



# THE FACEPLATE

DEEP SEA DIVING SCHOOL  
EXPERIMENTAL DIVING UNIT

WASHINGTON D. C. 20390

Vol. I, Number 5

May 1966

## ATF + ARS = ATS

BY CDR William P. SEARLE, Jr., USN

We have just completed the preliminary design of a new ship that will combine in one hull the functions of the present Fleet Tug (ATF) and Salvage Ship (ARS). The new design Salvage Tug (ATS) will be more maneuverable and have more salvage and tow capability than either of her individual predecessors.

The new ship will have twin, controllable, reversible pitch propellers, which will readily adjust to suit operating conditions. Because of this, they are more economical to operate than the fixed pitch variety. Full engine power can be developed whether the ship is freely speeding towards a salvage or tow operation or whether it is performing a tow.

The ATS will have an anchoring system with sufficient stability to conduct diving operations at a depth of 400 feet. Two rotating cranes, one ten ton forward and one twenty ton aft, will reclaim objects from as deep as 120 feet. Boats will be handled by the after crane.

The "B" bitt, located well forward, will increase towing maneuverability and will prevent getting "in irons" during ocean towing. This arrangement will provide a large clear after deck, which can also be used as the major salvage work area.

The automatic towing engine will carry two 3000 foot lengths of 2 1/2 inch wire rope and one 5000 foot length of 1 inch wire rope.

The ATS' 300 ton bow-lift will help answer the need for increased harbor clearance capability. It will do its job by a combination of power, ballast, and tide. Lifts this large are usually for the purpose of carrying an object to another location; therefore, lift capability of 150 to 300 short tons, one foot above bottom, is adequate.

This 285 foot, 2900 ton dual purpose ship will also have diving and recompression facilities, and will have the capability of fighting fire on other ships. She will be fully fitted for Helium-oxygen deep diving using a Personnel Transfer Capsule (PTC)/Deck Decompression Chamber (DDC) system.

### MARITIME SALVAGE

The Salvage Navy, being perhaps closer to the Commercial shipping business than any other sea-going segment

of the Navy except MSTs, has always had an interest in the tempo of maritime operations. Particularly when maritime shipping business is active, the ship salvage business is active. This in turn reflects itself in Navy ship salvage activity -- particularly in the Pacific where there is only scattered commercial ship salvage coverage. The numerous rescue tows and commercial salvage work which SERVPAC ARS and ATF (and one DD) have participated in the past two years bears this out; also the job which SERVANT ships did in New Orleans after Hurricane "Betsy"; and most recently the rescue salvage job done by one AO and two DD's in the Atlantic.

Along these lines, salvage officers will find the following excerpts from the 13 January, 1966, issue of FAIRPLAY - SHIPPING JOURNAL, to be of interest. The excerpt is from an article entitled "Marine Insurance -- Tougher Attitudes to Rating".

It has already become apparent that in respect of the business which has been underwritten by a large proportion of marine insurers in the British market the year 1965 is likely to show an underwriting loss. There are three prime factors which account for this: (1) large scale underwriting losses which have emanated from various catastrophic incidents; (2) a continuing high rate of marine casualties; and (3) an inadequate level of premiums over all sections of marine insurance business.

Insofar as (1) is concerned, hurricane "Betsy" may prove to be the worst insurance disaster of the century, both in respect of marine and non-marine business. The damage is still being calculated and the final figures will not be ascertained for at least a couple more months. A disproportionately large part of this unprecedented scale of loss will be borne by British marine insurers, both Lloyd's and companies. "Betsy" caused the sinking of freighters, tugs, a dredger, and more than 100 barges, but even more serious claims were presented in respect of damage to oil rigs and to vessels in the Todd Shipyard, New Orleans. In addition to "Betsy" marine underwriters suffered in 1965 severe losses arising from havoc caused by flood waters of the Danube (which rose as much as 30 ft. in Hungary) causing widespread losses throughout seven countries. Also, during April last, a series of tornadoes swept the mid-western States of North America, which were immediately followed by extensive flooding in the upper reaches of the Mississippi inundating wide areas in five States. Earlier in the year an earthquake, which occurred in Chile, destroyed or badly damaged large areas of property, and caused death and injury to several hundred persons. (Cont'd Page 8)

## FACEPLATE

Published quarterly as an unofficial publication. This periodical is compiled and edited at the U.S. Naval Diving Center, Washington Navy Yard, Washington, D.C. The opinions expressed in this publication are those of the writers and do not necessarily reflect the official policy of the U.S. Navy. The purpose of the FACEPLATE will be an exchange of information between all men who work under the sea.

CDR C. H. HEDGEPEETH, USN  
LT J. L. PUTMAN, USN  
LT E. V. DOWNEY, USN  
LCDR J. HARTER, USN  
LCDR R. C. BORNHANN, MC, USN  
M. L. PULLEY, YN2, USN  
H. BALK, YN2, USN  
T. PARKINSON, PH1(DV), USN

OFFICER IN CHARGE  
EDITOR  
ASS'T EDITOR, DSDS  
ASS'T EDITOR, EDU  
ASS'T EDITOR, MEDICAL  
TYPIST  
TYPIST & DISTRIBUTION  
PHOTOGRAPHER

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### EDITORS COMMENTS

We are losing momentum in the area of articles from the fleet for FACEPLATE having received only two articles for this edition. A little prodding from above will help the situation. Let me repeat: This is "your" publication and to keep it from becoming a "DSDS" - "EDU" publication we need your articles.

NEWS FLASH: BUPERS has finally caught up with the "Old Diver". LT Ed (Deacon) DOWNEY has received orders to the USS FLORIKAN (ASR-9). The Deep Sea Diving School will never be the same and I imagine the "Flo" can look forward to some changes. As an Ass't Editor for FACEPLATE, Mr. DOWNEY has done much of the leg and brain work in getting the publication to press.

Things have been humming here at DSDS and we are carrying a heavy student load including many foreign personnel. The student roster shows men from Ceylon, China, Japan, Peru, Spain, Turkey and Uruguay. We are anticipating a continued high level of student loading as a response to BUPERS' effort to fill the many vacant diving billets in the fleet.

## ENGINEERING DEPARTMENT

### PERFORMANCE OF RESPONSIBILITIES OF A TECHNICAL BRANCH OF THE BUREAU OF SHIPS (NAVSEC) FOR SWIMMER AND DIVER EQUIPMENT

1. INITIATION OF RESEARCH AND DEVELOPMENT.
2. TECHNICAL MANAGEMENT OF R & D WORK PERFORMED UNDER CONTRACT AND IN LABORATORIES.
3. TECHNICAL SUPPORT OF LOGISTIC BRANCHES WHO PROCURE DIVING EQUIPMENT.
4. TECHNICAL LOGISTICS OF DIVING EQUIPMENT IN USE BY THE FLEET.
5. SPECIAL EQUIPMENT, DEVICES, AND MATERIAL FOR NAVAL UNDERWATER DEMOLITION TEAMS AND LIAISON FOR EXPLOSIVE ORDNANCE DISPOSAL.
6. TECHNICAL CONTROL OF EXPERIMENTAL DIVING UNIT.

## THOUGHTS & COMMENTS

### OF THE OINC

COMMANDER C. H. HEDGEPEETH, USN

This is the last issue of FACEPLATE to be published before July when I will be relieved as Officer in Charge by CDR Bill LEIBOLD. This column is then my official farewell, although I hope to remain in firm contact with Navy Diving and to be heard now and then on other pages of FACEPLATE. For someone who is really interested in diving, the next decade will be challenging and interesting. The whole nation is becoming fascinated by our field, and we are receiving more attention in the Navy than we have ever had before. There is plenty of work to do now and even more to come soon. There is room in our organization for many more divers, and as was said in a previous issue of FACEPLATE, you are in the best position to influence and recruit young men for diving training. You may be recruiting your assistant or your relief.

I am particularly proud of the improvement in FACEPLATE with its new format, and I would like to take this final opportunity to thank LT Ed ("Deacon") DOWNEY for directing a small portion of his inexhaustible energy to the problems of putting it out in such a fine manner each quarter.

### MISSION

The mission of EDU is to perform experimental work in connection with diving and other related matters; conduct development and testing of diving equipment, suits, face masks and associated equipment, and develop diving methods and procedures.

### TASKS AND FUNCTIONS

Perform technical functions concerning swimming, and diving equipments, devices, material and diving equipment systems.

Provide technical advice and consultation to the Bureau and other segments of the Navy.

Prepare swimmer and diver operational instructions.

Perform experimental work in connection with diving, diving medicine, decompression tables, and physiological effects.

Conduct physiological evaluations of new diving equipment.

Conduct tests of salvage equipment.

Provide a group of divers ready upon short notice to assist the Fleet in diving activities, particularly for submarine rescue and salvage work.

Provide support to other activities and units of the Operating Forces, the Naval Shore Establishment

## OXYGEN TRANSFER PUMPS

In as much as this pump is being seen with increasing frequency within the Diving Navy, some pertinent information based on utilization experience at the U.S. Navy Experimental Diving Unit (EDU) appears to be in order.

EDU has utilized one of these pumps, in what may be described as "semi-continuous" operation, since 1960. During this period, the pump has proven to be very dependable with minimum maintenance requirements.

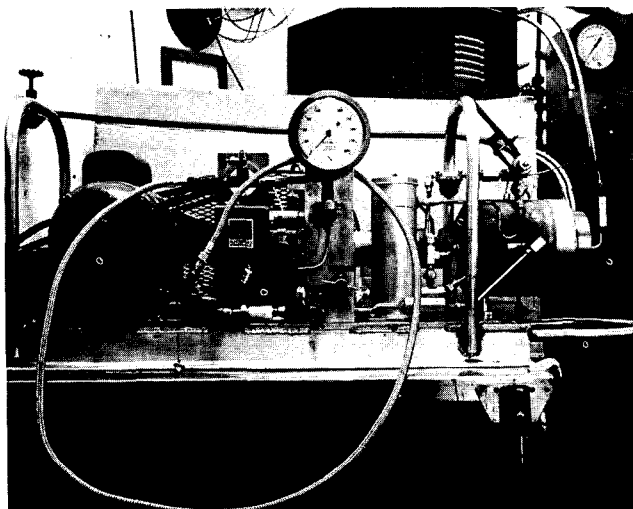
It is believed Model 1040 was originally provided with a centrifugal loader attached to the crankshaft in conjunction with an internal combustion engine driven unit. With an electrical drive, it was found the loader served no useful purpose and generated considerable noise. Accordingly, this particular centrifugal loader can be removed with out impairment to the pump.

Should it be necessary to transport the pump it will be advantageous to pump an inert gas through the system prior to transporting, since there is a possibility of rough handling.

Inquiries have been received concerning elevated temperature of the discharge line while pumping. Normal operating temperatures will range from 120°F to 140°F and may rise to 170°F when pressure in the suction bottle becomes low. This can be expected and does not present a hazard.

Should questions or problems on this pump arise and answers are not readily available in the operating manual (NAVSHIPS 347-3648), drop a line presenting them to EDU. It may be another command may have had experienced similar difficulty and EDU can provide a solution.

NOTE: Oxygen transfer pumps are bought by open "Competitive" bidding. The last contract for them was let to American Instrument Company, inc. The American Instrument pump was checked out by EDU. Generally, it operates the same as the Pressure Products pump and roughly the same operating temperatures, etc., can be expected.



## INTRODUCING



### CDR W.R. LIEBOLD

Enlisted in USN in late 1940, completed recruit training at San Diego, California and assigned to the last of the "four-pipers", USS PIPERS. Served in this ship as apprentice seaman through boatswains mate first class until late 1943. Assigned to commissioning detail of USS TANG (SS306) and served therein as EM1 and CEM until her loss in October 1944. Detained in Japan until the end of WWII. Served as instructor at the NROTC Unit at UCLA as CEM and Boatswain, then served in ASs, SS and ASR's in various capacities including command. Duty ashore has included Submarine Escape Training Tank, Pearl Harbor and Training Management division of BUPERS. Reported to EDU in August 1965 as AOIC. Designated a HeO2 Diving Officer and qualified in submarines.

#### NAVXDIVINGU PERSONNEL INFORMATION

##### TRANSFERS

CDR C. H. HEDGEPEETH, USN, to ANTIARCTICSUPPACT, Davisville, R.I. in July 1966. CAPT R.W. WORKMAN, MC, USN, to NAVMED-RSCHINSTITUTE (ADD to EDU) in May 1966. HANSON, J. Z., BTC(DV), USN, to FLTRES, May 1966. JAMES, T.W., HM1(DV), USN, to FLTRES, May 1966. BROWN, C. (n), Jr., (EM1(DV)), USN to USS GREENLET (ASR10), June 1966. FRON, P. (n), SK1, USN, to NAVSUPACT DANANG, VIETNAM, June 1966. MUNDY, J.G., DC2(DV), USN, to USS CHANTICLEER (ASR7), March 1966.

##### RECEIPTS

LCDR W. R. BERGMAN, USN, from USS FLORIKAN (ASR9) in July 66. LT D. F. FINCHER, MC, USN, from USS LAFAYETTE (SSB(N)616). KENEALY, J.J., ENC(DV), from NAVSCH, DEEP SEA DIVERS in Jan 1966. SUNDSTROM, E.B., MMC(DV), USN, from USS FLORIKAN (ASR9) in Nov 1965. MESPLAY, W.L., SF1(DV), USN from USS CHANTICLEER (ASR7) in Oct 1965. MANDIBLE, A. G., CMG1 (DV), USN, from USS BURTON ISLAND (AGB1), July 1966. REID, S. L., SK1, USN, June 1966. DOUTHIT, B.D., PH2(DV), USN, from AFMPG, Norfolk in April 1966

##### PROMOTIONS

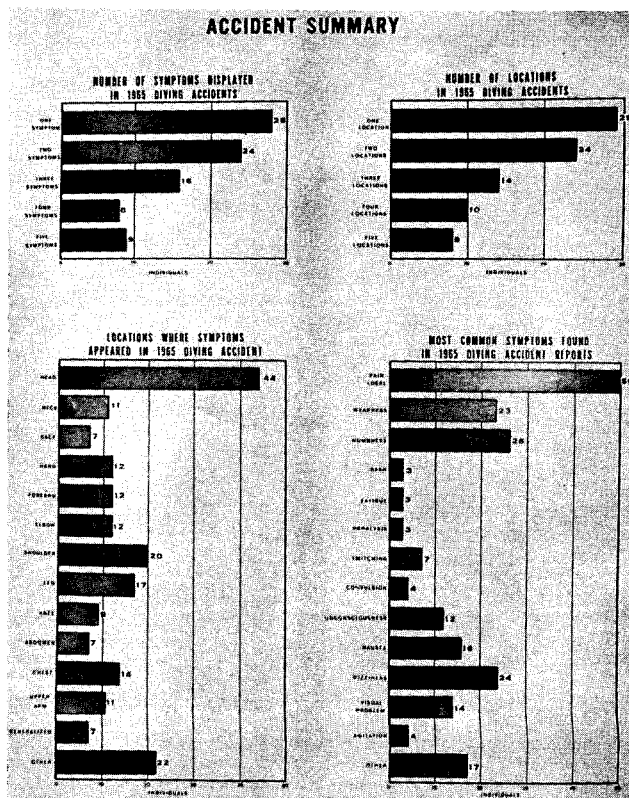
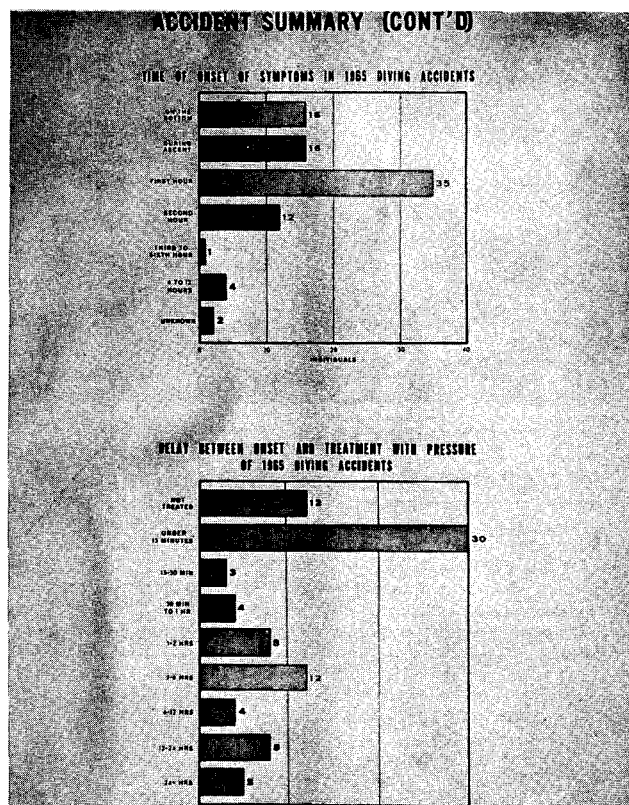
TAYLOR, J.R., to EMC(DV), BIGGER, F., (n), to EMC(DV), BROWN, G., Jr., to EMC(DV), MESPLAY, W.L., to SFC(DV), MULLEN, J.E., to EM1(DV), HOOVER, K.F., to YN3, and DeANGELO, P.R., to DM3.

#### OLD TIMERS REPORT

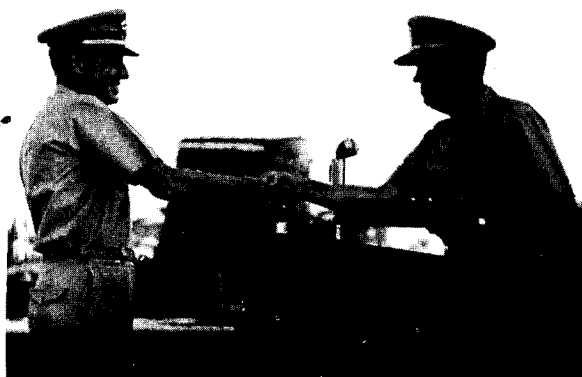
Harry COXWELL, EMC(RET), Master Diver sent FACEPLATE a letter letting us know that he is making progress in forming HeO2 Divers Association. High hopes are held that by next year a re-union might be organized. Harry expressed hopes that this organization may become nation wide in time. If any of the diving community is interested in getting more dope how this organization is progressing for the present you can send your inquiries to: Harry COXWELL, EMC(RET), 927 Bayside, Waterford, Conn. GOOD LUCK HARRY FROM FACEPLATE.

| 1st DIVE     |             | 2nd DIVE |             | 3rd DIVE |             |
|--------------|-------------|----------|-------------|----------|-------------|
| DEPTH        | BOTTOM TIME | DEPTH    | BOTTOM TIME | DEPTH    | BOTTOM TIME |
| X = 116 ft   | 34 min      | 60 ft    | 71 min      | 89 ft    | 36 min      |
| SD = 83.4 ft | 45 min      | 58.2 ft  | 164 min     | 30.3 ft  | 36.4 min    |

### ACCIDENT SUMMARY (CONT'D)







## COMMENDED

The USS PENGUIN may be short on size but she's long on ability when emergencies arise. In early December 1965, the submarine tender USS BUSHNELL caught fire in the harbor of Key West, Florida. The location of the fire in the forward engine room seriously hampered BUSHNELL's fire fighting capabilities, so the call went out for help. Although in scheduled upkeep with equipment out of commission, PENGUIN, a submarine rescue vessel, managed to get underway expeditiously and moored alongside the burning BUSHNELL and provided fire fighting equipment and helped combat the blaze. For this smartly executed demonstration of seamanship and damage control capabilities, LCDR R. PESCOTT, Commanding Officer of USS PENGUIN (ASR-12), was presented a commendation for outstanding service by VADM V. L. LOWRANCE, Commander Submarine Force, U.S. Atlantic Fleet. Captain R. B. COWDREY, Commanding Officer of USS BUSHNELL (AS-15) also presented LCDR PESCOTT with the "Order of the Dalmatian" award. The Dalmatian dog, known from coast to coast as the epitome of first class fire fighting equipment, was selected as the symbol for the award.

LCDR PESCOTT, who reported aboard PENGUIN as Commanding Officer in May 1965, was Assistant Officer in Charge of the U.S. Navy Experimental Diving Unit, Washington, D.C. from August 1963 to April 1965.

## DIVING EQUIPMENT

BY CDR K. FLOOF, USN

In the last issue I had a few words to say about the use of non-standard diving equipment. Fortunately not many of our Navy divers go that route. However, there's a lot to be said about our good, tried and true Navy standard equipment. Any equipment is only as good as the care it gets. We use a wide variety of standard diving gear. Some of it is quite rugged and requires little maintenance. Some is rather delicate and requires a helluva lot of maintenance. The point that disturbs me is the number of Navy divers that do not know how to take care of their gear. It is difficult to understand how a man can spend all the weeks and months acquiring knowledge of all aspects of diving, and getting himself in tip-top physical condition - and then almost completely ignore the condition of his gear.

Some of you may question what I am saying. Of course I'll admit that the foregoing doesn't apply to all of our divers, but I can assure you that it does apply to many (too many). A few years ago I had the pleasure of heading the Underwater Swimmers School at Key West. We trained in all three basic types of SCUBA (open-circuit, closed-circuit, and semi-closed circuit). A number of our students came in already qualified (?) in the use of open-circuit gear. I would estimate that over half in this category knew little or nothing about maintenance, repair and adjustment of the equipment. They knew that a regulator was a round, shiny thing that you screwed onto a set of bottles, and that's about all. I felt that the school gave a real good course in equipment maintenance -

and I expect that most other schools do also. Why, then, do we find so many divers who can't or at least don't maintain their gear properly? I have no answer for this. Perhaps some of you have one. I can only urge diving supervisors to constantly stress equipment maintenance in their training programs. Remember the young divers you have working for you are going to be supervisors one of these days. Certainly they should know how to maintain, repair, adjust and inspect all types of diving equipment and above all they should realize the importance of equipment care. The equipment is no better than the care it gets and the diver is no better than the equipment he uses.

## ARRIVALS AND DEPARTURES AT DSDS

BY H.S. LIDDLE, DCC(DV), USN

This will be my last column for the FACEPLATE in this capacity as I have been relieved as CMAA by Chief TIMMONS who recently reported from the USS PENGUIN for another tour here at DSDS. I have relieved Chief CLEVINGER as Chief Instructor. Chief SPEER who Chief CLEVINGER relieved a short time ago as Chief Instructor is in Bethesda Naval Hospital for an ulcer operation. So you can see what I am facing.

Due to leave in the near future will be LCDR A. P. FESTAG, LT E. V. DOWNEY, and COLLINS, SFC(DV), who will be going to the USS PETREL to relieve Chief BAILEY who is due to report to DSDS in July. We are looking forward to BAILEY's arrival. WILSON, BTL, from the USS PETREL arrived last week and is already in the swing. Looks like we are having a big turn over this summer.

We had the USS KITTIWAKE here from the 22nd thru 26 March for the Underwater Physiology Symposium, was real nice renewing old acquaintances and a fine time was had by all.

My big news of the month is the fact that CDR C. H. HEDGEPEETH, USN has received orders to be detached as Officer in Charge in July. We here at the school and Unit wish him smooth sailing in his next assignment as Executive Officer of the Antarctica Support Group at Davisville, Rhode Island. The Diving Navy is losing a fine officer and great supporter. We all hope his tour outside will be short and he will again serve in a diving command. CDR LIEBOLD will relieve CDR HEDGEPEETH with LCDR BERGMAN from USS FLORIKAN relieving as Assistant Officer in Charge of EDU. So CDR HEDGEPEETH is leaving the Diving Navy in the very capable hands.

Look for Chief TIMMONS' column in the next issue of FACEPLATE. He says he is a regular Hedda Hopper.

Again we extend the invitation to all divers who pass through the D.C. area to stop in and have a cup of coffee. This applies to old divers and the present.

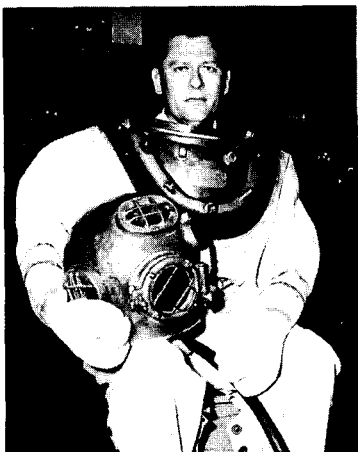
## (OLD TIMERS (Cont'd))

and Navy personnel for various Naval Commands. Had about every type salvage that can happen. Ships repair of every type from a few loose rivets to a patch over 50 tons. After 23 years of this duty I retired from the Panama Canal with 45 years and one month Government service. Pretty steady job. I now live outside Annapolis Md., and at this time doing nothing and going crazy wishing I was back in the thick of things again. My address is: 107 Speicher Drive, RFD. No. 1 Riva Woods.. Annapolis, Md., Phone: 268-0810. Would like to see or hear from any old shipmates.

CDR ROBERT J. AGNESS, USN

Enlisted October 1934 at Houston, Texas. First ship USS RICHMOND based in San Diego. As Gunners Mate striker qualified as Second Class Diver on USS ORTOLAN in 1936. Reenlisted GM3 and attended DSDS January 1939. Participated in SQUALUS Salvage. Dived on attempted rescue of S-26 off (Cont'd page 8)

## MASTER ON DUTY



HANSON, Jack Z., BTC(DV), USN

I enlisted in the Navy on 16 April 1946. I survived Boot Camp at San Diego Calif., and reported aboard USS HECTOR for duty. HECTOR took me on my first cruise to China (Tsing Tau). I left HECTOR at Guam, M.I., in 1948 for transfer to stateside and discharge. I was convinced the life of the civilian was the only way. After 70 days of civilian life, I was convinced the life of the sailor was the only way. I packed my sea bag, borrowed \$10.00 and a carton of smokes and walked aboard the USS FLOYDS BAY where I reenlisted. They put me on the port watch and shoved off for Alaska. The FLOYDS BAY took me to practically all ports and parts of the Pacific. In 1952 I was transferred to USS BAROKO for one month and then to shore duty at Long Beach Calif., PACRESFLT. Here I first noticed Divers drinking medical brandy after dives. A seed was planted. In 1954 I left shore duty and reported aboard USS SUZON, took her to Vallejo, Calif., decommissioned her, recommissioned her, took her to San Diego, decommissioned her and I went to Pearl Harbor, T.H. for duty aboard the USS EDMONDS in 1955. After a year on EDMONDS (Port & Stbd watches). I conned my way, by shipping over, aboard the USS KERMIT ROOSEVELT. My job on the ROOSEVELT was outside repair which had three divers assigned to the shop. These divers were drinking medical brandy after their dives (Very cold water) so I went to school. Graduated 2nd class school in April 1957, San Diego, Calif. Then I got to know the bottom of every MSO in the Pacific Fleet. From ROOSEVELT I went to SRF, Subic Bay, P.I., where I got to know the bottoms of all the Pacific Fleet. September 1961 found me in Washington, D.C. graduating from DSDS as First Class Diver (No medical brandy at DSDS). I then reported aboard USS BRYCE CANYON. A short tour working on the bottoms of CRUESPAC and I was back to DSDS for Shore Duty (Compressor Room) December 1962. In 1963 I swapped duty to EDU. In September 1964 I was designated Master. I hope to transfer to Fleet Reserve on 10 May 1966. Its been a rewarding and wonderful 20 years. I'll miss the divers. For those of you that know the wife, Rosie's been keeping me on the straight and narrow since 1948.

## THE OLD TIMERS

BY LT E. V. DOWNEY

Well shipmates all good things must come to an end. My tour here at DSDS will terminate about June One and I will report to the USS FLORIKAN a ship that I have served in from 1948 to 1950.

The OLD TIMERS Column will be put into the hands of LT KOBYLARCZYK. Your support will help him continue this

column.

For my last column I not only have two fine old timers but two valued friends, CDR Bob AGNESS, USN(RET), and Bill BADDERS, CMMOM(RET). Both of whom dove on the USS SQUALUS RESCUE and Salvage.

Bill BADDERS, CMMOM(RET)

August 1918 enlisted USN, Boot Camp at Great Lakes Training Station. September 30, 1918 reported aboard the USS WISCONSIN. (Coal burning Battle Ship). March 17, 1919 back to Great Lakes for release from active duty. Played the season of 1919 pro-baseball in the old three I league. At end of season decided I hadn't made out so good so signed up to go back into regular Navy. After it was too late, found out I had been sold to Indianapolis of the American Association. October 2, 1919 reported in at Pensacola Naval Air Station to become a fly boy. There was no doubt about the fact I didn't make out there so,

March 15, 1921 was transferred to another Coal burning battle ship, the USS KANSAS. By this time I had learned enough tricks to stay out of the fire rooms where all the hard work was. Got the job as engineer of the Admirals barge, (Admiral HOUGHS). Put KANSAS out of commission and January 1922 reported in to the Naval Academy. This was my first duty with at that time LT Henry H. HARTLEY. He was XO of enlisted men at the academy. HARTLEY was ordered to take command of the old USS FALCON and set up salvage organization. Had me ordered to the FALCON with him. October 1924 reported aboard. The FALCON was in over-haul in Brooklyn Yard. Never before or since have I seen such a dirty disorganized ship and crew. I couldn't believe I was still in the Navy. HARTLEY came aboard in November and by the time we left the yard just before Christmas the ship and crew had begun to shape up. Later the crew turned out to be the finest bunch of men I ever had the pleasure of doing duty with. They were a rough, tough bunch but there was nothing they couldn't do. FALCON in yard for emergency repairs when USS S-51 was sunk off Block Island in September 1925. Threw the ship together and sailed next day with half the Brooklyn Yard aboard. This was final proof that the Navy was totally unprepared for salvage diving. Finally raised the 51 July 1926. For my part in this job I was one of five who received the Navy Cross.

Reelisted at the Naval Academy for a short tour. September 1927 transferred to four stack destroyer the USS BARRY. December back to the FALCON for the USS S-4 job. Received Navy and Marine Corps Medal for this job. Back to BARRY. Nothing had been done about Salvage and Diving after the S-51 job. There being six men alive aboard the S-4 and the fact we could do nothing about it really put the Navy on the spot. The politicians gave the Navy the go ahead and HARTLEY was ordered to Washington to set up the Diving School. The first instructors were all men who worked on the two Sub jobs. At this time I needed six more months sea duty for my CPO Permanent Appointment. August 1928 reported to Diving School. Started receiving instructions with January class 1929. June 1929 became Diver First Class with a 300 foot certificate to prove it. Another short tour at the Naval Academy demonstrating under water burning to Midshipmen. January 1930 back to USS FALCON. Made Master Diver April 1931. June to the China fleet and aboard the USS PIGEON. Could write a book about this tour, some good and some not so good. Returned from China Station with an expired enlistment. Shipped over at Mare Island and September 14 reported aboard the Sub Tender USS HOLLAND. Had a fine tour and August 1936 reported to EDU. Among other things was in on the ground floor of the development of Helium-oxygen diving. Made a tank dive to 500 feet and a 402 foot dive in open sea. May 1939 the USS SQUALUS went down. All personnel of EDU were ordered to the job. Made many dives on this job. In addition to three trips in the rescue chamber. Two for survivors, 18 men, and one to after torpedo room hatch under open sea pressure to open hatch and determine for sure if any life remained aft. For my work on this job, I was one of four to receive the Congressional Medal of Honor.

March 12, 1940 was transferred to Fleet Reserve with 22½ years active duty. Had already been hired by the Panama Canal to set up Salvage and Diving organization. Started from scratch, set up salvage equipment pool, built diving school and trained many divers both civilian for the Panama Canal - (Cont'd page 6)

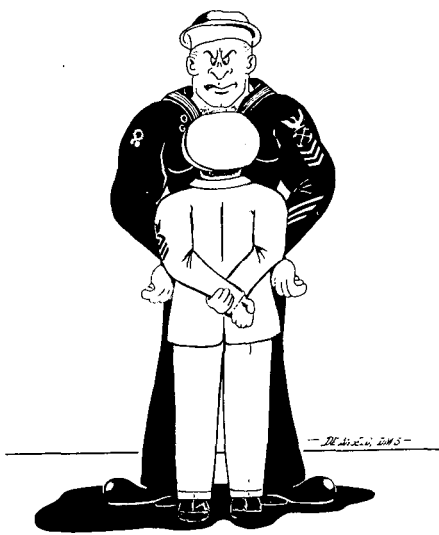
## ATS(CONT)

Although this did not involve a catastrophic loss so far as marine underwriters were concerned, a large number of resultant claims ultimately found their way to the London market. In other regions of the world, particularly in the Far East, several typhoons and cyclones brought severe losses upon marine underwriters.

### Collisions Predominate

Previous reference has been made in this article to the high marine casualty rate which has been experienced in hull underwriting during 1965. This unsatisfactory position merely repeats the very sorry picture which emerged in 1963, and again in 1964. It will be recalled that 1964 incurred the worst ship casualty losses since the Second World War in terms of total gross tonnage. It was disturbing to note that whilst the number of total losses for 1964 did not equal the 1963 figure, the partial losses still reached an alarming proportion of major casualties. Again in 1965 total collisions and contact damage were responsible for the predominance of claims upon hull underwriters, closely followed by strandings and weather damage. These higher losses at sea are attributable in some degree to those older vessels which have reentered service during the last two or three years. Casualty reports indicate that failure of the human element is a major contributory cause of loss, especially where machinery damage and collisions are concerned. The number of ships fitted with radar has been increasing steadily. It is understood that approximately 70 to 80 per cent of the world's tonnage is now so equipped. However, in more than one collision case a Court of Inquiry has been compelled to emphasise the importance of keeping a proper look-out at all times, and the dangers of placing too much confidence in electrical and mechanical devices.

The increasing cost of ship repairs is still a disturbing feature in the hull underwriting account, and reliable statistics have shown that there has been an average rise of 26 per cent. world-wide since 1960. Hull premiums in general have remained at a precariously low level, largely on account of successive reductions in rates which have been granted to those shipowners who have had a good claims record over the past four years or more. As a corollary to the high casualty rate it has been pointed out that the total laid-up tonnage has been the lowest for many years, and that the rise in the figures for marine casualties can be attributed, in part, to the full employment of ships. One undesirable feature of an active freight market is that shipowners often defer their repairs with the result that underwriters suffer the problem of consequential outstanding claims.



"ARE YOU DUH MASTER AROUND HERE?"



CDR C. H. HEDGEPEETH, Officer in Charge, Deep Sea Diving School shown escorting VADM FURUTACHI, J.M.S.D.F. on a tour of the Diving Schools facilities during a recent visit.



(OLD TIMERS CONT'D)

Perlas Island, Republic of Panama 1942. As Chief Gunners Mate instructed at DSDS 1943. Made Warrant Gunner there. Duty on USS COUCAL until 1946. XO of TRINGA until 1947. Attended University of Texas 1948-1949. 1950 Engineer Officer of USS FITCH DMS-25. 1952 Instructor and Diving Officer EOD School, Indian Head Maryland. 1954 Assistant Gunnery Officer and EOD Officer, USS VALLEY FORGE (CVS-12). 1955 Executive Officer USS STORMES (DD-780). 1957 Instructor Seamanship and Rules of the Road, U.S. Navy Line School, Monterey, Calif. 1959 Gunnery Officer, USS HORNET (CVS-45). 1960 Commanding Officer USS MANSFIELD (DD-728). 1962 Executive Officer, Headquarters Support Activity, Yokosuka, Japan, 1964 BUWEPs. 1966 retired, still qualified HeO2. 1966 Works for Oceans Systems, Inc. in connection with diving and all phases of underwater work.