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Hueneme Submarine Has Human Engineering, Too

(Editor's Note: Betty Wentworth went aboard the USS Tunny at Port Hueneme on Armed Forces day with Lt. and Mrs. R. W. Netting of Oxnard, old friends of hers. Lt. Netting is executive officer of the Tunny.)

By BETTY WENTWORTH

Although there's a staggering array of complex equipment within the USS Tunny (SSG-282), it soon becomes apparent to a visitor that another kind of engineering has not been neglected in the sleek submarine which is now based at Port Hueneme.

Fluorescent lighting, formica tops on mess tables and brilliant red curtains are refinements you might not expect to find aboard a man-of-war but they have been installed in Tunny, a submarine which won the Presidential Unit citation for two of its nine patrols in World War II and is now commissioned as a guided missile submarine.

Human engineering is the navy term for the program which has transformed the interior of Tunny. While study of ways to provide the greatest practical degree of protection for the health and comfort of men aboard is being undertaken for all vessels, it has special application at present to submarines, Tunny officers explain.

STAY SUBMERGED

When atomic-powered submarines come into action, they'll be capable of making true the old landsman idea that submarines stay submerged all the time. In atomic-powered sub-

marines, the present maximum below-surface period of about 30 days for snorkel submarines, such as the Tunny, will be approximately doubled. This human engineering becomes an essential science if men are to maintain physical and mental health beneath the sea for 60 days or more at a time.

Commanded by Lt. Cdr. James B. Osborn, USN, of 35, E. Hemlock street, Oxnard, Tunny has a crew of 73 men and 7 officers, operating its compartment after compartment of electronic gear for launching and controlling of guided missiles.

Three hundred and eleven feet long, plus nine inches, or about the length of a football field, Tunny is planned for workable living conditions in a way that puts a Pullman roomette or highway-going trailer to shame. The wardroom, where the full complement of officers eat their meals, do much of their paper work and spend recreation time, is large enough for a table for eight, with six to be seated at transoms along the bulkheads.

NO SPACE WASTED
No space is wasted above the table, where lockers and book and magazine racks are placed. Forward of the wardroom, a minute pantry is provided for the officers, its dishes neatly stacked in round containers designed to keep them fixed.

All meals are prepared in the one galley which could be doubled and still fit into the average homemaker's idea of a fair-sized kitchen. But the week's menu gives no clue to the galley's size. On a recent Tuesday, for example, the crew breakfasted on fresh fruit, fresh milk, boiled farina, creamed ground beef, fried potatoes, bread,

toast, jam, butter and coffee. Dinner offered stewed chicken with dumplings, mashed potatoes, buttered peas, salad, pie, bread, butter and coffee. At supper time, the galley produced calves liver and bacon rashers, fried onions, onion gravy, fried potatoes, buttered spinach, salad, chilled fruit, bread, butter and coffee.

Compactness is the goal in

each, providing the basis for watch standing rotation while at sea. Each man has four hours on watch and eight off. Recreational facilities could hardly be extensive in the narrow confines of the boat, though card checkers, chess and a library are available for leisure time. A good share of the crew spends off-hours studying under the armed forces information pro-

gram. Limited recreation facilities aren't the only explanation for this interest in study, of-

icers say, for men in the submarine service generally are rated highly in classification testing. In proportion to the number of men in the navy, submariners have the highest percentage of men engaged in off-duty study.

COMMISSIONED IN '42
Eleven crew members and three officers of Tunny were formerly stationed at the naval air missile test center, Point Mugu, training for the Tunny's present employment conducting operational evaluation of sur-

face-launched missiles, with

some port at Port Hueneme. Originally built at the Mare Island naval shipyard as a fleet type submarine, Tunny was first commissioned on Sept. 1, 1942. In World War II patrols, Tunny sank a total of 56,304 tons of Japanese shipping and won the Presidential Unit citation for extraordinary heroism in action during the second and fifth war patrols. Decommissioned in 1946, the submarine went back to Mare Island for conversion to its present role, the second submarine in navy history to have the SSG designation.

Now the men who formerly were on duty at Point Mugu are back in Ventura county, with the others who have joined them aboard Tunny. They have brought their families to make their homes in the area near Port Hueneme, to add to the county's roster of military, air and naval emblems, representing men stationed here, their own symbol of a confident King Ventura firing a missile.



Mason President Of County Employees

George Mason of the county assessor's department will serve as president of the Ventura County Employees association for the coming year.

Mason was elected Friday at the annual general meeting and dinner-dance of the association, succeeding Les Gobel who has served as president for two and a half years.

Other officers elected were Gordon Bauer, hospital, first vice-president; Glenn Tremaine, fire department, second vice-president; and Mrs. Celeste Troxell, personnel office, secretary-treasurer.

Directors are Gobel, Mrs. Dee Jones, Miss Bess Tarter, Jerry Farrar, Dalton Roberts, Ted Theurer, Garland Sawyers, Jack King, Ed Bittell, Leon Likens, Mason, Bauer and Tremaine.

Speaker for the evening program was the Rev. William A. Gilbert who told of his former work as chaplain of the Washington state prison at Walla Walla.

PLENTY TIME NOW

LOS ANGELES.—(U.P.)—Calvin Henry, 33, was sentenced to 60 days in jail on eight traffic citations yesterday after he told Municipal Judge Ben Koenig he "hadn't had time to get a driver's license" in the past two years.

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