the medical aspects of SCUBA Diving was very well received.

Mr. Hannes Keller, Swiss deep sea diver, visited the Unit during the month of March to discuss his deep dives in the Med this coming summer.

Congratulations to the men that will be advanced in rating in May: AVILA, GMGCA; HARMON, SFl; LAVENDER, SFl and SIROTNIAK, BML.

The Unit's quarterly Ship's Party was held during February and Master Diver POWELL presented the traditional "going-away" cigarette lighters to men being transferred, namely BULLOCK, BM2 to USS PROTEUS, HOLDER, SK1 to USS SARATOGA and ANGLIN, DCL to USS HUNLEY.

LCDR BARRETT, prospective Project Officer is relieving LCDR GREENE this month. LCDR BARRETT reported from USS DAHLGREN. LCDR GREENE will assume the duties of Repair Officer aboard the USS GRAND CANYON. To LCDR BARRETT and the following men who reported for duty, a hearty welcome aboard: GARRAHAN, MRL, LAVENDER, SFl and SIMEONE, SF2.

SPECIAL NOTE TO HM(DV)'s ABOUT TO RETIRE:

The Veterans' Administration Hospital in San Francisco needs someone experienced in the operation of a recompression chamber after July 1962.

For further details, write to:

Albert Hall, M.D.
Ass't Chief of Surgery
Veterans' Administration Hospital
42nd Ave. & Clement St.
San Francisco, Calif.

USS CADMUS (AR-14) - W.R. FARMER, SFL(DV)

We are interested in USS DELTA's hook-up using an Aqua Master regulator with installed air banks. The only way we can figure is that the diver would still have to carry the regulator to get the required over bottom pressure. This would save air. Any different ideas would be greatly appreciated. (NOTE: AR and AD with splintered boat gunnels and beading)

Suggestion to diving gangs using motor launches, utility boats, AVR's and various other wooden hulled boats for diving. Recently we installed rubber gasket molding on our motor launch in place of regular wood and metal strip beading. The installation looks very good and is proving very satisfactory in close quarters between nested ships. Many inquiries and favorable comments have been received by the CADMUS on the installation. For those interested, the following drawings and information are given:

1. Rubber Gasket Molding (Standard Stock item), Military Spec. Msl5217-1, laminated synthetic rubber, normally used for bow ramp on LST's and stern gates on LSD's. Comes in 15 foot sections, 5" width x 2" height. Stock Number is GM5330-542-1143.



2. Cut stainless steel (or any other metal) strips approximately 3/4" wide by desired lengths. These go over flat portions of molding to hold it in place. Metal strips should be at least 14 ga., and brass wood screws (minimum 2 1/2" x #4) should be used to hold them over the molding.

(Editor's Note: I'm not as good a draftsman as Farmer, so have reduced the number of drawings to one, but believe this will give the idea OK).

Safety Suggestion: We also suggest (and have applied to our boat) the use of Flight Deck non-skid paint on all walking surfaces, instead of wet slick surfaces to fall on, possibly causing very serious injuries or fatalities. Non-skid gives good foot traction at all times. Though it is difficult to keep clean and looking well, we definitely believe in SAFETY FIRST. Stock No. is 9C5610-292-9888. Cost, \$30 per gallon. Applies reasonably easy with a paint brush.

We thank USS MARKAB (AR-23) on their time-saving Zinc Jig. It is the best idea we have seen to date, and intend to put it to use. We are still puzzled why the various shipyards install zincs by welding instead of the old stud and nut method.

(Editor's Note: We are glad to see that Faceplate is serving it's purpose in getting these good ideas around so that everyone can take advantage of them. Write up your favorite "gizmo" and send it in for the next issue.)

USS CHANTICLEER (ASR-7) - CHBOSN R. RESCH, USN

We just finished our shipyard overhaul on 1 February, and I'd like to mention that we had some work done on our chambers that may answer the question in the 31 January Faceplate about "do your recompression chambers exhaust fast enough?"

The "Chanty" had a three month period at the U.S. Naval Repair Facility, San Diego, and the work of enlarging the recompression chamber exhaust system to maintain sixty feet per minute all the way to the surface was done at this time.

Upon arrival, personnel from the Design Section came aboard with their slide rules and looked over the situation, then came up with a "tube Goldberg"

They drew a print with a 3" ball check valve in the exhaust line, plus a 2" globe valve in each exhaust line - a total of four ball check valves and four globe valves for venting each chamber - or a total of eight ball check valves and eight globe valves for the two chambers, although the ball check valves for the outer locks were smaller (they were 2"). The blueprint was drawn and the valves were at various stages of installation when we did some experimenting on our own (less slide rule) and came up with a better solution.

Instead of installing ball check valves, it was suggested that the 1 $\frac{1}{4}$ " holes in the chambers be enlarged to 2 $\frac{1}{2}$ " on the exhaust lines and a 2 $\frac{1}{2}$ " globe valve installed, with the chamber lines to be increased from 1 $\frac{1}{4}$ " to 3" pipe, and the inner and outer locks to have their own individual exhaust lines (a total of four exhaust lines for the two chambers).

After quite a hassle, going up to the "front office" and seeing the type desk with a design representative present, the change to the original design blueprints was forthcoming and the installation completed as recommended by the ship's personnel - and I would like to say it works satisfactorily.

Upon completion of the change to the exhaust system, all electrical fittings, lights, phones and other equipment were removed from the chambers, which were then filled with fresh water and hydrostatically tested to 300 p.s.i. for leaks. After the hydrostatic test, all gear was reinstalled and the chambers re-checked for leaks, with entirely satisfactory results.

So, as it stands right now, I would almost venture to say CHANTICLEER is one of the few (if there are any others at all) with chambers that exhaust fast enough to keep up with the new tables in the Diving Manual.

Maybe I haven't expressed myself so well, not being a literary genius, but the short run-down is this: The one and two valve exhaust lines were enlarged to 2 $\frac{1}{2}$ ", with 2 $\frac{1}{2}$ " globe valves exhausting into 3" lines. The two valve exhaust lines inside were also enlarged, being replaced with 2 $\frac{1}{2}$ " pipe and globe valves.

USS CADMUS (AR-14) (continued)

Our divers are doing many various jobs. For regular inspections, repairs and recovering during ship availabilities to assisting the St. John, New Brunswick Canadian Mounties recover the bodies of two drowned Catholic priests. Also TAD on Project Mercury and most recently on Project Artemis in Bermuda.

We really appreciate the info in Faceplate. Keep up the good work. We have divers aboard that suggest personel copies be put on the mailing list. We know cost is involved, but believe a fee covering the cost could be payed by individuals so desiring. (It ain't the cost - it's the cotton-pickin' labor that is involved and the limit on how many copies a ditto master will produce. We're still looking for a possible way of getting Faceplate made up in many more copies by some other process. If this ever gets worked out, we will have more than enough to go around, and could probably send a personal copy to anyone sending in a stamped, self-addressed envelope, or some such process. The Editor).

Divers on board are: CHICARP "The Ax" AXTELL, Diving Officer; FARMER, W.R., SFL; PASCAL, D.M., SFF2; LUDVIGSEN, H.C., EN2; MULLENEX, D.K., M12; REYNOLDS, M.E., MM2; ORSINI, J., GM3; EDMONDS, R.L., BM2; HARTHAUSEN, A.G., SM3.
(all "DV" - natch)

ATTENTION HM(DV)'s ABOUT TO RETIRE (another one)

In addition to the note a couple of pages back about a job operating a recompression chamber, we also have another note from the same area. This is to set one up and then operate it. If interested, write to:

Albert N. Behnke, Jr., M.D.
3350 Divisadero St.
San Francisco 23, Calif.

WHY TAKE LEAVE TO REQUALIFY? - T.W. BANKS, PNL, DSDS Staff

We get a lot of requals here who are taking leave to keep their quals up to date. While a lot of commands don't have the money to send men on TAD, especially for specialties that aren't needed on board, it is still "rubbing it in" pretty hard to make a man take leave just to retain a skill which is useful to the Navy.

The Solution? It's very simple. Send the man on "no-cost" TAD orders. This way, he doesn't get charged for leave, and the command doesn't have to spend any money. See Article C-5307(1), BuPers Manual.

LIST OF ALL DIVERS IN THE NAVY

BuPers has promised Diving School a list of all men in the Navy holding Diving NEC Codes. It will probably be much too long to run in one edition of Faceplate, but we will try to run it in two or three consecutive issues. Whether it will be split alphabetically, or by class of diver, is something we can't tell until we see the list.

NAVY EOD NEWSLETTER - By Group IV, EOD School

This excellent newsletter is received at the Diving School and usually contains a gem or two that would prove helpful to all divers - not just the EOD/SWD type. The EOD School very graciously approved our request to include this general interest material in Faceplate, for which we thank them, for ourselves and for those of you who are reading this.

The EOD Newsletter looks a lot like Faceplate, with comments from the various EOD Teams, and answering comments from the Editor and his staff. There is one big difference, though. Although there are a lot fewer EOD divers than the general variety, they supply about twice as much information for their newsletter, with one issue having articles from 95% of the EOD teams. If the readers of Faceplate were as good at sending in articles, we would have a publication the size of the Diving Manual. Enough said!

We are reproducing Bureau of Ships speedletter Serial 638-161 (from Code 638) to COMNAVAIRLANT. The subject is "Swimmer Exposure Suits for EOD Teams (SW); status of", and the text is as follows:

1. The Bureau of Ships considers impractical the feasibility of reducing the current EOD allowance of dry suits and using the savings to purchase custom-fitted wet suits. 2. It is the intention of the Bureau to furnish wet suits through the supply system. To do this, the Bureau has contracted to determine various optimum sizes. The Underwater Demolition Unit TWO recently completed a preliminary evaluation of these suit sizes with favorable results. When the evaluation is complete, the suits will be procured for distribution to the operating forces. 3. In the event that standardization of the wet suit cannot be accomplished, this item will be included in the supply catalog with a notation that local procurement is to be permitted. The EOD allowance will be changed at that time to include both wet and dry suits."

MEDICAL DEPARTMENT - DSDS & EDU - LTJG J.L. REYNOLDS, MSC, USN

LT J.C. RIVERA, MC, USN achieved distinction on 6 April 1962 when he became the first Puerto Rican in naval history to receive the designation of Submarine Medical Officer.

The "Dolphins" were pinned on Dr. RIVERA by CDR N.E. NICKERSON, Officer in Charge of DSDS and EDU during a special ceremony for the occasion.

The latest word is that Dr. RIVERA, now that he has gone Regular Navy, will be transferred about 1 July to SUBRON TWELVE for duty. Our loss is their gain.

(Editor's Note: Dr. RIVERA made a "big splash" back in Puerto Rico, with his picture and a very nice article in the leading San Juan newspaper, "El Bando")

MEDICAL DEPARTMENT - DSDS & EDU (continued)

Hepatitis Associated with Raw Shellfish. During a past six month period, over one hundred cases of Infectious Hepatitis (jaundice) have been traced to consumption of raw oysters and clams in Mississippi, Alabama, New York, New Jersey and Pennsylvania. Pollution of waters by sewage, in areas where shellfish are harvested, has been held responsible for these infections.

In view of the prolonged period of illness resulting from Infectious Hepatitis, it is considered important to inform personnel of the probable serious consequences of eating un-cooked shellfish in the East Coast area.

Report of Decompression Sickness and All Diving Accidents (NavMed-816)
(By LT J.C. RIVERA, MC, USN) This report provides data for the analysis concerning the safety of decompression tables and effectiveness of treatment procedures. This analysis is important to the continual effort to improve diving practices and increase the safety of diving as a whole.

A survey of all NavMed-816's received during the past fifteen years found that the majority of the reports were adequate; however, there have been numerous instances of complete disregard for the self-explanatory instructions contained on the form. The instructions for the completion and submission of this report form are contained in MANMED, Art. 23-30 and the U.S. Navy Diving Manual, Part I, Section 1-9-8.

The following recommendations are based on the most frequent errors found in the review of the report forms:

- (a) Complete all spaces provided.
- (b) Complete all spaces, even if the information is also included under "Remarks".
- (c) Include any information not adequately covered by the spaces provided under "Remarks".
- (d) Specify the information requested in spaces marked as "Others".
- (e) Specify if the information is not available, rather than leaving spaces blank.
- (f) Include rank or rate and diving qualifications.
- (g) Give date(s) of the dive(s).
- (h) Give the date, time, location and intensity of other signs and symptoms included under "Remarks".
- (i) Include the diagnosis or impression.
- (j) Provide enough information to permit anyone reading the report to obtain a clear picture of the accident, circumstances, treatment and outcome.

NAVAL TORPEDO STATION, KEYPORT - LT H.S. KUNZ and R.C. SHEATS, TMCM(DV)

The Naval Torpedo Station, Keyport, is located about 12 miles North of Bremerton and has about 200 enlisted men, 20 officers and employs about 300 civilians. We have an allowance for 2 Master Divers, 9 First Class and 6 Second Class (all SCUBA qualified).

The main work concerns torpedo recovery, range maintenance and the installation of tracking instrumentation on ships using the Dabob Bay 3-D tracking range. However, as we have the only sizable diving gang in the Pacific Northwest, we are called upon to perform the majority of the salvage work in the 13th Naval District.

Helium equipment has recently been installed in one of the station's service craft (YF-335); however, the water depth at our deep water range (600 feet on centerline) precludes using divers except in the rare case that an erratic torpedo sticks in one of the banks on the side of the range.

In addition to the YF-385, we also have a 50' utility boat converted to a diving tender, and of course we have it rigged with deep sea gear; however, the majority of our work is done with SCUBA.

The deep water range recovery work is accomplished by the use of the wire controlled underwater television system that was described in an earlier edition of Faceplate, which enable routine recovery of torpedoes in depths up to 620 feet. A civilian television boat is used in this work, however divers act as the station's representatives, and as such are in charge of the positioning of the camera and the actual recoveries.

(Editor's Note: Chief SHEATS sent in several articles on diving jobs done by the Keyport divers, all of which are very well written and extremely interesting. Our apologies to you, Chief, for not reproducing them here, but there are two things that made us decide not to. First, we saw several good writeups on these jobs in Navy Times and the latest "All Hands", so we imagine "the word" has gotten out pretty well. Secondly, we are running way, way behind schedule with this issue, due to some formidable quantities of routine work - which has to come first, no matter just how much we like to put out Faceplate.) (Maybe the next will make Sheats feel better).

Recently R.C. SHEATS, TMCM(DV), Keyport's Master Diver, was named outstanding enlisted man in the Puget Sound area for 1961. He was cited for his outstanding leadership and exceptional ability in conducting diving operations in the 13th Naval District. Nominees for the award included Army, Navy and Air Force personnel, and after screening of a large number of candidates, SHEATS was presented the award, a certificate and a handsome 32 jewel watch at a ceremony at Fort Lawton, Seattle on 22 February 1962.

Under SHEATS' leadership, the Keyport diving team has become well known in the Pacific Northwest for it's ability to accomplish difficult assignments, even under the most adverse conditions. In May of 1961, the divers, under SHEATS' supervision, were called on to assist the Coast Guard investigation into the cause of the grounding of the SS ISLAND MAIL in Puget Sound. The rock

(continued on next page)

NAVAL TORPEDO STATION, NEWPORT (continued)

struck by the ISLAND MAIL was located, photographed, and several pieces of metal plate from the hull recovered. This diving operation and the subsequent testimony by Chief SHEATS was of substantial benefit to the board of investigation in determining the cause and exact location of the grounding.

In March 1961, SHEATS was in charge of an operation to assist the FBI in recovery of 3 stolen government weapons from the Columbia River Slough in Portland, Oregon. The diving was performed under very adverse conditions; however, all 3 weapons were recovered and a short time later the thief, who thought he had safely disposed of the weapons, was tried and convicted.

Chief SHEATS also supervised a diving operation to recover bodies and wreckage of a light plane, including recovering of engines almost buried in gravel by heavy surf to permit FAA investigation. In August 1961, a similar recovery job was performed on a Navy F9F-8 in about 150 feet of water near NAS Whidbey Island. Another difficult task was recovery of an experimental torpedo unit by washing out a 20 foot hole in loose sand and gravel at a depth of 60 feet, complete with zero visibility, 4-knot currents and continual caving-in and sanding-in. All these jobs were accomplished due to SHEATS' knowledge, leadership and dogged perseverance.

SHEATS has over 26 years of naval service. He is 46 years of age, and is married, with two sons. His naval career is one of continued outstanding performance, and includes a famous record as a prisoner of war during WWII.

THE LAST WORD - The Editor

Again, as with the two previous issues under this editor, getting Faceplate together has been a lot of fun, as well as a lot of work. This time, particularly, a million and one things that had to be done first put us far behind our normal schedule. Here it is, 14 May, as we type this final page, but we finally did it. Our work is done for another couple of months, but now yours is beginning. By this I mean, "Let's get those articles in for the bigger-than-ever July Faceplate." See y'all then.