MINPAC

The Quarterly Magazine of the Pacific Mine Force

in this issue

FROM THE OFFICE OF THE

Commander Mine Force, Pacific

I plan to take the opportunity of passing on to each of you in this quarterly publication my thoughts on a variety of subjects which are broad in scope and are not covered specifically by current directives.

Today my subject is administration and how I feel we can do a better job of it.

Administration is a duty of everyone at every level. I am responsible for the overall administration of the Force. Squadron commanders administer their squadrons and division commanders administer their divisions. On board an MSO, the operations officer administers the ship's communication system and the senior rated petty officer in the galley administers the preparation of three meals a day. My point is this. Each of us from mess cook to Force Commander has an area of responsibility for administration. There should be no doubt in the mind of any officer or man about the area of his responsibility. And he should insure that there is no doubt in the minds of his subordinates.

Squadron and division commanders must exercise keen interest in the administration of the units under them. Commanding officers must insure their department heads are properly administering the ship's business.

Attention to detail and a pattern of uniformity of action are the marks of a properly administered command. It is discouraging, to say the least, to have to change our way of doing things because of some basic error in administration. Those responsible for administration, and that is the senior man at each level, must anticipate problems, investigate them and provide solutions.

I stress this fact. You are judged on how you do your whole job, not how successful you are at only one portion of it. We can not be only operators. We must also be administrators...and good ones.

F. Julian Becton

Rear Admiral, U. S. Navy

A Special Double-Length Article

Whitehat Skipper

by Gerald Boling, Journalist Second
Flag Allowance, COMINPAC

Captaincy, according to the dictionary, means the rank, commission, or status of a captain. In the U. S. Navy, command at sea is perhaps the most sought for goal. And in the Pacific Mine Force this goal is within the reach of chiefs, first class, even second class petty officers.

The mine sweeping boats (MSB) of the Mine Force are unique because they are captained by either Boatswains mates or

Quartermasters in the top three enlisted rates.

The idea of our modern Navy using small, wooden, gunless ships may very well seem incongruous in an era of nuclear powered ships. But in today's Navy one very important and necessary function is performed by the wooden ships of the Pacific Mine Force. The MSBs are no larger than a good-sized cabin cruiser, but they do the job larger, metal ships simply can't do. That job is the difficult and dangerous job of sweeping free of destructive mines the harbors and inshore areas of the world's oceans.

To do the job the Navy designed and started building in 1953 a new kind of sweeper. They made it 57 feet long and all wooden-hulled. They gave it two 300 horsepower non-magnetic diesel engines to drive the twin-screws. They built in a range capability of almost 2,000 miles and included in its standard equipment the same type of minesweeping gear you'll find on even the largest ocean minesweeper. When fully loaded -- not counting her crew of six -- the minesweeping boat displaces about 44 tons. The MSB boasts radar and, in addition, a complex array of electrical control equipment.

The job of skipper of a mine sweeping boat is highly competitive and currently there are more jobs than there are qualified personnel to fill them.

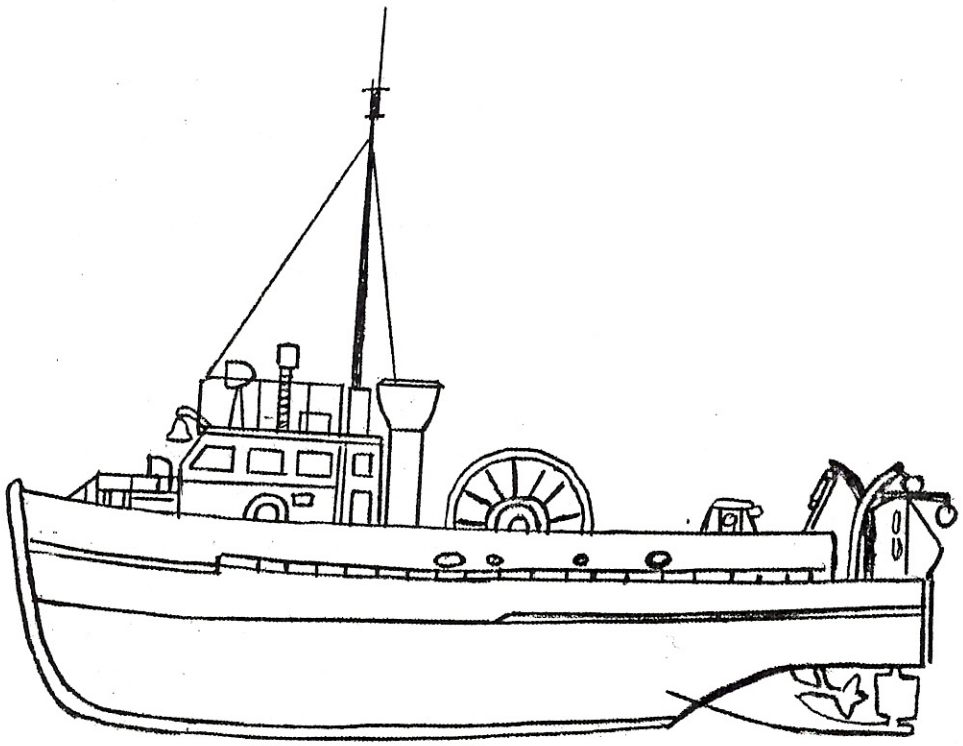
Who Can Qualify

The men who man the minesweeping boats are among the top enlisted men in the Navy and in the Pacific Mine Force today. An applicant for the MSB skipper job first must qualify on his record, pass on practical qualifications, know the boat, the minesweeping gear and how it works. The applicant is given a written exam, an oral screening and if he's passed everything he's recommended to the Force Commander for his own MSB.

The MSB skippers are outstanding in their respective fields. Their jobs are as complex, as exacting, as demanding of seamanship and leadership as any seagoing job in the Navy.

Lieutenant R. E. Vandermay, Commander of a division of minesweeping boats says, "I wouldn't be afraid to match any or all the petty officers in charge of MSBs in my division against any Lieutenant (j.g.) on any ship in the Navy."

To illustrate the complexity of skippering the minesweeping boat here is a partial run down on what the petty officer in charge must know. Visual and radio communications, minesweeping procedures and tactics, damage control, engineering, piloting, formation tactics and maneuvers, as well as deck seamanship and the rules of the road are prerequisite.



Before a petty officer second or higher can hope to become a prospective MSB skipper he must be of such high personal and moral caliber with demonstrated qualities of leadership, tact, and professional competence that his commanding officer will recommend him for independent duty in a command position.

"The petty officer just doesn't get command of an MSB," says Lieutenant R. C. Beers, MSB Mine Division 112 Commander, "unless he is the

highest caliber person."

The prospective skipper must have served on board some type of minesweeper for at least nine months. He must be a qualified JOOD underway. In addition to being able to send and receive semophore and flashing light and handle voice radio circuit, he must supervise the rigging, streaming and recovery of minesweeping gear. "These men have got to think big and act at the right time", continues Lieutenant Beers. "The truth is they have the same responsibilities as commissioned officers in command of larger naval ships - only the scale is smaller."

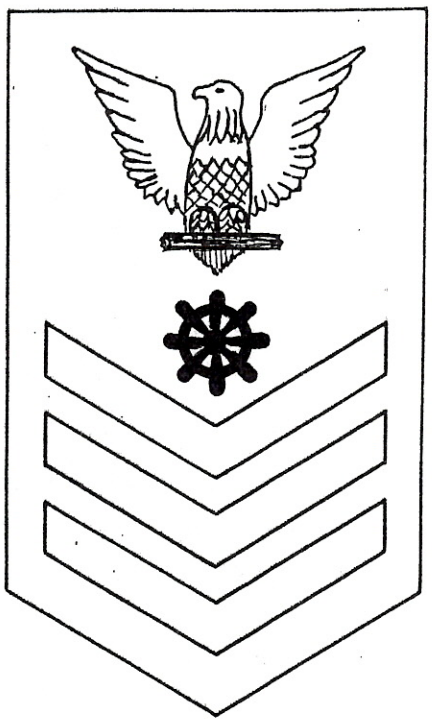
The Bigger Ships Need Sweepers

As small as they are, the minesweeping boats have great responsibility - as great as their larger kin, the ocean and coastal minesweepers. Without the MSBs particular qualifications for sweeping harbors and in shallow water areas, our aircraft carriers, nuclear submarines and guided missile ships would be prey to possible sudden destruction when operating in a hostile area.

The chiefs, and first and second class petty officers who command the little boats with the big jobs feel their jobs are unequalled anywhere else in the Navy.

Says Chief Boatswains mate Wesley A. Schultz, "It's very rewarding duty. When you are out to sea you are the boss, but most of all you have a feeling of accomplishment. You know what to do at any given time. Being skipper of my boat, the MSB-47, is duty far superior to any prior duty." A 19-year veteran, the chief has served since 1950 with Pacific Mine Force, mostly as a MSB skipper, with one tour out as a recruit instructor.

Boatswains mate first class Lonnie K. Clutter said, "Being skipper of my boat, the MSB-16, is definately a long step above any other duty I have ever had in the Navy." Dressed in the black "skin-tight" rubber suit of the Navy SCUBA diver when we talked to him, Clutter explained, "It's a necessary dress for checking underwater growth on my boat." Such attention to their commands is normal Clutter said. He pointed out that other MSBs skippers often assume the role of skin-diver to check vibrations and to examine the boat's screws and other underwater equipment. Clutter has commanded MSB-16 for a year and a half.



"Being skipper of MSB-52 has been one of my biggest advancements", said Chief Boatswains mate Robert M. Zelenak. "I think it's one of the biggest steps a second class, first class or chief petty officer can ever achieve. And once you make it," he said, "you can be sure you are qualified to fulfill the duties of your rate". Zelenak, a Navy veteran of 14 years, has also served in the Pacific Mine Force since 1950 with the exception of two years recruiting duty in Lancaster, California.

High Skill and Spirit

The high degree of skill and spirit required in MSBs has built up considerable pride in the "Splinter Fleet". Each man knows his job and the job of each of his shipmates. In such a small crew this is absolutely necessary. It is natural then that the crew of the MSB is a close knit group.

The MSB petty officer in charge is everything the dictionary says a captain should be. His duties, opportunities and responsibilities cannot be equalled. In fact, although other chiefs and petty officers are given

command of landing craft, harbor tugs and yard and service craft, the Pacific Mine Force minesweeping boat skippers regard such assignments as mere child's play in comparison.

Their message is that "challenge and opportunity await the Navy man who would sail with the 'Wooden Ships and Iron Men' of the Pacific Mine Force."

"THE IMPORTANCE OF WATER" DEPARTMENT.....

Did you ever wonder how a ship as big as the aircraft carrier RANGER actually floats? I mean, Charlie, the ship's anchor chain is a half mile long and each link weighs 360 pounds, give or take an ounce for clipping here and there. And it's so long, the ship we mean. Taller than the Empire State.

Did your girl ever ask you about how they float? My girl has asked me. And I couldn't come up with the answer. I suppose someone can explain. They are getting around to explaining everything these days, except the common cold. Now there's a sickness with a right monicher. Common, if nothing else.

But this grey metal bobbing along on just wet water. It bugs me. I read the other day, three-fourths of the world is covered with water. Lots of folks will still give you odds the whole thing's flat. Why even the PHDs who study oceans admit they don't know about much beyond the one hundred mile limit. Of course, that's a long swim for anyone.

The Navy talks a lot about the water. Don't laugh, I mean they talk about the importance of keeping control of the water. It isn't as though there was going to be a shortage of it or anything. They just believe we better hold on to our rights to drive around on it. I think they got something there. Almost everything you buy these days comes part way from someplace else and there's always water in between. Without a Navy to exert "seapower", as they call it, we wouldn't be eating so good. Like, how about some black bread, Charlie? Wouldn't that choke you up?

ONE OF A SERIES

SUBIC

Minesweeper Stopping Off Place in the Philippines

Pacific Mine Force officers and men who have never visited Subic Bay in the Philippines have something to look forward to...especially if you don't mind a little heat or a little rain in season.

If you are scheduled to deploy on an MSO in the future you can practically guarantee yourself a personal look-see. Until then, here's a preview.

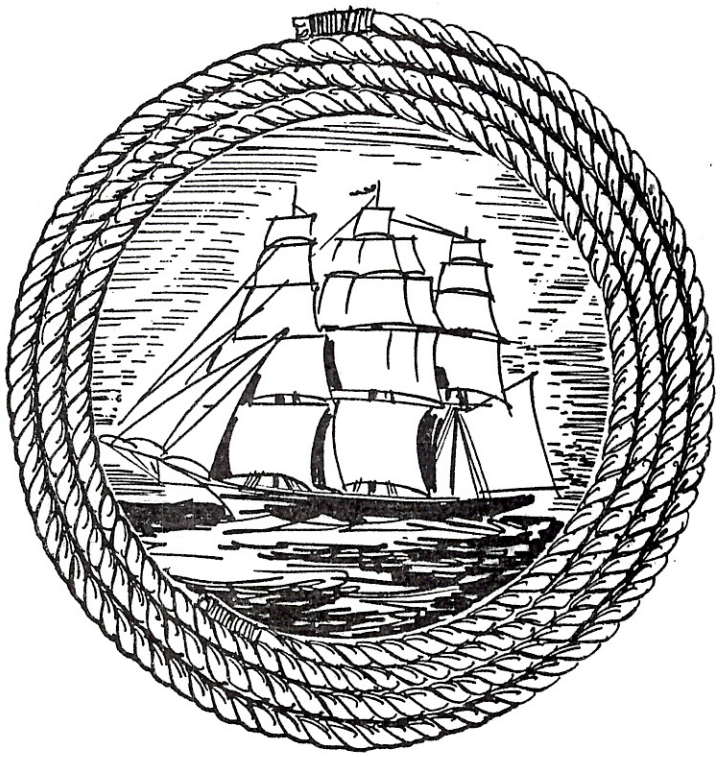
The Naval personnel on duty at the new (everything has changed since 1956) and expensive (about $144 million so far) naval base just north of Manila are proud of their duty station. And rightly so. It is the kind of Naval Base you'd build if you had a perfect harbor and could start from scratch. That's what they did.

A past Commander of the sprawling Subic Naval Base has said, "It has what it takes -- to support the entire Seventh Fleet in any operations in the Far Pacific on the doorstep of Communism."

Subic is the key brick in a Naval wall, the anchor of a north-south chain of Free World defenses in the Pacific. It started a long time ago.

In Magellan's time, the Chinese trade junks had already discovered the fine storm protection afforded in Subic's magnificent harbor, big enough and deep enough today to anchor the entire Seventh Fleet. The Spanish Navy began a base at Subic in 1868.

The American Navy under then Commodore, later Admiral of the Navies, George Dewey came to Subic in 1898 and the first U. S. Naval Station was commissioned there in 1904. Except for the three years of Japanese



occupation, Subic has been a part of our Pacific forces ever since.

There are about 2,500 Naval and Marine Corps personnel on duty there with some 1,500 dependents. In addition, there are about 250 U. S. civilian workers and several thousand Filipino employees.

The Naval Base is composed of a Ship Repair Facility quite capable of doing almost any type of repair work one of our MSO's or MSC's might need, a Naval Supply Depot that is well stocked with most of the

items minesweepers require and a Naval Magazine with a Mine Shop.

There is also a Public Works Center, the Naval Station, a Marine Barracks and, across the harbor from the Ship Repair Facility, the Cubi Point Naval Air Station.

There are outstanding recreation facilities in the Subic-Cubi area. The clubs, bowling alleys and the Cubi movie theater are all air-conditioned. The eighteen hole golf course offers a challenge and there is no truth to the stories that the pythons steal your golf balls if they get too far into the rough.

Three swimming pools, water-skiing and Special Services boats are available. In the past year a "get away from it all" leave and recreation center has been established on Grande Island located in the Subic harbor entrance. Special Services also has vehicles -- with drivers -- available for trips to other cities, such as Baguio in the north, for a nominal rental fee.

The weather at Subic ranges from mild evenings to hot days. The temperature gets into the 90's during the hot season. The rainy season starts in June or July and runs about three months. It isn't constant rain, but sometimes it seems like it. They get an average of 100 to 120 inches of rain a year, most of it in the three month period.

Located just outside the main gate is the Philippine community of Olongapo. This comparatively modern Philippine city was until December 7, 1959 a part of the Naval Base having grown up inside territory that was ceded to the United States by treaty. Until the turnover the city was administered by the U. S. Navy, the only town

so managed in the world. The ties between the new city and the Navy at Subic Bay remain close and friendly.

Philippine pesos are the legal tender outside the Naval Base, while Military Payment Certificates are used on base. U. S. greenbacks are not authorized for use on base or off.

In brief, Subic repairs ships, supplies ships and arms ships. They have an outstandingly successful People to People program in day-to-day operation. Cubi Point supports the aircraft of the Fleet.

They do a lot of business at Subic and, in the words of the present Naval Base Commander, Rear Admiral Charles K. Duncan, "They welcome more."

OPEN LETTER TO A JUNIOR OFFICER ABOUT TO MAKE A DECISION

OPEN LETTER TO A JUNIOR OFFICER ABOUT TO MAKE A DECISION — OPEN LETTER TO A

This year you will finish up two or three years of successful naval service. Most of it has been good; sometimes you've had your problems. It will be the same any place you go. But have you considered, seriously, not going.

As a junior officer with experience you are valuable to the Navy and the Navy has valuable opportunities available for you. They might just be of interest.

How about teaching at Newport or Great Lakes or San Diego? Do you like to administrate? Opportunities in every Naval District and in Washington. Have you ever considered going overseas to Africa, Asia, the Caribbean, Alaska, even Europe?

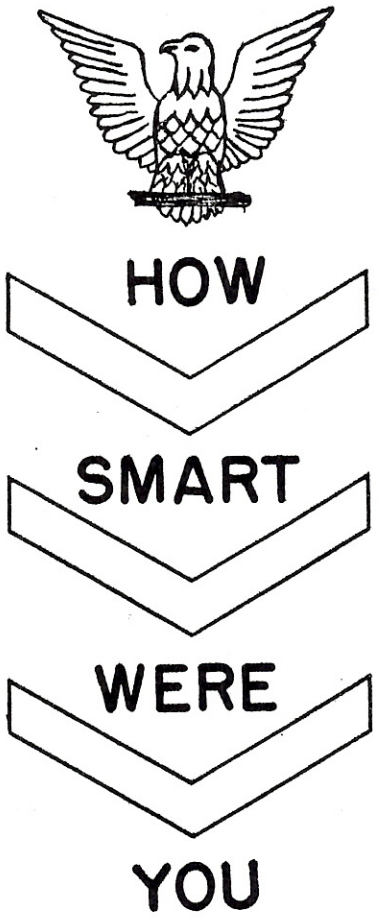
Many posts are open; just as many are open at sea on either coast. Name your choice. This is just a sampling.

The big question is do you want to extend on active duty or, perhaps, start now to pursue a career in the Regular Navy. There is a definiate need.

What are you going to do in civilian life? Are your plans firm, or just hazy? If you are interested in extending you are encouraged to submit an official request to the Chief of Naval Personnel. If you want more information get off an unofficial inquiry to the LTJG-ENS Assignment Desk (PERS B-114).

Stick around, the water's fine.

JUNIOR OFFICER ABOUT TO MAKE A DECISION — OPEN LETTER TO



"Operation Information" is a major program affecting all hands seeking advancement in rating. It was developed by the Naval Examining Center.

The program makes its debut after publication of the results of the February 1961 service-wide examinations. For the first time in the Navy's testing program, candidates who fail the examination, or who passed but were not advanced because of quota, will be notified of their relative standing in the subject matter sections of their respective examinations.

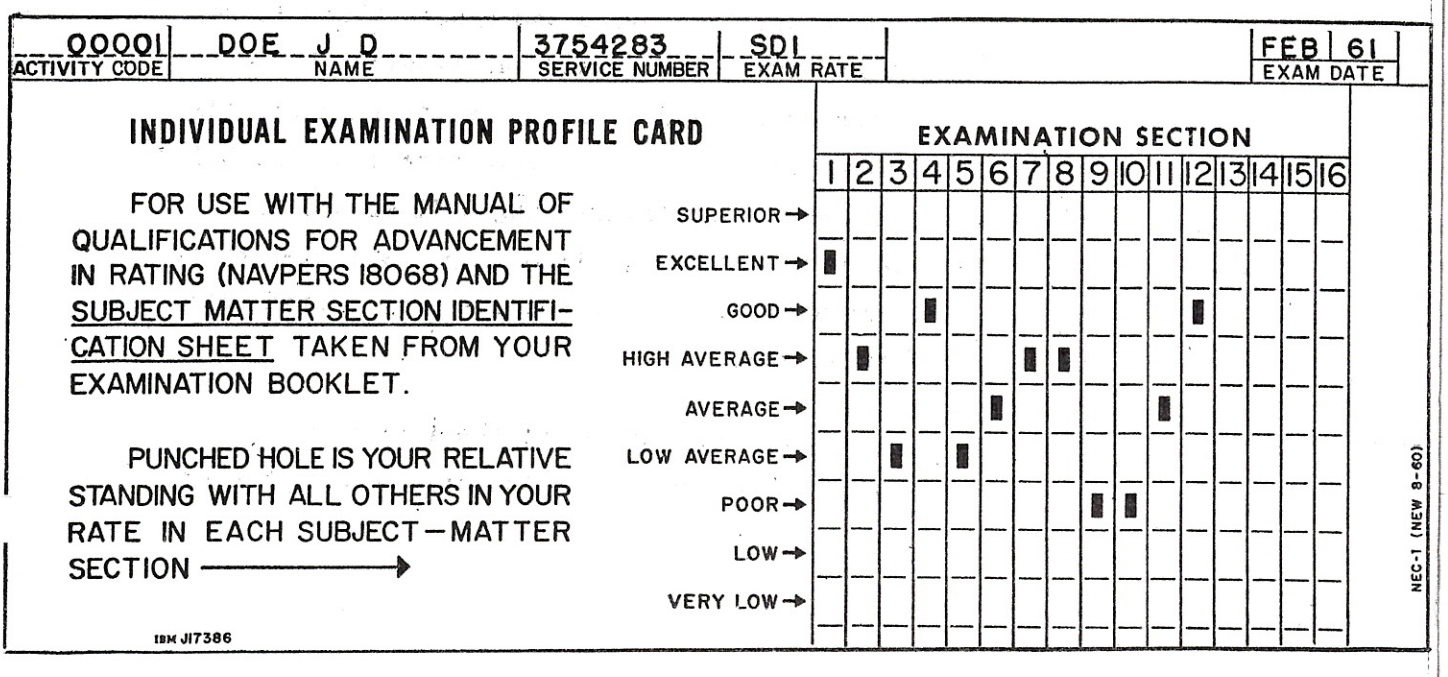
The purpose is two-fold. In addition to informing the candidate

of his relative standing in the examination, it also provides I & E officers with a diagnosis of the candidate's examination results. With this information, I & E officers can then advise the individual candidate on a course of study to improve his knowledge in those subject matter sections in which he requires improvement.

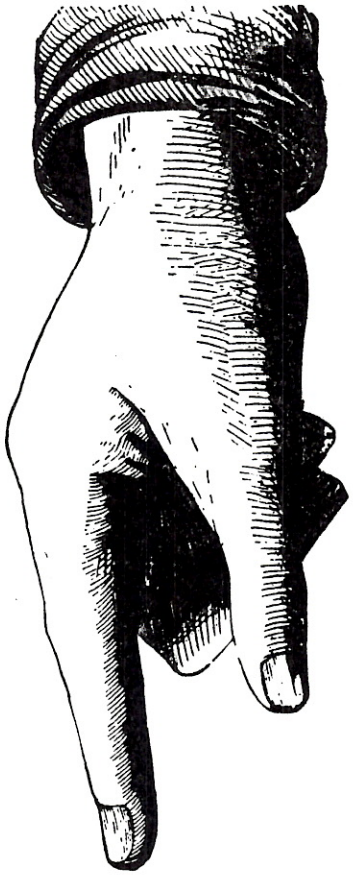
The chief source of information for both the I & E officer and the candidate is the individual Examination Profile Card. This card will tell the candidate his standing in relation to the other examinees in the particular rating and pay grade. The program will be pertinent to the advancement examinations only and will receive its second go-around after the August 1961 examining period.

Each examination booklet in the February 1961 examining period contained as the last sheet of the booklet, a "Subject-Matter Section Identification Sheet." This sheet was returned to the candidate after he completed the examination.

Each candidate should retain this Subject-Matter Section Identification Sheet for future use in interpreting his Individual Examination Profile Card. The punched holes in it will indicate to him how his knowledge of a subject matter section compared with that of <u>all other candidates in the same rating and pay grade</u> and will form, for the individual, a profile of the strengths and weaknesses in his overall knowledge of his rate.



The Case of the Backward Pistons



Although the pistons in the Packard engines found on board our Pacific Mine Force MSOs will fit into their cylinders backwards, did you know there's a wrong way and a right way? If you do it the wrong way, the consequences can be disastrous.

Briefly, the head of the piston in the Packard forms a part of the main combustion chamber and it is recessed for valve clearance. The intake and exhaust valves being different sizes, the valve head recesses in the piston head are different diameters.

The consequences of inserting the pistons 180 degrees out was demonstrated recently following the overhaul of the prime mover of the MSO's 185 KW generator. It turns out the pistons were inserted backwards by an experienced second class engineman who was "sure" he knew the proper orientation.

After the engine was reassembled, it was jacked over by hand and run by air with no evidence of malfunction. It was then lit off and appeared to be running properly. The Chief Enginemen, the Engineering Officer and the Executive Officer, all of whom were present at various times during the test run, noted nothing unusual.

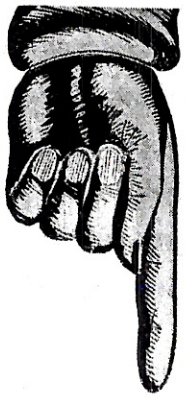
After 45 minutes of the test run loud knocking was heard and the engine was stopped.

The search for the cause of the sudden knocking was short. It was discovered that all pistons were installed backwards. The in-backwards pistons had been contacting the heads of the exhaust valves. The noise came when the valve heads in one cylinder finally broke off and started flying around inside the cylinder. The damage required these replacements: One cylinder liner, six pistons, six wrist pins and six cylinder heads. The ship's man hours lost can't be replaced. Only possible benefit from this "bust" is the warning it can provide other MSO commanding officers.

That is the reason this tale of woe is reported here. We thank the ship -- which shall remain anonymous for obvious reasons -- for sharing it with us.

These are the recommendations her commanding officer submitted to MINPAC along with the story.

First, recommend this article to your Engineering Department personnel. Second, establish a policy that all repairs or overhauls will be checked by competent supervisory personnel to insure all parts are correctly installed. This check should be performed by someone other than the man who made the repairs. Do the checking as the work progresses so that all interior installations can be verified.



Just for the record, there are other parts that can be put back the wrong way...such as main bearings and connecting rods!

WEST PAC ODYSSEY

By Lieutenant John Cremo, USN
Past Executive Officer, USS EXCEL

There is no absolutely complete record of a ship's successes or failures inscribed anywhere except in the memories of her crew. Here is one memory, recounted for those who have traveled the same ways and for those who will in the future.

This minesweeper was homeported at Long Beach, California, when orders were received to prepare for a tour of duty in the Western Pacific. Sailing directives were reviewed and President Eisenhower's "People to People" program was directly responsible for the following items being brought aboard: 500 pounds of used clothing donated by a local church; a record player and broadcast unit; Japanese, Chinese and Korean language guides and records; 150 small wallet-size pictures of the ship; 15 extra cotton mattresses; a bicycle - 1940 vintage. Prior to departing a letter was sent to the immediate families of the ship's personnel listing methods of communication available to notify the Navymen of emergencies at home, the approximate length of the cruise, the purpose of the cruise, the availability of the American Red Cross Chapters and Navy Relief Scoiety in

times of hardship or distress and a request that all dependents write frequently. We also selected an editor (an English major from Princeton) to inform the people at home of our trip abroad. This resulted in the birth of a monthly summary of events that was mailed home at request of the crewman.

The ship departed on schedule and arrived ten days later at Pearl Harbor, Hawaii for fuel and logistics. Here the crew was granted a one day liberty to visit Honolulu and the world renown Waikiki Beach. Next port of call was Midway Island where we obtained fuel and departed immediately for Japan. The ship met heavy seas during this passage and nature led many sailors to believe that the Pacific Ocean was improperly named. Some did, however, pursue the study of foreign languages through informal instruction periods and the Plan of the Day. Foreign language greetings became the order of the day between all hands.

Upon our arrival in Yokosuka, Japan liberty was granted and the ship was placed in a ten-day availability for voyage repairs. Our sixty-seven ambassadors were off on various missions of good will after the following policy lecture was administered.

"We are guests now, sent to help, preserve and protect a new feeling for democracy unknown before in Japan. Our ideas and resources are to be shared and not forced upon an unwilling people. American show and bluster must be avoided since it is not in consonance with the poverty often seen in foreign countries. We need Japan as a friend! Our concept, to conquer another and then help her regain economic stability and prosperity, is somewhat novel in recent history and can only be accomplished through tact and

international fellowship. This is our objective in the Western Pacific. If we can prove that former enemies can live together, sharing their national culture and economic wealth, the peace we all strive for may have a chance to survive."

Our sailors met this challenge. Perhaps the following words, spoken by a former Japanese Naval Officer at an informal reception, can best describe their acceptance of our envoys.

"Never during the war, did I ever dream that some day I would eat and drink with my enemies, in good humor, at the same table." The next day this newly acquired friend sent the ship a note surrendering the entire Imperial Japanese Navy, all over again, and begged forgiveness for retiring so early the previous evening.

After our voyage repairs, we departed for Nagoya, Japan, to operate with the Japanese Maritime Self Defense Force in an integrated minesweeping exercise. We found the Japanese sailors to be very capable and efficient mariners, in possession of a potential that would be an asset to any nation involved in a conflict of international waters.

Upon completion of the exercise, we docked in Nagoya to hold "open house" on board for two days. We greeted our visitors as they came aboard with a

recorded three minute welcoming speech in Japanese. The success of this venture can best be analyzed from two facts; four hundred people visited the first day; four thousand the second. We also entertained our guests with American rock-n-roll and "Victory at Sea" music. During these sessions, a few of our more enterprising sailors acquired Japanese partners, and treated our guests to an exhibition of jitterbugging. The younger Japanese boys, under supervision, familiarized themselves in Naval ordnance and gunnery on our 40MM mount. The older people enjoyed talking in Japanese over our intra-ship communications system. The following day a ship's party treated thirty orphaned children from Nagoya to movies, ice cream, cookies, candy and a toy gift. The children gave us the happy smiles and expressions of appreciation that only an orphan can manage to display. Their spokesman, whose eyes were wet with tears of joy and appreciation, shook hands with us and graciously thanked our sailors for their kindness. When they left, we gave these children our entire supply of Christmas candy to distribute among their bedfast friends.

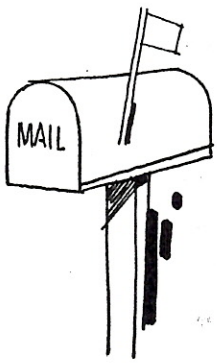
We left Nagoya for Manila and the Philippines with memories of Japan that will live with us forever. The hard work encountered while representing our country well, in a foreign land, was now a part of our daily routine and the dividends were paying off handsomely in world-wide travel and adventure. We cleaned up the ship and made ready for our next port of call.

Ten days later we arrived, in company with another MSO, and tied up at the Philippine Naval Headquarters Yacht Basin. We operated with our Philippine ally in a joint exercise and received the commendation of the

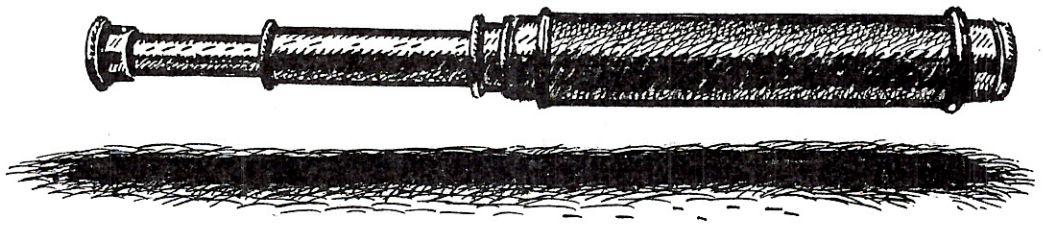
Commander of U. S. Naval Forces in the Philippines for outstanding performance, initiative and perserverance. Prior to leaving Manila, the Philippine Red Cross appealed to our servicemen for whole blood and we responded with 39 pints from a crew of 67. The Philippine National Red Cross said the donations were of incalculable value to the patients whose early recovery to health depended on a timely transfusion of blood.

The Philippine Department of the American Legion also acknowledged our contributions to the sick and indigent. But we were not alone. In Manila, we encountered the wife of a Navy enlisted man stationed at Sangley Point who with great warmth and human kindness has adopted thirty Philppine orphans, giving them a home, food, abundant care, love and sympathy. The ship entertained her orphan family at a party on board and presented them several mattresses and the ship's bicycle.

The ship departed Manila and proceeded to Kaoshiung, Taiwan for an operation with the Chinese Nationalist Navy. Here we discovered Chiang-Kai-Shek's Navy to be quite efficient. We embarked an Ensign from the GRC Naval Academy for one week. Inport time followed, five days of liberty, and we distributed our entire 500 pounds of clothing to the needy people of Kaoshiung. Scuttlebut favorably compared the friendship of these people with the people we had met in Nagoya, Japan.



Next Hong Kong, a breathtaking spectacle of beauty, tragic over-population, and indescribable poverty. A tourist's paradise, our sailors enjoyed the stay, taking maximum time off to tour the area and to buy many



gifts. Our stay was extended one day because of a typhoon crossing our intended track back to Japan.

Chinhae, Korea, the home of the South Korean Naval Academy, was our next scheduled port of call. Enroute we transited the Taiwan Straits under Red China's surveillance, stopped in Sasebo, Japan for logistics and proceeded to our destination. At Chinhae we participated in a joint minesweeping exercise around the island of Koje-do, an exercise that conclusively proved the Korean Navy to be well organized and ready for any minesweeping task. No liberty was granted in Korea because of operational committments; however, interesting literature was obtained from the Korean Navy on the history and background of the country, the city of Chinhae and the Naval Academy.

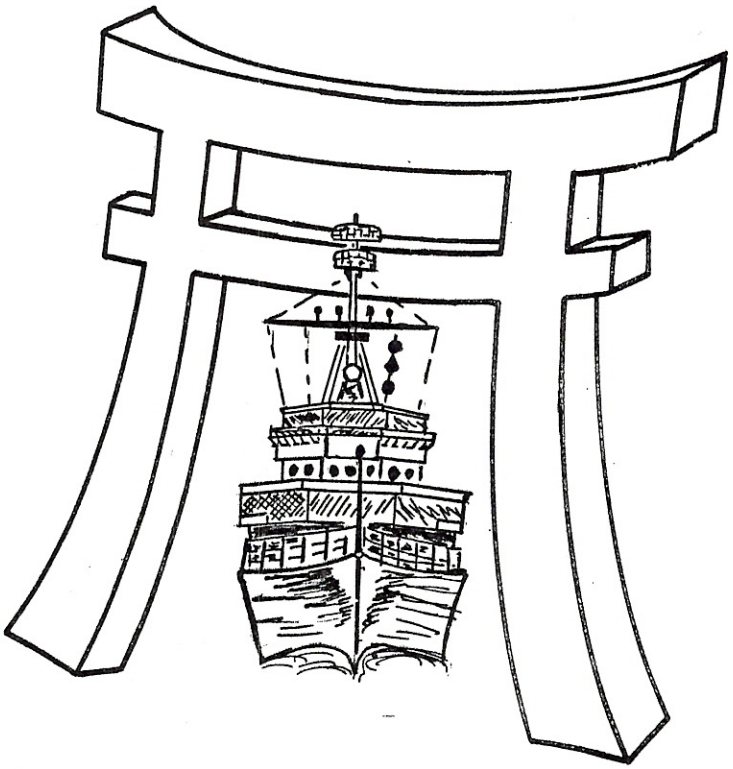
Our course was set, upon completion of this last integrated minesweeping exercise, for Sasebo, Japan. Upon arrival, we received a classified assignment to test the endurance of the ship and the men under full wartime conditions. Our men displayed courage, stamina and durability. Drydocking for an application of antifouling, paint and minor repairs followed. Final logistic arrangements were made for the trip back to the United States.

Our sailing orders were received and an exhilaration swept the ship. We anticipated seeing our loved ones again, but dreaded the long voyage home. Others

regretted parting from new found friends.

The schedule of events had been so rapid, many found it difficult to believe six months of toil, sweat, disappointment, joy and success had passed. Four joint minesweeping exercises had been successfully completed, 15,000 nautical miles will have been added on the pit log when Long Beach is next sighted. Our "People to People" program had been actively supported by every man.

I could go on and on but this same drama and show of benevolence is being repeated every day by all American servicemen, overseas. This has only been our story.



FINDING THE MISSING MIDGET

How EODU One Found Barnacle-covered History in the Waters near Pearl Harbor

Gunner'smate second Jerry Galloway was neither an explorer nor a historian until last June when he became both in seventy-five feet of water.

A regular member of Explosive Ordnance Disposal Unit One on duty in Hawaii, Galloway was on loan to the Pearl Harbor Submarine Base as a SCUBA instructor. He was on a training swim with his class. They were in the water about a mile off Hickam Field when he and his swimming partner, SK1 C. F. Buhl, discovered and explored almost forgotten history.

Galloway and his partner discovered a midget Japanese submarine. It was in amazingly undamaged condition when you consider it had been there, in 75 feet of water, since December 7, 1941.

For almost nineteen years it had rested there, upright, its muzzle-loaded torpedos unfired, its periscope looking back to the Pearl Harbor Channel.

What had happened to stop the sub from attacking the many nearby U. S. Navy ships on that December day? No crewmen's remains were found once the submarine was raised and opened. Neither were any charts, logs or other identifying papers. No answers.

This much we do know from official historical reports. The Japanese Navy sent five midgets off on missions of destruction in Pearl Harbor. Their attacks were to be coordinated with the air attack.

"Galloway's sub" never made it. And the discovery on June 13, 1960 was the first the world had heard of it in almost two decades.

Galloway and his training class realized there was an explosive hazard in this discovery. They anchored their diving boat over the submarine and returned to base by rubber raft to inform EODU ONE. The Assistant Officer in Charge, LT A. G. Kennedy, and the duty EOD team went to the scene as fast as their 16' runabout would take them through choppy seas and heavy ground swells.

The divers admit now they were all rather skeptical of actually finding what Galloway had reported.

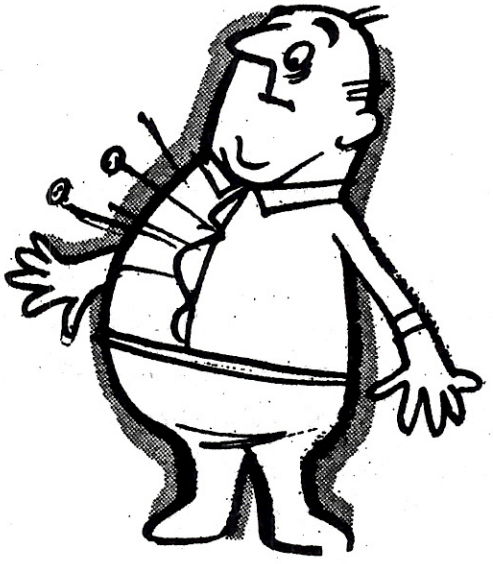
But there, some 12 fathoms down, the outline of the small sub began to take shape.

"It was remarkable to say the least," reports EODU ONE Officer in Charge at the time, LCDR V. D. Lovett.

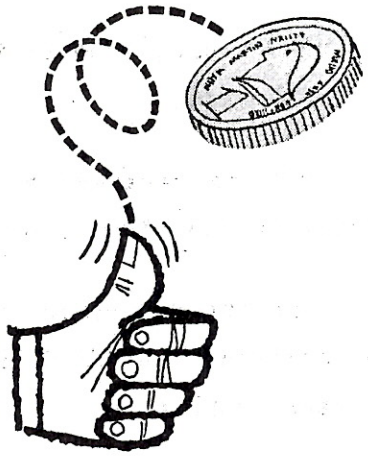
And the surprises continued even after the Unit's Team Eleven divers had assisted the USS CURRENT (ARS-22) in raising and returning the midget to Pearl Harbor.

On July 14, nine days after the salvage operation began, the submarine was raised and, flooded to eliminate free surface effect, towed back to the base. In West Loch, Pearl Harbor, the midget was physically transferred to a barge and officially transferred to SUBPAC's custody from SERVPAC. MINPAC and EODU ONE transferred its pride in one of its members to no one.

There followed the first, dramatic entry into the submarine. This was accomplished by prying open the single hatch in the conning tower. Captain H. A. Thompson of the SUBPAC staff searched the area of the conning tower for any identifying papers with negative results. Two problems



remained. The unfired torpedos in the bow and the apparently unexploded scuttling charge somewhere in the boat.



The course of action chosen to deal with the torpedo danger, each with 790 pounds of explosive, required removal of the entire forward section which housed the torpedos. The removal of this section, some 20 feet in length, proved remarkably simple. The men just unbolted it at its original joining band -- and the bolts worked very freely, even after almost 10,000 days and nights in salt water.

Next, holes were cut in the hull in several places to facilitate operations and the after battery compartment was explored for the scuttling charge. There it was, crushed by the shifting of the one hundred pound batteries. Pieces of the charge, shimose, were found scattered throughout the compartment when the batteries were removed. Finally, to insure an explosive free area, the compartment was hosed down. Some fifty pounds of the shimose were recovered. Laboratory analysis proved it to be stable. A study of the small lengths of time fuze found in the compartment, along with three detonators, gave good indication -- because sulfur was still present in the fuze -- that the scuttling charge had never been activated.

That long ago crew had abandoned the midget submarine, short of their mission, and had disappeared from history.

The salvagers next turned their attention to removing the torpedos from the now-disected bow. It proved an exhausting, and finally impossible, chore. Corrosion had worked well there. Water pressure, up to 150 pounds of it, was employed to pry them loose. No luck. A strongback was rigged using a railroad tie and a 50-ton housejack and pressure was applied. No luck. The process was tried again and again. Still no

luck. All that was accomplished, in fact, was the bending of the railroad tie.

At this point, with the bow section getting to be in bad shape and rather than spend more time and expose more personnel to unnecessary hazards, the attempt to remove the torpedos was discontinued on EODU ONE's recommendation. On July 28th the bow section returned to the sea it had so long existed in. This time in the deep water of a Navy ammunition dump area.

The men of Team Eleven who participated in this modern exploration below and above the surface of the Pacific Ocean were LTJG J. B. Connors, Team Commander, ENS G. A. Miller, GMCA R. J. Grigon, BM1 A. B. Lippincott, AO1 J. L. Tucker, GM2 D. J. Boyd, BM2 J. J. Kinnard, MN2 M. W. Dahmer and Gunnersmate second class Galloway.

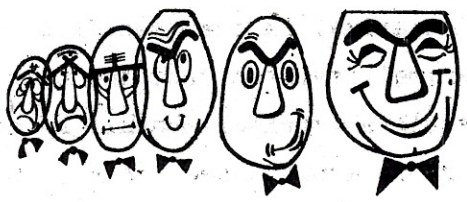
In his report of this extraordinary incident upon which this narrative is based, LCDR Lovett had this to say:

"An interesting sidelight to this is that the area in which the submarine was found has been used as a diving training area by personnel from EODU ONE and the Submarine Base for several years." —H. E. P.

The Improbability Barrier has been broken. Unceasing vigilance has finally been rewarded. "Boot" seamen throughout the Navy can take heart. The radar picketship LOOKOUT's lookout located a mail buoy.

The pick-up was made 428 miles east of Cape Charles, Va. The buoy contained two letters, one addressed to a Captain Harper of no address and one to a Miss C.L. Goodbody in England. There were also two quarts of blueberries, presumably for the finder.

It is anticipated that this may lead to discovery of a left-handed screwdriver and 12 and 24 volt battery water.



Dinkus' Crystal Ball

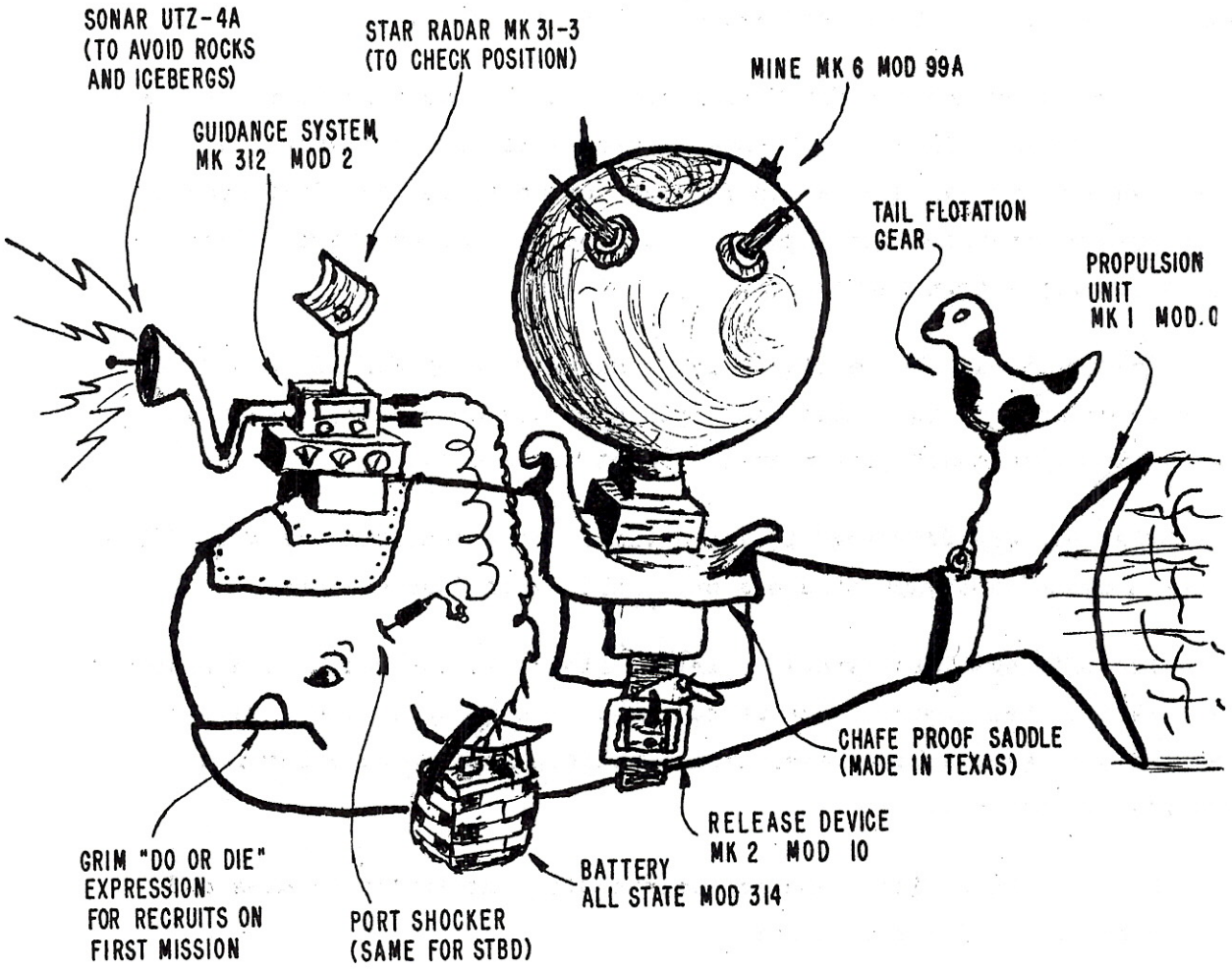
by Professor R. V. Dinkus
BS, MMD, LTD, HS (Fudd College '02)

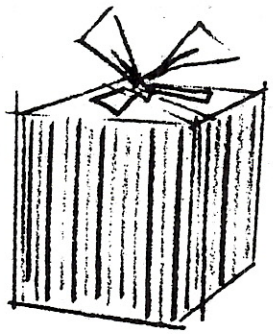
This column will appear in each issue as material becomes available. It will make an honest effort to take a not-too-serious look into the future of mine warfare. All ideas, correspondence and gripes can be forwarded informally to the editor. All material submitted will become the property of the editor and will be plagerized, changed or thrown into the wastebasket depending on the moods and gastric disturbances of the day. Under no conditions will material be returned or paid for.

Our first vacant stare into the crystal ball reveals that by 1991 the U. S. will have a magnificant stockpile of the relatively new weapons system ASPGUM (Animal Self-Propelled Guided Mine). This device (see cut) consists of a mine strapped to the back of a sea-dwelling mammal such as a porpoise or whale. The guidance system consists of a miniature inertial guidance system into which the desired location of the mine is dialed. The animal is then set free to swim and forage for itself. Everytime the animal deviates from the course selected the guidance system initiates a small electrical shock. Eventually the animal will take the desired heading to avoid these shocks. On reaching its destination the mine would be

released, automatically planted and thereafter function in a normal manner.

The many advantages of this system make it superior to older mining vehicles. Mines can be planted in secrecy with absolutely no damage to men or material. In addition, if the current training program is successful the porpoise or whale will return to base and can be reused during the life of the animal. The weight of the explosive carried is of course limited by the size of the whale used. Personnel will be assigned to this program in the normal SEAVEY/SHORVEY rotation. No volunteers are desired.





the happiest day in kiuragi

Late last year officers of Mine Flotilla One were responsible for a worthy and unique bit of people-to-peopling in Japan.

In December the Pacific Mine Force's WESTPAC command sent its helicopter to pay a call at the Motoyama Primary School in Kiuragi, a relatively poor coal mining and farming community in Saga Prefecture. The visit was perhaps the biggest thing ever to happen there. Just about the whole town turned out.

The visit was the result of friendships made by MINFLOT ONE Mine Countermeasures Officer Lieutenant junior grade Charles F. Fisher and helo pilot Lieutenant junior grade Robert A. Reed II.

The idea of "dropping" in for a visit developed when the two officers met a group of Motoyama students on a holiday in Sasebo, Japan.

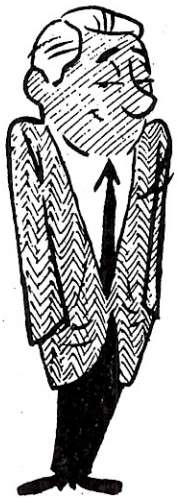
The officers later wrote to their friends at the school and proposed the visit by helicopter. The response was a swarm of letters saying "Please do come..we have never seen a helicopter...we have never had American visitors..."

MINFLOT ONE officers and men generously contributed candies and sports equipment for the children.

Eight hundred and fifty children of the school and some 1200 other

Japanese were on hand when Lieutenants Reed and Fisher arrived. They were ceremoniously presented with flowers and gifts. And they reciprocated with the contributions of their shipmates brought along in the helo. The officers talked with the children, showed color slides, visited their school and were entertained by the school's principal and teachers.

ASAHI, Japan's largest daily newspaper, called it "the most enjoyable and happiest day the children had ever known."



DON'T GET CAUGHT HOLDING THE BAG.....

The nice little canvas bags RPIOS sometimes ship publications to you in must be returned to an RPIO as soon as possible. Don't be caught holding the bag. If you want one for your very own have a bosun's mate create one or, if your bosun's mate is all thumbs, get one on open purchase.

LOST ANY PUBS LATELY ?

Time after time RPS-Custodians get shot down because the tag on their RPS or ARFCOS transporting bag indicates "FPO San Francisco" as the ship's address vice the ship's actual location at the time. The ~~tag~~ should indicate "Long Beach" or "Yokosuka" or "San Diego" or "Melbourne" if you're real lucky.

Another First

"93" Develops MSO Tactical Data

The first compilation of MSO fuel consumption and engine performance data while minesweeping, the work of Mine Division 93, is now being evaluated by the Pacific and the Atlantic Mine Forces.

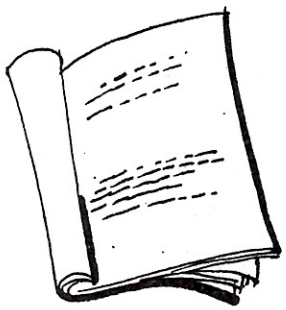
This compilation of tactical data for the ocean minesweeper is a signifacant first and can be of great importance to future officers in tactical command and staff officers who must estimate logistic requirements.

Designated COMINDIV 93 TACNOTE 1-61, this new publication is the result of work over a 20 month period by the ships and personnel of MinDiv 93 and directed by Lieutenant Commander William Steadley, COMINDIV 93.

COMINPAC has distributed the TACNOTE for evaluation in the Pacific Mine Force and has requested evaluation from COMINLANT.

In recognition of their efforts in collecting, compiling and assisting im the promulgation of this data, COMINDIV, 93 has commended the following:

LCDR J. B. Brady, Jr., CO, ENHANCE
LCDR D. F. Milligan, CO, LEADER
LTJG D. L. Schroeder, ENHANCE
ENS C. C. Mason, ENHANCE
ENS E. W. Frykman, EXCEL
ENS J. B. Fox, III, EXCEL
LTJG S. V. Kistner, GUIDE
ENS P. R. Gage, GUIDE
LTJG R. T. Marold, LUCID



ENS B. H. Gray, LEADER
ENS D. C. Carter, LEADER
D. C. Myren, SMC, LEADER

Commodore Steadley reports all of the data was collected under ideal weather and sea state conditions and that a majority of the information was collected on the measured mile off Long Beach's harbor entrance. The engineering data was collected for 8, 16 and 24 hour periods.

TACNOTE 1-61 is the second major publication contributed by Commander Mine Division Ninety-Three. The first was the original draft of the present Force CIC Doctrine.

MINPAC salutes Lieutenant Commander Steadley and all others responsible for this commendable original effort.

LOOKING FOR A COFFEE LIFT ?

That first cup of coffee in the morning will give you a lift in about 20 minutes. But a second cup may make you a victim of caffeine tachphylaxis. Your friends needn't worry, though, it isn't catching.

Doctors at the University of Michigan explain that the first cup stimulates you but also blocks off additional caffeine for about two and a half hours. This is caffeine tachphylaxis. To avoid: watch the clock and time those coffee breaks exactly!

EXPECTING SHORE DUTY ORDERS ?

By LT O. E. Harmon
Force Personnel Officer

Sometimes it is not easy to get an answer to a simple question. Like, for instance, why you haven't received shore duty orders.

The phrase "exigencies of the Service" is too often the only answer. Here's a better one, provided by the Force Personnel Officer:

Once your Seavey Segment Schedule comes due you probably expect to receive your orders ashore. To insure you do receive orders, you must have approximately 30 months remaining on your enlistment.

Take the case of OLDSALT, BM1, Seavey Segment 1 (BM) who had completed Sea Tour requirements, that is, he had been at sea since December 1955. On 1 July 1960 PAMI prepared a Fleet Summary of Segment 1 and submitted it to BUPERS to arrive prior to 1 August. OLDSALT's name was included as one of 30 eligible BM1s. BUPERS approved the listing and PAMI in turn prepared and mailed a Rotation Data Card on the selected personnel, including OLDSALT, to the commands. By 15 November, the commands had the cards filled out and back to PAMI. PAMI then prepared the Seavey Data Cards and submitted them to BUPERS by 1 January 1961. OLDSALT is set, waiting for his orders ashore, which may be issued anytime between 1 February 1961

and 31 January 1962.

Now -- consider these IFS!:

1. IF OLDSALT's enlistment expires after 1 February 1963, he should get his orders to shore duty.

2. IF OLDSALT's enlistment expires before 1 February 1962, his Seavey Card will be filed by BUPERS in the Inactive File and no further action taken.

3. IF OLDSALT's enlistment expires between 1 February 1962 and 1 February 1963 he may get shore duty orders, but chances are slim unless he has over 12 months to do from proposed transfer date - not date orders are issued by BUPERS.

4. IF OLDSALT falls in category 2 or 3 above, he will have to extend or reenlist before he can be assured of receiving shore duty orders - and he should expect approximately six months time lapse (after an extension or reenlistment diary entry is made) for his Seavey Card to come out of the Inactive to the Active File.

If you are in the Seavey and are wondering why no orders have been received don't depend on "the exigencies of the Service" dictating your assignment ashore - check with your yeoman - determine your status in the light of the Enlisted Transfer Manual (NAVPERS 15909) and take the appropriate steps. Its your career, your profession, your duty - plan it wisely.

"Hitler began World War Two with 57 submarines. Russia today has in excess of 475."

....put that in your peace pipe!

FROM MINFLOT ONE

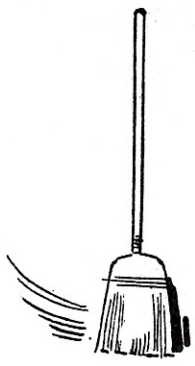
We Lead the Fleet

Most of the public thinks that the ships which lead fleets into battle should be swift destroyers, heavy cruisers or giant aircraft carriers. In truth though, the smallest ships in the fleet are the leaders. These are minesweepers, small wooden ships manned by less than forty men. They clear a minefree channel to allow larger ships to enter the objective area safely.

The responsibility for this in the Seventh Fleet lies with Mine Flotilla ONE. It has the broad objective of maintaining the readiness and capability of sweeping operations under conditions of limited or all out war wherever and whenever the need arises in the Far East.

The flotilla normally consists of a rotated division of ocean minesweepers (MSO), two divisions of non-rotated coastal minesweepers (MSC), a division of minesweeping launches (MSL) and a flagship, currently an LSD.

The operations of the flotilla include training exercises and combined exercises with friendly Far East navies. These combined exercises are conducted as often as feasible and have proven invaluable to both the U. S. Forces and those of the other nations.



One exercise conducted in the South China Sea during October 1959 involved the navies of the

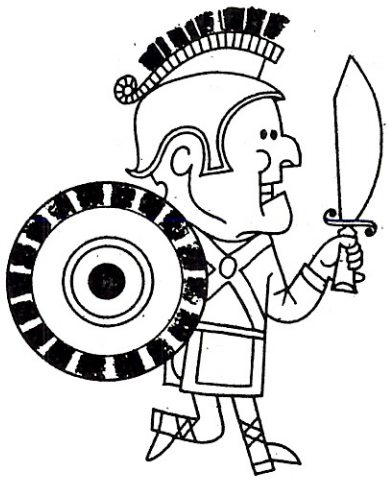
United States, the Government of the Republic of China, and the Republic of the Philippines. This marked the first attempt at a tri-nation mine exercise and was considered a giant step forward in the field of international cooperation.

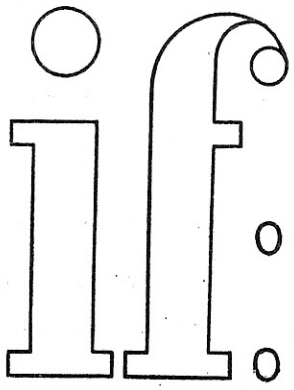
Visits to foreign ports make up a generous portion of the flotilla's trips. The relatively small size and shallow draft of these ships enable them to visit ports inaccessible to larger ships. Some of the ports are visited in connection with mine exercises. A greater number are visited to show the flag for the first time and to meet the people of the Far East at home.

A smaller, but no less important part of operations includes searches for aircraft that have crashed at sea. This unique mission is the result of the sonar equipment in our minesweepers which has been proven very adept in plane searches.

Whether it be in the minecountermeasures phase of a major operation, a call to search for a downed aircraft or a visit to a port to show the flag, Mine Flotilla ONE hopes to be ready always to lead the fleet.

-- Captain A. L. Becker
(Past COMINFLOT ONE)





Question and Answer Interview with the Force Readiness Officer

A thirty-five year old Lieutenant Commander, "Bob" Comet is a past MSO skipper (MINLANT's AVENGE) and MINPAC's new Readiness Officer moving up from the Force Training Officer billet. Married and the father of three, LCDR Comet is a native of Pennsylvania who has served aboard cruisers, destroyers and amphibs since receiving his commission in 1945. He commanded the AVENGE (MSO-423) from June, 1957 through October 1959 when he was ordered to MINPAC. His is the first in a series of staff interviews which will appear regularly in this Force Quarterly.

QUESTION: Lieutenant Commander Comet, just how <u>ready</u> are our minesweepers?

ANSWER: Our ships are as ready as any in the Pacific Fleet.

QUESTION: How soon could a division be at sea sweeping a suspected field, not counting time to get there?

ANSWER: We could have a division sweeping mines in 24 hours or less, exclusive of travel time.

QUESTION: What marks a ready ship? How can you tell?

ANSWER: The above answer is a good general criteria. Specifically, I would say a ship is ready when it can deploy within 24 hours, including topping off of fuel and provisions, and can (1) sustain itself without outside support except fuel for an extended period of time and (2) carry out its mission as a minesweeper during that period. This requires that a ship be in good material operating condition, be well trained and be logistically and administratively sound. As to how you can tell, well, we could simply tell the ships to deploy and then see which survive and carry out their assigned mission. This sink-or-swim determination isn't very practical, however. Consequently, determination of readiness requires the consideration of each ship's ability to meet operational commitments, success of deployment operations, ability to do self maintenance, the results of inspections, refresher training and competitive exercises.

QUESTION: As a past MSO skipper, what do you consider the minesweeper skipper's biggest problem in your staff field?

ANSWER: Training of personnel. The overall Navy problem of low level of service experience is certainly applicable to MINPAC. The only way to solve this problem is to make personnel training as effective as possible. "Going through the motions" type training must be eliminated. Time spent in training should show commensurate results in increased efficiency of personnel. No matter how good the equipment is in a ship, unless her people can operate it and keep it operating, that equipment is useless. Most other problems that plague the MSO skipper stem from this one.

QUESTION: Any other suggestions for this problem?

ANSWER: I feel another way to increase readiness is for ships to remain at sea for extended periods during their TT and ISE periods. At present the majority of ships operate on an underway at 0800, back in at 1600 each day basis. Rather than this, I would like

to see the ships get underway at 0800 on a Monday or Tuesday morning and remain at sea until 1600 four days later. The advantages to be gained are a more efficient use of time for accomplishing underway training and an exercise of the ship's ability to remain at sea for extended periods. This insures that otherwise unused equipment - such as vapor compressor distilling plants will get a work out. It has been my experience that unless you use equipment on a regular basis and for realistic periods of time, it won't be dependable when it is required.

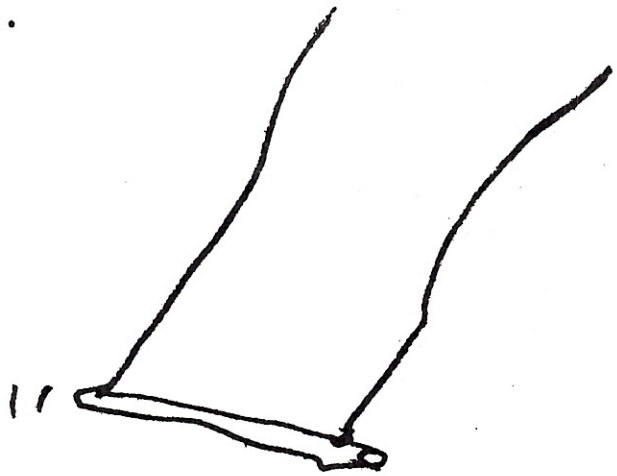
QUESTION: How ready are our other ships and craft, the MSCs in WESTPAC for example?

ANSWER: The WESTPAC MSCs are ready.

QUESTION: What about the MSBs? Can they do a useful job?

ANSWER: The MSBs are suffering from personnel shortages. They are designed as shallow water minesweepers and are used on a mission-as-required basis. They are capable of performing this task and it is a vital one wherever enemy mines are present.

MINPAC PIO says.....



Let us know when you plan something newsworthy

closing the book.....

This is the first issue of a new publication and we expect to hear from a lot of "Monday Morning Editors" who will dutifully point out all our mistakes after they have appeared in print rather than before, when it might have been of some help. Go ahead. We'ed like to start a Letters column.

Your by-line can appear in the next issue. We welcome your article on any subject directly or indirectly related to mine warfare. Original work only, please. No deadline, but the sooner the better. Next issue goes to press in June.

Opposite we have reprinted the comments of Captain Felix Riesenberg as a service to the ship drivers in our midst. First published in 1922, they are pertinent, timely and suitable for framing. In the Pacific Mine Force you have an outstanding opportunity to accumulate experience in the honorable and ancient art of seamanship. Awareness of the requirements and pitfalls pointed out by Captain Riesenberg cannot only result in a satisfying career, but in a better Mine Force and a better Navy. We thank COMINPAC's new Plans Officer, CAPT. J. J. Hoblitzell, for bringing these remarks to our attention.

MINPAC

The Quarterly Magazine of the Pacific Mine Force

F. JULIAN BECTON
Rear Admiral, U. S. NAVY
Commander Mine Force
U. S. Pacific Fleet

J. F. RYDER
CAPTAIN, U. S. NAVY
Chief of Staff

LT H. E. Padgett, USN
EDITOR

STAFF
Gerald Boling, JO2
Myrl Adams, DM1
Dennis Steele, SN

The MINPAC magazine is published quarterly on government equipment and with appropriated funds. This publication approved for issuance by the Secretary of the Navy 27 January 1961.