CONVENING DATES FOR 1955 ANNOUNCED

BuPers Instruction 1500.25 announces the convening dates for all courses at the U.S. Naval School Salvage for calendar year 1955. It is noted the Salvage Enlisted course has been reduced from 16 to 10 weeks for qualified Second Class Divers, as reported in the last issue of the "Descending Line".

If your qualification has lapsed or is about to lapse, contact your Personnel Officer to see BuPers Instruction 1500.25 (back page) in order you may attend the Refresher course at Bayonne, or be requalified at local facilities if available, or at the Salvage School.

3 TON ANCHOR RECOVERED BY MARIETTA

The U.S.S. MARIETTA (AN82), temporarily assigned to the Salvage School, recovered a 6,000 lb anchor with ten fathoms of chain while conducting routine diving exercises in Gravesend Bay.

The anchor, an English version of a Navy Patented Anchor, was turned into Disposal Division of the Supply Depot at Bayonne, New Jersey.

CIVILIAN TREATED FOR BENDS AT BAYONNE

The Salvage School treated its third case of bends contacted by sandhogs in three months. Barney O'Donnell, a Bayonne resident, was working in 20 lbs pressure for 6 hours, contacted the "bends" and turned in at the school for treatment at 0400 on 20 November 1954.

Treated on Table 1A Barney O'Donnell was relieved and released.

The school has never had to treat a Navy Diver for this disease and with each civilian case is endeavoring to educate the sandhogs in order to prevent a recurrence.

SCHOOL CHRISTMAS PARTY PLANNED

The Salvage School will once again play host to the chilildren of ship's company and student personnel at the Salvage School. The Annual Christmas Party will be held on 16 December with Santa Claus spreading his cheer among the children in the way of some very fine gifts.

Upon Santas departure for the North Pole "Open House" will be conducted with refreshments served. Alumni are invited to attend.
FROM THE SALVAGE LOG

By J.A. Monaghan BMC(DV)

This month's Descending Line "Well Done" goes to the USS TAWASA (ATF92) for her quick and efficient salvaging of the USNST LST 581 which ran aground on a rocky reef off the northeast tip of Honshu, Japan, on 25 August 1954.

Before grounding, the ship's displacement was estimated to be 1565 tons, with no cargo aboard and in a very light condition. Upon arrival of the TAWASA on the morning of 27 August, it was found that the logs, notebooks and structural blueprints were available but not needed. The entire crew of the 581 was on board and able to supply any necessary information regarding conditions during the stranding.

An inspection party from the TAWASA found the LST to have straddled a reef about frames 15 through 22. There were signs of hogging on the hull but no visible damage to the structure above the tank deck. It appeared that the bottom had been torn open from the bow aft to about frame 21, also there was some bulging at the tank deck and it had been necessary to shore some manholes. The condition of the strength members below the tank deck were unknown, but it was suspected that the frames were ruptured due to the visible bulging of the tank deck. The damage being confined to the forward section of the hull, at no time was the engineering plant out of commission and all auxiliary machinery was operable.

The main "weight" of the LST, without cargo, being located aft there was little forward that could be removed to reduce ground reaction. The use of the anchor and deck machinery outweighed the gain from reduction in load.

The first attempt at refloating was to be on the morning of the 28th. During the night and early morning of the 28th, sea swells shifted the grounded vessel aft and to port, tearing open more bottom compartments. The first tow pull was made on the afternoon of the 28th with a net movement of 17 feet aft. The second tow pull was attempted on the morning of the 29th at which time the main tow wire of the TAWASA parted. The Salvage Party from the TAWASA found a number of small holes punched in the tank deck caused by ruptured vertical braces in the tanks. These were patched using the tie down gear, mattresses, steel plate and damage from the LST.

SALVAGE SCHOOL GRADUATE WRITES BOOK ON UNDERWATER PHOTOGRAPHY AND TELEVISION

E. R. Cross, a graduate and instructor at Pier 88, presently the director of the Sparling School of Diving at Wilmington, California, has written a book entitled "Underwater Photography and Television."

It is the first handbook for underwater still, motion picture and television photography containing 21 photos and 21 line drawings, including the deepest underwater photo ever made. The text gives a thorough treatment of all the possibilities and limitations of underwater photography; including techniques, visibility, lighting and camera and diving equipment.

IT Cross, previously a Master Diver, served on various salvage ships in the Atlantic and Pacific during the war. He completed his last 6 weeks in the Navy commissioning the Salvage School at Bayonne in 1946.

THE SCUBA LOCKER

With the interest of spearfishing and skindiving growing within salvage a list of books and publications which may be purchased commercially may be appreciated.

Treasure Below
True Tales of Buried Treasure
I Dive for Treasure
Lady with a Spear
Shallow Water Diving and Spearfishing
Under the Red Sea Sun
On the Bottom
Undersea Adventure
Silent World
To Hidden Depths
Manta
Diving to Adventure

During the period of the 29th under the influence of heavy seas, the LST became lively and its head began to swing to starboard. The ship was lifted over the reef by swells receiving further damage to the hull. Riding on her tank tops the LST steamed under her own power to Hakodate, Japan, escorted by the USS TAWASA.

The Descending Line takes pleasure in commending the ships force of the TAWASA (ATF92) in the successful completion of the refloating of the USNST LST 581.
SELECTION OF CANDIDATES FOR DIVING SCHOOL

BuPers Instruction 1500.15 is paraphrased below to insure candidates for diving instruction fulfill requirements for same prior to transfer to Salvage School.

3. Selection of all candidates for Diving Instruction. To insure economy in the transfer of personnel for diving instruction, it is requested that commands insure that all applicants for such duty are screened and examined prior to being ordered to diving instruction. To effect such screening and examination, applicants will be ordered to the nearest activity competent to conduct the following:

a. Interview by a qualified diving officer to ascertain, insofar as possible, the aptitude and motivation of the applicant as regards diving duty. Candidates should be volunteers and should be psychologically adapted to diving.

b. Physical examination in accordance with Art. 15-30 Manual of the Medical Dept.

c. Recompression chamber pressure test, followed by a test dive in a diving suit under the guidance of a qualified officer. In this connection, it has been repeatedly demonstrated that a man showing any reluctance or timidity in making his initial dive seldom becomes an acceptable diver.

4. Arithmetical and Mechanical Aptitude. It is desirable that all enlisted candidates have a minimum combined Mech and Arithmetical Aptitude Score of 110 (ARI plus MECH = 110). It should be emphasized however, that this is not a rigid requirement and no waiver is necessary in cases where a candidate does not have the recommended minimum score. In general a lower score is acceptable for candidate for diver second class, than for diver first class or salvage.

5. Endorsement and Service Record Entry.

a. Statement. Prior to the transfer of personnel to diving instruction, an appropriate written statement shall be made to indicate that the procedures for selection outlined herein have been complied with. Such statement shall include the following:

"BuPers Instruction 1500.15 has been complied with and candidate is considered to be qualified in all respects for diving instruction."

WHERE ARE THEY NOW?

The "Descending Line" is attempting to "close knit" relations between divers within the fleets by publishing current duty assignments. The only way to do this successfully & accomplish this is with the cooperation of the men by notifying the paper where they are. Let's hear from you - drop a line today.

It was reported in the last issue that LCDR John S. LEES was located at Tiberon, California. It is regretted to report this was in error. LCDR LEES present address is U.S. Naval School Harbor Defense, U.S. Naval Station, Treasure Island, California.

Jim Warner, EN2, who is assigned to the YPNB17 at Bermuda, came in to say "Hello" the other day, sporting a handlebar mustache and a deep tan.

"Moose" Peveler, FPC is now an instructor at the Pipefitters School in Norfolk; Vince Papi FPC is at Fort Amador, Canal Zone.

Commander G. M. ANKERS, past Commanding Officer of the School, is located at the Portsmouth Naval Shipyard, Norfolk and CHCARP W. D. THOMAS is on board the USS SAN MARCOS (LSD25).

SECOND CLASS #30 GRADUATES TEN STUDENTS

The Second Class Course graduated ten enlisted personnel on 5 November with HAWKINS, William R, BT3(DV) taking honors with an average of 3.45.

Graduates of class #30 were assigned as follows:

BATTAGLIA, D.L. BM3(DV) USS RUSHMORE (LSD14)
FRALEY, R.R. FN(DV) USS VALCOUR (AVP55)
HAWKINS, W.R. BT3(DV) USS BENNINGTON (CVA20)
JACOBSON S.K. EM3(DV) USS TARAWA (CVA40)
LE BLANC, S.H. BM3(DV) USS CAHOKIA (ATF286)
LEITCH, J. (m) BM1(DV) USS EDISTO (AGB2)
SAUNCAGREW, D.E. ATAN(DV) USS TARAWA (CVA40)
STILWELL, R.F. ME3(DV) USS TRIPOLI (CVE64)
TILLSON, C.J. BT3(DV) USS ANTIETAM (CVS36)
WILSON, R.L. ME2(DV) USS IOWA (BB61)
Three training films were recently produced by Herbert Karkow Inc., of New York City for the Navy utilizing Salvage School equipment and personnel.

The films—Welding, Burning Hydrogen & Oxygen, Burning Arc Oxygen—were made in color. The divers from the school included EISSING MEC(DV), KILLE MEC(DV), McKENZIE BM1(DV) and SCHMIDLING HMC(DV). These films are considered excellent training as they instruct in the latest methods of burning and welding.

**Salvage Hints for Divers**

On a recent underwater searching operation it was found very successful to add 3-foot lengths of ½" chain to every 6-foot length of manila circling line. This system was utilized to telegraph vibrations of contacts with metal objects struck by the circling line.

**Newmark Reports for Instructor Duty**

Reporting from the U.S. Naval Construction Battalion Center, Davisville, Rhode Island, NEWMARK, Bernard (n) BMCA(DV) will complete a normal tour of instructor duty.

Chief NEWMARK graduated from the Salvage School with Class 39 in 1952 and has served on the USS ATKA (AGB3) and USS BANNOCK (ATF81) prior to being assigned to duty as an instructor at Davisville.

**New Sleeping Quarters Awaited**

The Salvage School barracks, long a gleam in the Base Fire Department's eye, will finally, after all these years, be torn down as soon as the Chief of Bureau of Supplies and Accounts gives Salvage the go-ahead on moving into Building #72.

The old barracks, Building #113, was utilized as a Deperming Station during the war years and in September 1946 was converted into sleeping quarters for Salvage School personnel. The old wooden structure was always cold and uncomfortable and was considered the No. 1 fire hazard on the station.

The school's request to move has received favorable endorsement thus far and ship's company and students presently at the school await anxiously for approval to make the big move.

**Skipper of the Month**

The "Descending Line" will, with each issue, familiarize its readers with the outstanding personalities in the salvage field. It is considered most fitting to commence with the Commanding Officer of the Salvage School.

CDR Robert K. THURMAN, an outstanding figure in Salvage, served as Commanding Officer of the ATAL24, TAWASA, GRAPPEL, EPICER857, SAFEGUARD, MENDER, WINDLASS and most previously as Assistant Force Salvage Officer of the Atlantic Fleet.

Having been a civilian diver at the Norfolk Naval Shipyard, the "skipper" found his field in Salvage upon entering the Navy. As North Western Sea Frontier Staff Salvage Officer, Commander THURMAN was assisting in surveying the Jean Bart and salvage officer in raising the drydock at Casablanca which were sunk by the USS MASSACHUSETTS. He was then relieved by Commodore Sullivan, "The Father of Salvage".

His duties in salvage have taken him all over the world. In 1947 and 1948 he participated in the Bikini Operations and salvaged the USS PITTSBURGH's bow at Guam. CDR THURMAN was in charge of raising the German submarines U1105 and U3008 while in command of the WINDLASS. The hulls of these submarines were used for experimental purposes and salvage training. Both rubber and structural pontoons were used. CDR THURMAN determined the structural pontoon to be superior to the rubber as the rubber pontoon seams and fittings carry away. Also no additional chafing gear is required in the use of the structural pontoons.

The Salvage School is very fortunate to have such an outstanding personality with a wide salvage experience as Commander R.K. THURMAN as its Commanding Officer.

**The Commanding Officer, Officers and Ship's Company Wish Their Shipmates**

A Very Merry Christmas

And

Happy New Year