Mr. Frank Harvey, a noted author, whose stories have appeared in Argosy Magazine and the Saturday Evening Post, and who recently sold a fiction story to Universal International Motion Pictures, favored the Ship Salvage School with an extensive visit to write a feature on diving and the Salvage School for the Saturday Evening Post.

In addition, Mr. Harvey will write several fiction stories about diving which will be interesting to salvage personnel as Mr. Harvey's knowledge on diving has been influenced by the instructors and will be accurate to every detail.

Mr. Harvey became interested in the dangers of air embolism by inexperienced civilian SCUBA divers. He visited several sport stores in New York City to purchase a SCUBA and at all but one place he was told there are no dangers involved in the use of the equipment and anyone may buy one. He was told by one salesperson, after being asked by Mr. Harvey, that he held his breath ascending after dropping his SCUBA at 30 to 40 feet nothing would happen. This convinced Mr. Harvey to write an article on this subject in addition to the others and it is felt this service will be greatly appreciated by the inexperienced.

Mr. Harvey holds a reserve commission in the Navy as a Lieutenant. He recently flew around the world with MATS and wrote many interesting features about the Military Air Transportation Service. Mr. Harvey is the only civilian to fly the B-47 jet bomber. His all around knowledge of the unusual has made him one of the most interesting persons to visit the school.

The Descending Line will keep its readers informed on the publication of Mr. Harvey's articles.
During the afternoon of 9 July 1953, while enroute to Saglek Bay, Labrador, the USS WHITE MARSH (LSD35), in ice up to seven tenths coverage, collided with an ice flow on their starboard side. The ship too an immediate list of 6° to starboard and commenced falling by the head. All power along the starboard side was rendered inoperative due to flooding or secured due to the escape of oil fumes into the machinery spaces.

Collision quarters were sounded and the ship's force immediately instituted damage control measures. Counter flooding commenced port of the damaged area so as to trim ship and relieve water pressure on shored bulkheads. All voids and tanks throughout the ship were sounded and all spaces below the water line were inspected for damage or flooding.

Emergency power and lighting cables were run to permit lighting and energizing necessary equipment in the starboard machinery spaces. The forward bulkhead of number one fireroom was hored using number one boiler as a strong-back. This boiler was found to be contaminated with fuel oil and sea water and would not be lit off unless a further emergency developed. Damage control restored power on the auxiliary machinery allowing the White Marsh to proceed to Saglek Bay, Labrador, under her own power to effect temporary repairs.

Divers from the USS TANNER and the USS PRESERVER (ARS35), using a hogging line, inspected the hull and found the damage extended from frame 42 to frame 54, and from 5½ feet above the bilge keel to 11 feet above the bilge keel. Divers report also showed an internal bulkhead damaged, six frames completely sheared off, "skin" plating torn and gashed upward between frames 42 - 54, a 1½ inch split at frame 35, and a split at frame 4, port side.

A side cofferdam, 52 feet long, 15 feet high and 6 feet wide, was decided upon to repair the main damage. This was necessary in order to reinforce the ship's side with heavy shapes prior to installing the side plating. The equipment and material needed to effect repair on this magnitude is not normally carried on this type of vessel, but fortunately the WHITE MARSH carried on board cargo material to repair landing craft. This cargo material was used in the repair of the WHITE MARSH.

Divers were required to make templates for the sides of the cofferdams landing edge. 2 x 4 inch timbers were placed on the bilge keel secured with "O" clamps. Each timber had saw marks 6 inches apart from which the

The most popular diver in Ship Salvage School has been assigned new collateral duties. "Jake" who for so many years has stood a vigil watch in classroom #1, has greeted new students upon arrival and has been admired by young and old during the "open house" days on the base, has been given new duties.

Jake is now a first nighter. He attends theatres in New Jersey and New York to give the public an idea of what diving is like, assists recruiters in helping young men decide on the navy for a career and is considered an all around asset to the navy.

Being a man about town creates many problems for Jake. He cannot ride in a passenger vehicle but must be assisted into a truck, for you see, Jake weighs around 400 pounds. Although Jake can't tell sea stories he is still one of the most interesting divers to the public, in fact Jake never says a word.

The School misses Jake and awaits his return to the Training Aids Locker with great anticipation.

WHERE ARE THEY NOW?

The "Descending Line" wishes to thank the salvage ships in the fleet for their rosters of officers and enlisted divers. Also a warm "thank you" to the USS ABNAKI (ATF96) for their very much appreciated letter concerning this paper.

Looking for your shipmates? Here are some more:

USS ABNAKI (ATF96)
LT G.V. HAINES Commanding Officer
LTJG P.D. PITTS Executive Officer
LTJG G.S. NELSON
CHROSIN L.G. GADD
CHMACH T.D. HETTS Jr.
SNOOK, R BM3(DV)
LEE, D.V. ENFN(DV)
USS CONSERVER (ARS32)
LT W.T. FINLEY Commanding Officer
LTJG W.H. BANE Executive Officer
ENS W.E. RICHARDS
ENS J.L. LAJOIE
CHROSIN D.S. HAY
CHMACH W.T. HULL

LCDR George E. EASON has been ordered to the USS BOLSTER as CO having been detached from the ELEVENTH Naval District.

LT Gerhardt W. RUEBER, USN is ordered to the USS RECLAIMER as CO having been relieved as CO NROTC Racine Wisconsin.
FROM THE SALVAGE LOG (Cont’d)

distance from the timber to the skin was measured and recorded. The maximum indentation for the forward leg being only five inches it was thought unnecessary to shape the forward leg of the cofferdam as the cofferdam was to have an 8 inch gasket. This proved to be in error, for when the cofferdam was set in place great additional caulking was required to seal leaks in this area.

The cofferdam was constructed by the ship’s force in the well deck of the WHITE MARSH. The out wall stiffeners, were set 5 foot intervals and made of 6" x 6" x 15' timbers. To the lower six feet of the stiffeners were secured 3" x 6" fir planking, the next five feet were of 3/4" plywood reinforced with 2 x 4" timbers. This difference in plank thickness was to allow for the variation in water pressure. All seams were caulked using lamp wick, cotton and oakum. The side stiffeners were secured using 14" carriage bolts, and covered with 2" x 10" tongue and groove planking. An 8" x 4" x 5/16" "I" beam was installed diagonally across the inside of the outwall with longitudinal pieces butted and welded to the diagonal. On the landing edge of the cofferdam 6" x 6" facing strip was installed to form a surface for the gasket. The gasket was made by folding cotton matresses along the surface and securing with pump bottom and other strip canvas, nailed in place. 5 up-haul and 5 down-haul padeyes were installed to the outside of the out wall. The ship’s force manufactured two 5 legged bridles of 5/8 wire rope for securing the cofferdam in place. By 2030 on 13 July the cofferdam was in all respects completed and ready for installing.

Divers from the PRESERVER were used in seating and caulking minor leaks, as one 6 inch electric submersible was used to dewater the damage spaces and the cofferdam. The area was dewatered and repairs progressed and the 2 1/2" pumps ran constantly to insure as much dryness as possible. As each space was dewatered it was gas tested to insure against gas hazards.

For additional side strength along the damaged area, stiffeners of 8" x 4" x 5/16" "I" beams were added. Over these stiffeners side plates 4' x 8' x 1/2" were tacked and welded, using 3 to 5 passes of weld. 95 hours from the last explosives meter reading, temporary repairs had been completed with a water tightness of 95% resulting.

After unshipping the cofferdam the USS WHITE MARSH was able to proceed to Norfolk, Virginia from Sagleb Bay at a speed of about 3½ knots. The WHITE MARSH encountered no undue difficulty enroute.

Dry docking at Newport News, visual inspection compared favorably with the divers report in regard to hull damage. However, some indentions were less severe and others more prominent than divers had been able to indicate.

The magnitude of the repairs accomplished, under adverse working conditions and the lack of equipment and material, reflects the high state of training and leadership in the USS WHITE MARSH (LSD8) and the USS PRESERVER (ARS8).

Editors Note: CHCARP BLACKBURN, former instructor at the school in 1947-1948 was the salvage officer on the USS WHITE MARSH during the above accident. Mr. Blackburn stated to this writer he was going to send the cofferdam to Bayonne for training aid purposes. He can well be proud of the huge cofferdam as it was a magnificent piece of carpenter work. The WHITE MARSH was in company with the USS EDISTO (AGB2) while passing through the ice and the icebreaker stood by to aid in any way she could.

SALVAGE CLASS #58 GRADUATES TWELVE DIVERS

MORSE, Melvin E., ME3 (DV) took top honors in his class of twelve students with a mark of 3.53 upon graduation on 25 March 1955. The graduates were assigned as follows:

CLARK, W.J. ME3 (DV)  USS BADOENG STRAIT
CREAPO, R.W. DC3 (DV)  USS TILLAMOOK
FORD, J.D. MM3 (DV)  USS PIEDMONT (AD17)
HORVATIC, T.L. BM2 (DV)  USS MATACO (ATF86)
MORSE, M.E. ME3 (DV)  USS UTINA (ATF163)
SELDON W.L. FP2 (DV)  USS CACUS (AR14)
EVERETT, F. BML (DV)  USS HOIST (ARS40)
CATO, L.J. ME3 (DV)  USS H.W. GILMORE
TROMBLEY R.J. MM1 (DV)  USS DIONYSUS (AR21)
HAWES, D.D. FP1 (DV)  USS AFDL-47
MOORE, E.T. MEC (DV)  USS DIXIE (AD14)
EWING R.L. FP3 (DV)  USS ROBINSON (DD562)

The Commanding Officer expressed his appreciation to class #58 during graduation for the outstanding manner in which they carried on after the loss of a classmate during a diving accident.
DID YOU KNOW?

That ComServlant has one of the most compact, fully equipped salvage vessels in the navy, having no name, commanding officer or propelling machinery.

The Servlant Salvage Barge YFNB17, was placed in operation by Commander Service Force, U.S. Atlantic Fleet in 1950. The need for a salvage barge with ready equipment and personnel became apparent when the USS MISSOURI went aground in Hampton Roads.

The barge has an advantage over commissioned salvage vessels in that it has several shop spaces for the repair and manufacture of various salvage equipment, cofferdams, etc.

CHBOSN Julius GOSTEL, a graduate of the Ship Salvage School, is officer-in-charge.

Ship's Company and TAD divers are:

AMIGH, J. M. ME2(DV)
CARMICHAEL, F. R. BM1(DV)
CRONENWETT, D. E. DC2(DV)
DICKINSON, D. L. ME3(DV)
HOLGERSON, A. C. ME1(DV)
McALLISTER, W. B. BM2(DV)
MOSCOFFIAN, J. PM3(DV)
PESCHKE, D. L. BM1(DV)
WARNER, J. G. EN2(DV)
PETERSON, A. H. BM3(DV)
SCHAEFER, C. J. BM3(DV)
GUSIS, E. B. MMC(DV)
STEBER, A. E. BM2(DV)

CHBOSN WAYNE SAVES SHIPMATES HAND

Chief Boatswain Anthony Wayne, formerly the First Lieutenant at the Salvage School between 1947 and 1972 is presently serving on board the USS FULTON (AS11).

The following article concerning Mr. Wayne was published in the TENDER NEWS, the USS FULTON’s newspaper.

"Refueling at sea is dangerous business. During our refueling exercises with the USS NEOSHO, at Roosevelt Roads, an unfortunate accident happened, but the quick thinking of Chief Bos'n Wayne saved the day and the hand of BMC Faulkner.

While attempting to free the line of kinks, Chief Faulkner accidently, allowed his hand to be pulled into the 'Snatch Block'. Chief Bos'n Wayne, in charge of the operation was freeing the line leading over the side of kinks, when he heard the painful yell of Chief Faulkner. In a matter of seconds Bos'n Wayne gripped the wrist of the Chief and pulled with his 200 lbs, trying to free his hand and to prevent it from threading through the block.

They could have cut the line but the Bos'n decided against this, for the sudden release of the line would cause it to cash back into the face of Chief Faulkner and himself and would have possibly swept several men over the side, loosening the line and not completing the refueling.

As Bos'n Wayne pulled with all his might the ships rolled together and the line slackened releasing Faulkner's hand. A late report shows that it is healing nicely.

Mr. Wayne is a good man to have around when the chips are down."

The "DESCENDING LINE" salutes ChBosn Anthony Wayne for his excellent judgement and quick thinking.

THE SCUBA LOCKER

By: Snorkel Snooper

The Underwater Swimmers 4 week course at Key West, Fla has been discontinued and BuPers Instruction 1500.25 Ch 1 has announced the convening dates for the 8 weeks course as 10 Jan; 7 Mar; 2 May; 27 Jun; 22 Aug; 17 Oct.

Eligibility requirements to attend the U.S. Naval School, Underwater Swimmers, Key West, Florida, is outlined in the Catalog of U.S. Naval Training Activities and Courses (NavPers 91769-B). They are as follows:

a. Volunteer male commissioned and warrant officer personnel under 40 years of age.

b. Volunteer male enlisted personnel, under 31 years of age, of any rating or pay grade.

c. All personnel must meet the physical and psychological standards prescribed in Arv. 15-30, BuMed Manual; must be at least second class swimmers; and must comply with BuPers Instr 1500.15 "Selection of candidates for diving instruction".

Enlisted graduates of the Underwater Swimmers Course may be assigned the Navy Classification Code 9506 and the general diving designator "DV".

The Descending Line welcomes back LTJG Jack Pingry, Ship Salvage School Personnel Officer, who has just completed the three weeks SCUBA school in Washington, D.C.

Mr. Pingry is also a graduate of the Salvage Officers Course at this activity, and was assigned to the USS POWER (DD839) prior to reporting at Bayonne.

LTJG Pingry's present collateral duties include "Instructor in Charge Salvage Theory and Physics of Diving".