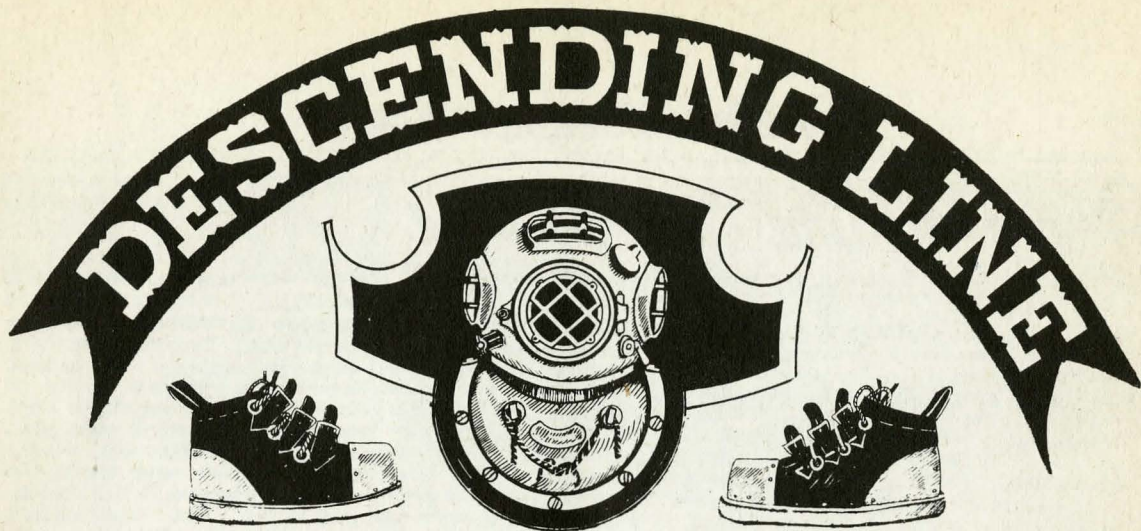


DESCENDING LINE
VOLUME 2, NUMBER 8
JULY 1, 1944

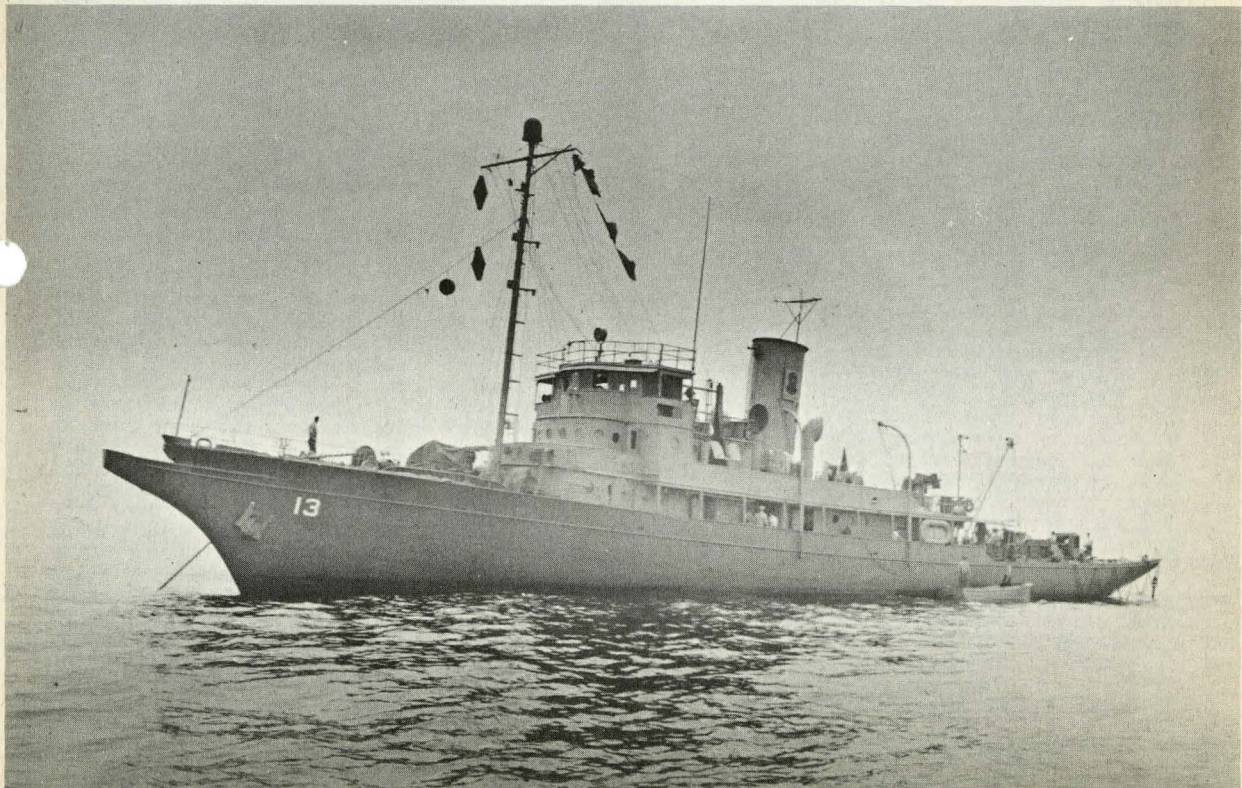
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Vol. II U. S. Navy Training School Salvage No. 8

SCHOOL *Fleet* GROWS



The latest addition to the school's salvage and training fleet.

Descending Line

Vol..2.. 1 July..1944..No.8.

Published Semi-Monthly at the United States Naval Training School (Salvage) by the Recreation Department, without cost to the United States Government.....

Lt. Comdr. C.F.Chandler,USNR
Commanding Officer

Lieut. W.A. Mahan, USN
Executive Officer

Ensign A.G. Doig, USNR
Recreation Officer

Staff

R.F. Gagner	Editor
W.S. Fleishell	Art Editor
P.R. Emerson	Reporter
E.R. Monahan	Reporter
L.A. Bradbury	Reporter
M.J. Obzanski	Photographer

This paper is published for both the men here at the school and the Salvage men who are over-seas. Items of interest here at the school, as well as material from the boys Diving Around the World may be found in the pages of the DESCENDING LINE. In order that we might have a paper that will hold the interest of the men connected with Salvage, the Staff asks only for the cooperation of the instructors and the students at the school. Divers now on Salvage operations are continually forwarding letters of interest to us that make up several columns of our paper. Items concerning the school and the student personnel should be forwarded to the Recreation Officer.

The Editor

NO OFFICER EVER GAINED THE RESPECT OF HIS MEN BY GRANTING SPECIAL LIBERTY.

Capt. Fremont visits School

On Friday, 23 June, Captain John C. Fremont, USN (Ret.), District Inspection Officer, together with his inspection staff, made a complete tour of Pier 88. Although the official results of the inspection have not been published to date, Captain Fremont stated before leaving that he was well-pleased with all three activities.

RUSSIA OBSERVES "American" SALVAGE METHODS

Major Michael Semenenko, Soviet engineer, visited the N.T.Sch.(Salvage) last week to get a first-hand view of American salvage methods. As authorized by the Chief of Naval Operations, Lt.Comdr. Chandler conducted Major Semenenko on an inspection trip to one of the jobs now in progress in this area. During the two days the Major was with the school, "Two Guitars" Obzanski and "Dark Eyes" Monak served as interpreters. The N.T.Sch.(Salvage) has already trained hundreds of United States personnel of many ranks from both branches of the service as well as American, British, and Australian civilians. Major Semenenko's visit marked the third great United Nations power to send representatives to Pier 88. The "DESCENDING LINE" now learns that ten officers of the Chinese Navy will soon be on board for a regular course of instruction. Thus, N.T.Sch.(Salvage) will have helped directly in cementing unity among the "Big Four" of the United Nations.

BUY Bonds

Welcome

Brooklyn is the butt of lots of wise-cracks, but Brooklyn looked pretty good to some 26 Salvage men when their ship docked there last week. Returning from almost 2 years in various parts of Europe and Africa, these boys were nearly bowled over when brought into Pier 88. Nearly half of them were among the first graduates of N.T.Sch.(Salvage) and they didn't see much resemblance to the school as they had left it. Most of the 26 men had liberty the first night here. Your reporter tried to interview them while they were unpacking their bags, and hitting the shower-something like trying to interview a herd of buffalo during a stampede. Walt Moquin and Frank O'Brien took a brief wash and headed uptown to spend the night in a Turkish bath. During their long stay in French Africa, Moquin, who speaks fluent French was right at home. Jake Wrobel was "so near and yet so far" when the ship docked a few blocks from his home in Brooklyn. Jake had to report to Pier 88 before getting any liberty.....Ray Cahill says that when the boys were in Africa on the way home early last month, our forces went wild when the news came through on the invasion of France. Chet Bates was seen rushing for the beach looking for a short buttermilk. Chet says the Salvage barracks in Naples are the last word. It seems the Navy took over a beautiful office-building and put it at the disposal of our guys. The boys were doing plenty of hard work clearing Naples harbor and enjoyed the comfort on their off-time. Chet says the trip home was uneventful..looks like our side has the U-boat situation well in hand. Other men who arrived are Chief Art Lemire, Chief Ira Rice, Al Guyette, and Chief Joe "Shoot a-buck" O'Grady.



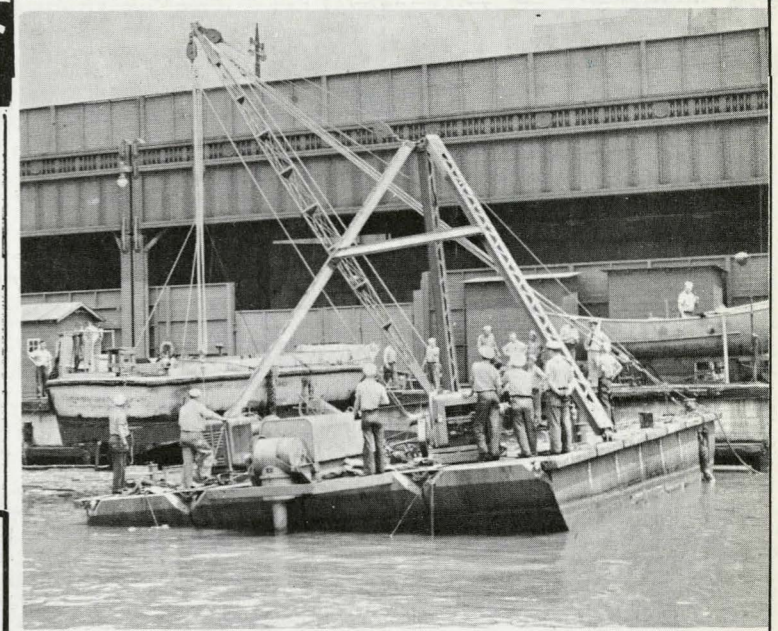
"New York is all right," says Mrs. Robert L. Mahan, mother of our Executive Officer, "but I'll take Texas!" Thus proving herself a true daughter of the Lone Star State, Mrs. Mahan climbed aboard an express last week after her first visit to New York.

Here for only a fortnight, Mrs. Mahan got around quite a bit. Asked how his mother liked the school, Lieutenant Mahan replied, "She doesn't want me to dive anymore."

NEW OFFICERS MESS

Under the direction of Ens. E.C. Kelly, an officer's mess will soon be in operation on the south side of the outboard end of the second deck. Authorized by the Commandant of the Third Naval District, the service will commence with a luncheon mess. Breakfasts are expected to be added shortly, and eventually it is hoped to serve dinners. Ensign Pugh, will be mess treasurer. Ensign Harmon is to be in charge of the wine mess, under operating rules approved by the secretary of the Navy. Commodore Sullivan and Captain Manseau have been elected honorary members. Lieut. Comdr. Chandler, when questioned, stated that it is hoped to inaugurate the wine mess in a few days, to be followed by food service in about a week.

A cargo of empty oil drums aboard the Robert F. Hoke kept the vessel afloat and led to successful salvage operations after a torpedo had opened two of its holds in the Arabian Sea.



THE NEW FLOATING CRANE is pictured as it lifted a landing craft onto the string-piece for general repairs. The crane has been tested and approved for lifting approximately ten ton. (Entire construction of this crane was done by student personnel here at the school.)

ADDITION TO The Fleet

Within the next week or so, another addition to the growing Pier 88 fleet is expected. The C10138 is due soon from the submarine base at New London. Thirty-six feet in length, and capable of a 25-knot speed, the new boat will be used to transport official inspection parties to the various jobs in the harbor.

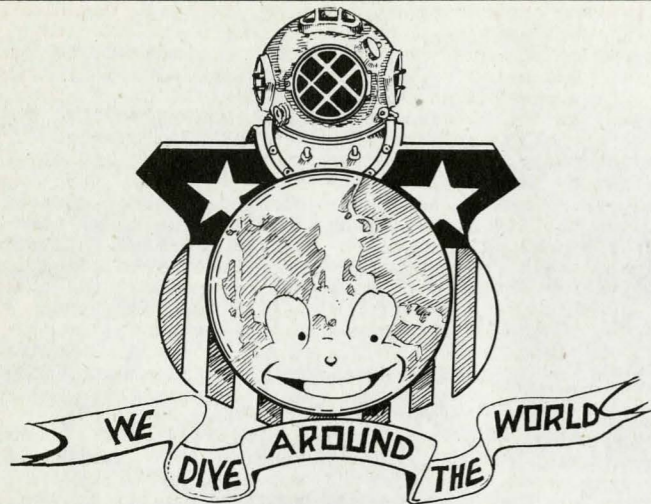
HIGH DIVING CLASS

Maybe you've been wondering about that new wooden tower on the old float. Someone suggested that Greco was going to capitalize on the oil with which the Hudson is well

stocked. The real dope now comes out. Usually reliable sources inform us that a new high-diving class is to be organized with Ensign Neff, of the PY-13 making the first dive into a wash-tub with his air shut off.

E.J. Monahan, Cox., brother of Gene Monahan of Transportation, has reported to the school for instruction, after serving almost three years at sea. He served on the U. S.S. BROOKLYN for more than a year and participated in the African and Sicilian invasions. He requested duty aboard an aircraft carrier, and was immediately assigned to a "Baby Flat-Top", stationed somewhere in the South Pacific. While aboard these ships he received two citations for bravery and meritorious service.

Buy WAR Bonds



"How's all that good liberty in New York?" After two months at sea in the South Pacific, W.J. Dunn, Jr., S1c wants the answer. Bill's crew likes the DESCENDING LINE, and requests Ensign Doig to send details of all the new diving gear developments such as the spit-cock life saving device, and the new diving lamp. So far, Bill's tug has not had to use much deep-sea gear; dives being made with only the race mask. He is a member of the very few "chip-off-the-old-block" combinations in Salvage. Bill's father, W.J. Dunn, Sr. former civilian boss diver at the Boston Navy Yard, took advanced burning and welding here at Pier 88, eighteen months ago.

Tank instructors stand by for another citation!! Word comes from the Pacific that Barney Mottledge and Glenn Finney, graduates of the school, recently welded a big patch on a battleship's rudder. Upon putting into drydock, the job was inspected and pronounced the best underwater weld ever seen at that dock. The above news comes in a letter from B.B. Wilde, SFlc, who is in a fine ship with Piechowski and Ted Morningstar, former Rigger

Loft instructor at N.T.Sch. (Salvage). Wilde's ship boasts a well-stocked diving locker, under the direction of Lieutenant Couch, also of the school. "All the boys need now", says Wilde, "is a little diving." Wilde concludes with a request for plans of the new underwater light, and inclusion on the mailing list of the "DESCENDING LINE".

Another alumnus to request the "DESCENDING LINE" is Salvage Diver, Nick Calaluca. Nick's drydock in South America played host recently to divers Miller and Anderson of Chief Mackay's crew, who were relieved in turn by Becroft and Wiehagan. Nick wants to hear from instructor Ralston of the Motor Shop.

From somewhere on the West Coast, Stan Slevin, M1c, (DS) writes, "The gang and I are all busy working on Ship Repair. At present I am working on the 1700-0200 shift. We are waiting for the "DESCENDING LINE" as we are anxious to see how the old school is progressing. Best regards to my ex-school mates, and instructors.

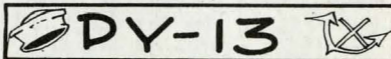
USE-V-MAIL

From somewhere in the South Pacific, Joe Zabriskie, SF2c, (DS) writes, "I received the "DESCENDING LINE" and the gang and I think it's swell. It seems that you boys will never stop building. We are very busy out here, but no diving. Give my regards to all the boys over on the other side."



Lt. Comdr. C.F. Chandler presents a check for \$5.00 to C.H. McCafferty, CM3c (DS), for his prize winning story which was printed in the 15 June issue of the "DESCENDING LINE". McCafferty has returned to the school for re-assignment.

How about a little cooperation from the graduates of U.S.N.T.Sch (Salvage) as your diving experiences are always appreciated here by new students and for use in your school paper.



Toting a mass of twisted metal on deck to attest the hazardous work her divers are doing, the PY-13 came in to port last Saturday. We can't say much about her job but some of the crew estimated that the wreckage in evidence represents 1/2000 of the total.

Congratulations to Bill McMurray, BM1c, on his departure from the PY-13 to become skipper of the "new" YP-9. (Freeport, N.Y. papers please copy.)

KNOW YOUR OFFICERS



-LT.COMDR. CARL F. CHANDLER-
Commandant N.T.Sch. (Salvage)

First in a series of short sketches on the men who direct your work.....

The man who coordinates the activities of the many hundreds of men stationed at Pier 88, Lt. Comdr. Carl F. Chandler, has lived a varied and typically American life.

Born in Pueblo, Colorado, 16 May, 1900, Chandler moved to California with his family while still a young lad. He grew up in Hollywood together with the young movie industry, then in its first heyday. The main ambition of all the kids in those days was to get into the industry in one or other capacity. Young Carl ushered for a time.

When the United States declared war in 1917 young Chandler fretted in high school, fearing the struggle would be over before he was of age. Finally, without waiting to finish school, he enlisted in the Navy as an apprentice seaman in 1918, getting in just under the age limit. He received his basic training at Goat Island, San Francisco. The Armistice was signed a few months later but Carl served on the Pacific Coast till 1919, when he was discharged as petty officer third class. The Commander does not regret having

failed to complete school. He feels that getting out on his own at an early age was a great education. The fact that he served as an enlisted man has doubtless had much to do with the way he handles his job today. This writer has often heard favorable comments by men at this station on the living conditions and treatment of the enlisted personnel. The men here know that their C.O. once wore a white hat himself.

After the World War Chandler went to work for a Los Angeles sporting goods firm. This was quite natural because he himself was an ardent golfer, baseball player, and a strong swimmer.

Turning away from lighter sports Carl, with his father bought a ranch at Red Bluff in the Sacramento Valley. They went broke trying to raise rice, partly as a result of a disastrous fire in the crop. "That's probably one reason I don't like rice today," muses the Commander.

Borrowing fifty dollars from the Chinese cook, Chandler got a job with the Santa Fe railroad in their engineering department. Two years later, having finished an assignment as second in command of the engineering and construction of the present east bound main line between Needles, California and Seligman, Arizona, he had tired of living in converted box cars and returned to Los Angeles and the Moreland Motor Truck Manufacturing Company. He started as a collector. In 2 years he was Oakland Branch Manager and at the same time, director, of the company's sales corporation. Always a step ahead of things, Chandler now went into the Diesel engine business. Diesel engines were still in the experimental stage. He was associated with a San Francisco manufacturer of stationary, truck, and marine engines. This line of work proved of lasting interest. Right up to the time in 1940 he reported for active duty

with the Navy, Chandler was engineer and executive for various concerns, designing, building, and selling internal combustion engines. He also pioneered in the oil fields with engine driven pumping units and developed a new industry with engine powered electric generators.

In 1935 he took time out to get married. His wife is from California, too. She and her mother ran a dress-making business in San Francisco. To date, both Lt. Comdr. and Mrs. Chandler admit, no dangerous disputes have cropped up between them over their two rival California cities. This cannot, however, be attributed to any lack of spirit in the family; their son Philip, seven and a half years of age, wants to be a Marine.

Living in a modest home in Bronxville, now, the Chandlers like New York,---- but wouldn't swap California for it. This scribe visited Mrs. Chandler to get more data on her husband, Mrs. Chandler toured New England once, and thinks the seacoast there is more like home than elsewhere on the East Coast. The Commander loves fish, too, and that would make New England a drawing card if they had to live here for many years.

Asked about her husband's hobbies, Mrs. Chandler says he doesn't have time for any nowadays. His interest in engineering and construction is of much use around the house, though, and Mrs. Chandler finds plenty of jobs for him. One place they lived, the Commander laid several brick walks. He builds bookshelves, etc., and his masterpiece was a large sized play house which was a small edition of their own home.

CONTINUED --PAGE 6

Buy Bonds

DIVING LAUNCH

We haven't had much publicity up until now, but I guess some of the boys would like to know what we are doing when we go up the North River with a boat load of "to be" divers..... We make a trip every day now with from eight to fifteen men, rain or shine, and put them through a searching job which gives the men a chance to work in tide water for about twenty to twenty five minutes, giving each man time to work up a sweat. Officers and enlisted men get the same job to perform and all seem to like it. In the last three months about three hundred and thirty men have made this trip..... Some of the Old Timers wouldn't know the fifty foot motor launch with the new Sullivan compressor and two volume tanks, giving plenty of clean fresh air. A new coat of paint, decks scraped clean and kept holy-stoned by the crew, and all brasswork polished every morning, including the engine hood, exhaust line, ships bell and guard rail on the poop deck..... The permanent crew of the fifty foot launch is Ensign G.P. Harvey, Diving Officer, H.D. Peters, BM-2c and F.F. Mitchell, MoMM3c.



Among the many projects of the pier maintenance department, is a new laundry adjacent to the Salvage Pool quarters. Efforts are being made to obtain a dual-purpose extractor, which, from what we gather, does everything but sew on buttons. For the present, scrub-boards will be installed. How about getting a little maid to come

in and take care of the place Lt. Schmedes?? She could dust around, etc., too.. when your reporter visited the Office, Lt. Schmedes had two desks covered with door keys, in stacks about a foot high. The yeomen are sorting them between jobs. Looks like when the Navy inherited Pier 88, all keys were received in a couple of potato sacks. Lt. Schmedes complains there are not enough doors to go round, and by the time he gets all those keys figured out, everyone will be honest anyway.

Diving FLOATS

Added to the student roster on the USOO snirt, we find the names of several veteran divers; men who have participated in manor salvage operations in North African Waters. To quote these veteran divers, Chief J.D. Lindsay and Chief C.L. Grommebeck, "the importance of the various jobs on the floats can not be too strongly stressed." While engaged in actual salvage operations, they encountered those various jobs many times on a larger scale of course, but fundamentally on the same principle.

Recent visitors to the Diving Floats were Chiefs "Bill" Moss and Eagon, who were among the first graduates of the Salvage School. They have returned to enjoy a thirty day leave, after spending nineteen months in Salvage diving in Casablanca, Tunis and Naples. Chief Eagon through the medium of the "DESCENDING LINE", wishes to convey his compliments to the Officers and men of the school, for the fine training organization they have built.

A SALVAGE DIVER CAN DO ANYTHING

OFFICER (Instructions)

The new group of officers under instruction has shown considerable interest in the school's recreation program. Large turnouts have been in evidence at the Weekly Smokers. It seems we have a wrestler among us in the person of Ensign B.S. Fleming, (weight 175); he hereby issues a challenge to any officer attached to Pier 88.

The Student Officers were rather cocky last week. They defeated the School Instruction Officers in soft-ball by the score of 10-4. However, a return match was held Tuesday and the Student Officers didn't do so well. They lost 14-5.

Commander K.P. McDonald, who roomed with Captain B.E. Manseau during their midshipman days at Annapolis, has just been detached from Pier 88. He has been observing the latest ship salvage methods which are taught here at the school, prior to his leaving on an overseas assignment.

KNOW YOUR OFFICERS "CONTINUED"

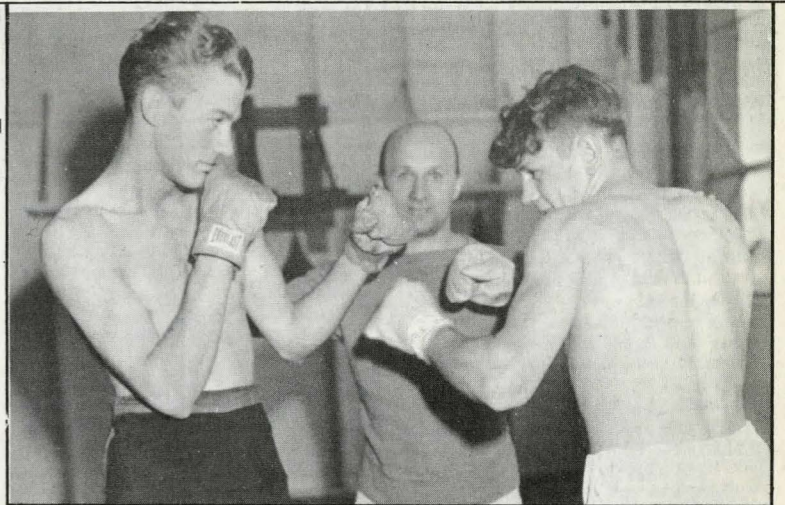
The magnitude of Lt. Comdr. Chandler's duties at Pier 88 have been amply covered in previous issues of the "DESCENDING LINE", and we make no attempt to repeat the whole story here. To anyone who was here two years ago, and who has witnessed the unbelievable growth and improvements of the station, Chandler's work is self evident. The "DESCENDING LINE" wishes him many more years of success in whatever field of work he finds himself.

-----NEXT WEEK-----
 - Lieutenant W.A. Mahan -
 - Executive Officer -

Swing Shift

Hampered by heavy seas, the boat finally made port. The length and weight of the six fish landed is a closely guarded secret (due, of course to the war). All this happened some 50 miles upstate last Sunday on a usually placid lake. Lt. Minor, Diving Officer and rabid Izak Walton of the Swing Shift, though tickled with the fine catch, expects to do better next time by confining himself strictly to fishing. Under the able direction of Haller, Kayser, and Kidwell the 1600 crew has rigged and installed the fine new stage built by the Shipfitter Shop. "One Punch" Hoberg has abandoned the float for a comfortable berth with the Helmet Repair Department and has been relieved by Red "Low Bridge" Fuller. Red passed out the manila last week in honor of a new arrival at the Fullers'.

The two long-course officers just finished with the Swing Shift Messrs. Amman and Snipes, established a record completing the bulkhead job in four hours and 35 minutes with Dave "Oleomargarine" Buttermore on the ball at the Diving Tanks, the boys are equipping their underwater lamps with new outer plastic glass lenses, to protect the inner lens from burns. The boys have polished these lenses so beautifully that your reporter had actually to feel them to be sure he wasn't being kidded. Buttermore says it is almost unbelievable in thinking of the original Pier 88 school, that all diving was carried on in only one tank. It is easier to appreciate, with only two tanks temporarily in use due to the present construction work. If you don't believe "A Salvage Diver Can Do Anything" go take a look at the



"GENE" MONAHAN and M.J. BRZUCHALSKI are pictured during training for the feature bout of the Weekly Smoker to be held 12 July. To date neither has been defeated.

new fir floor just laid by the Swing Shifters in the Motor Shop Office. Looks like the Park Central Ballroom. Both night crews have been turning out improvements including a complete set of tool and parts bins. This is aside from their regular job on the Hercules Diesel auxiliaries of the PYc-30. Instructor Jack Niemcyk's able students have completed construction of a new hydraulic arbor jack from a few salvaged I-beams. By use of this press, shafts, gears, bushings, and other tight-fitting parts may now be removed from engines without danger of marring any milled surface.

Scorning mention in the "DESCENDING LINE" is the Seamanship instructor, J.H. "Gable" Conaway. This is doubtless due, we suppose, to the fact that Conaway's photogenic mug is appearing in the current issue of Glamour magazine.

WHERE THE FUEL GOES

A MODERN DESTROYER uses more than 3,000 gallons of oil an hour at top speed.

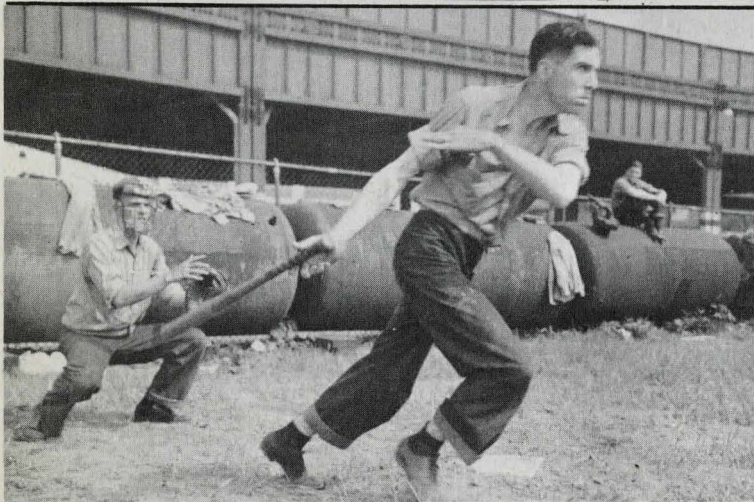


When your reporter broke in on our hard-working mail clerk, Joe Hudak, he found Joe scowling at a stack of mail occupying about two cubic feet of space. Pressed for comment, Joe admitted said stack was merely the mail from one delivery, incorrectly addressed to Pier 88. Moral: When you are transferred, fellows, please notify your correspondents. Remember, your shipmate may miss his mail due to the extra work you make for Joe.

MOUNTAIN COMES TO MOHAMMED

Picking a convenient spot off the end of the pier, a freighter kissed a barge last week. Needless to say our launch was on the spot instantaneously for a fast salvage job. Security of information prevents disclosure of the nature of the barge's cargo. However, mark up another 4.0 for our side.

Recreation reports



REVENGE IS SWEET! Lt. (jg) W.M. Minor lunges for first as his team (Staff Officers) swamps the Student Officers 14-5 in a return match last Tuesday.

SPORTSCORE

MILO D. TOWNE

The second go at softball between the Staff Officers and Student Officers took place last Tuesday. With a superb exhibition of recall

on ball playing ability, the grand old men of the Staff trounced the youngsters 14-5. Highlight of the game was when Ensign Kelley of the Staff team hammered out a beautiful home run and brought in several relatives. Lt. Mahan plowed through four shots of anchor chain attempting to retrieve a high fly that had gone in the

backfield about eight shots deep. He admitted that in his boyhood days, he could have waltzed through ten shots, anyway.

Smoker June 28

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Judges: J.F. Martin, Carp.
D.A. Bendinelli, (jg).
Referee: W.A. Mahan, Lt.
C.F. Pugh, Ensign.

Movie Schedule

- JULY..1..Going My Way
 " ..2..Secret Command
 " ..3..White Cliffs of Dover
 " ..4..Three of a Kind
 " ..5..Smoker Nite
 " ..6..Tucson Raiders
 " ..7..Ghost Catchers
 " ..8..Return of the Ape Man
 " ..9..Stars On Parade
 " ..10..Home In Indiana
 " ..11..The Hairy Ape
 " ..12..Smoker Nite
 " ..13..Take It Big
 " ..14..Candle Light in Algeria
 " ..15..Step Lively



WANTED--gloves that hinge at the elbow! Ensign C. F. Pugh, referee, gives last-minute instructions to Larry Yale (white shoes) and Johnny Cadden.