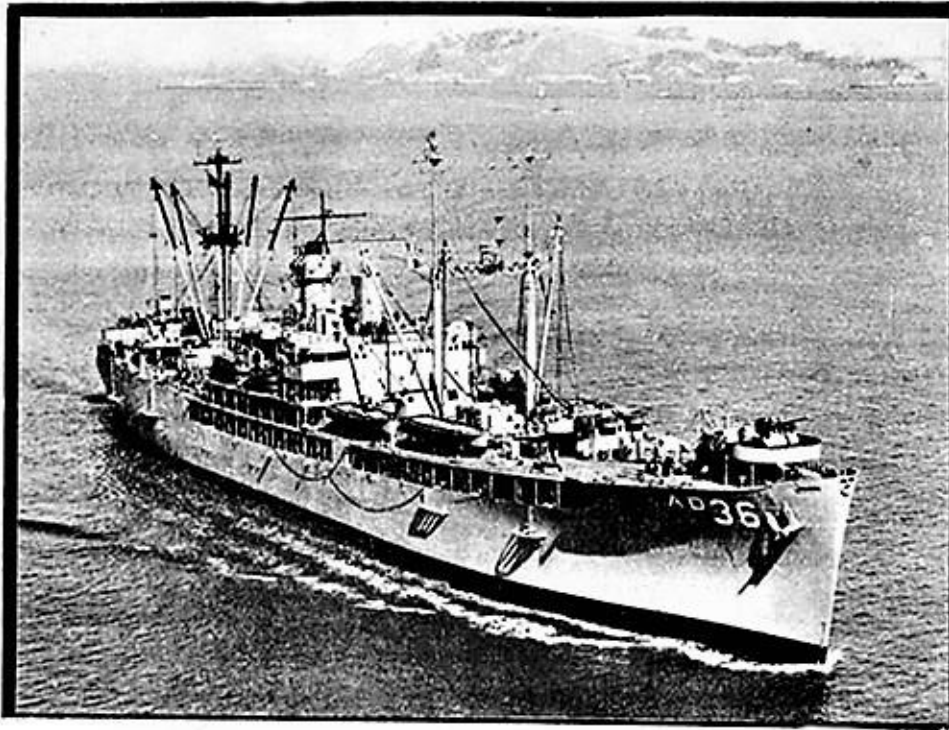


Contributed by Bruce Campbell

Welcome Aboard



USS Bryce Canyon AD-36

**The First And Only
Gold 'E'**

Destroyer Tender

Always Ready



FOREWARD

This pamphlet is published to acquaint you with the history and organization of the USS BRYCE CANYON (AD-36).

While neither space nor paper is available to give a complete description of all the complexities involved in the everyday life aboard a destroyer tender; it is hoped that the information contained herein will be helpful in answering some of the questions that will come to your mind.

The USS BRYCE CANYON is a Man-O-War in that she is a vessel of the United States Navy. But she is not a combatant ship primed to fight the enemy. The USS BRYCE CANYON is a mother ship, a repair ship, functioning to keep other ships, particularly destroyers, in tip-top condition from a material and supply point of view.

On behalf of the crew of the USS BRYCE CANYON, I welcome you aboard. We all hope you will have an enjoyable and informative visit and tour of the ship.

A handwritten signature in cursive script that reads "E. Moore".

E. MOORE
Captain, USN
Commanding Officer



Captain E. Moore, USN
Commanding Officer

Captain Elmer Moore was born in Oakland, California, on May 25, 1914. He attended primary and high schools in Oakland and is a 1936 graduate of the University of California. He was commissioned an Ensign in the U.S. Naval Reserve in May 1935.

During World War II, Captain Moore served as executive officer aboard the auxiliary mine craft 16 and commanded the motor mine sweeper YMS 101 and the destroyer escort USS SNYDER (DE 745).

While in command of the SNYDER, he participated in the Battle of Okinawa. During this invasion the SNYDER served in a transport anti-aircraft screen to guard transport ships from possible kamikaze attacks so prevalent at that time.

In June 1946, Captain Moore assumed duties as Commander Escort Division Three and in February 1947 as executive officer of the Light Cruiser USS OKLAHOMA CITY (CL 91).

Captain Moore was in command of the radar picket destroyer USS HIGBEE (DDR 806) during the early part of the Korean Conflict. The Higbee first saw action on July 21, 1950, when, with the cruisers BELFAST and JUNEAU, she fired five inch shells at enemy forces near the Southeastern Korean town of Yongdok. The HIGBEE had the satisfaction of hearing that her fire assisted the Republic of Korea troops in briefly recapturing the town.

Since the Korean Conflict, Captain Moore has served on the staff of the Pacific Training Command, been Executive Officer of the U.S. Naval Advanced Base in Bremerhaven, Germany, and had command of Destroyer Division 212.

Before assuming command of the destroyer tender USS ERYCE CANYON (AD 36) on December 9, 1959, he served as assistant Chief of Staff for Logistics in the Fifteenth Naval District, Canal Zone.

Captain Moore holds the following campaign badges and medals: AMERICAN DEFENSE, AMERICAN THEATRE, ASIATIC PACIFIC, 10 YR. NAVAL RESERVE, WWII VICTORY, OCCUPATION (Japan), CHINA SERVICE, KOREAN, UNITED NATIONS and KOREAN PRESIDENTIAL UNIT CITATION.



U.S.S. BRYCE CANYON (AD-36)

BRIEF SHIP'S HISTORY

Take sharp sailors, competent leaders, skilled technicians...add hard work and "can do" determination...mix thoroughly in a 16,000 ton steel vessel and bake in 100-degree heat or freeze in 20-degree cold depending whether in the Philippines or Japan. That's the recipe for a good naval destroyer tender...the recipe by which the USS BRYCE CANYON has maintained her outstanding nine year record with the Pacific Fleet.

In fulfilling her primary mission of furnishing repair and logistic support to Uncle Sam's destroyers, the BRYCE CANYON has handled over 50,000 job orders in accomplishing repairs on over 2,500 ships of 55 different hull types including ships from 7 of the United Nations. For the past 5 fiscal years, 1955, 1956, 1957, 1958, and 1959, she has won first place in Battle Efficiency Competition among small Pacific Fleet destroyer tenders, earning the BRYCE CANYON the title of, "The first and only ship in the U.S. Navy to win the Gold "E".

During her first Far Eastern tour in 1951 and her second in 1952-1953, she took part in the Korean conflict and received one star on the Korean ribbon for "Providing logistic support to the Forces Afloat in the Combat Area". She also holds the United Nations Service ribbon, the Korean Presidential Unit Citation badge and the National Defense ribbon.

The Korean war was responsible for the "birth" of the BRYCE CANYON. Although initial construction began April 16, 1945, construction was suspended when World War II ended. Only minor work was done from 1946 until 1950, when hostilities in Korea caused cancellation of plans to put the tender in the reserve fleet. Captain W.R. Gerin took command and set the first watch after commissioning ceremonies on September 15, 1950 in the Charleston (S.C.) Naval Shipyard.

The Shenandoah Class "D" tender is named after Bryce Canyon National Park, a scenic tract of land located in the towering plateau country of Southern Utah. The park is noted for its vivid colors and fantastically eroded terraces and pinnacles rising 800 feet above the pine-covered canyon floor.

By a strange coincidence both the anniversary of the USS BRYCE CANYON and the BRYCE CANYON NATIONAL PARK fall on the same date--September 15th. The National Park was established in 1928 and the ship was commissioned in 1950.

The BRYCE CANYON began her naval career with an unusual incident and a probable first in naval history. Within two months of commissioning, the ship was transferred from the Atlantic to the Pacific Fleet. So sudden was the change of orders that the officers and crew would have had no chance to provide their families with finances to cover transportation to the Pacific Coast, except that for the first time in recorded naval history a pay day was held for all hands at midnight followed by liberty at 0100 only a few hours before sailing.

Throughout her career the BRYCE CANYON's schedule has been a six month Western Pacific tour followed by an eight to ten month stateside period. The BRYCE CANYON has made seven cruises since commissioning. Whether she is in Long Beach, her home port, or moored in a Far Eastern harbor, the heart of the ship is the Repair Department. The 36 repair shops are so diversified that they can handle almost any job whether it be the minute adjustment of a stop watch, or a complete main engine overhaul.

However, services provided by the BRYCE CANYON go far beyond repair. The Engineering Department contributes steam and electrical power. Over 27,000,000 kilowatt-hours have been supplied to ships alongside during the past nine years. That's enough electrical power to supply the needs of 1700 average stateside homes for the same period. The Supply Department is ready to offer everything from spare parts for the ships alongside, to ice cream for their men. The radiomen and signalmen provide radio and visual guard services to ease the load for the sea-weary destroyer communications personnel. The Deck Force supplies liberty boats when needed and makes emergency issues of provisions and ammunition. A Sonar attack Teacher is available on board for anti-submarine training. A Post Office is operated to sell money orders and stamps and to handle parcel post packages. Extensive Medical and Dental facilities are maintained to help keep the destroyer crews in top shape.

Although primarily geared to give service to destroyers, the BRYCE CANYON also handles repairs to other type ships, particularly when in WESTPAC. She is ready to offer aid on a moment's notice to an oiler with a bad compass or an ammunition ship that needs a new bearing.

Under ten skippers the BRYCE CANYON has steamed over 125,000 miles while visiting 22 ports in seven different countries during her first nine years.

The Present Commanding Officer is Captain Elmer Moore, USN. THE Executive Officer is Commander James H. Batcheller, Jr., USN

The BRYCE CANYON is 492 feet long, displaces over 16,000 tons, has two 5"/38 gun mounts and can comfortably accommodate 51 officers, 66 Chief Petty Officers and 748 enlisted men.

DEPARTMENT ORGANIZATION OF THE USS BRYCE CANYON



THE EXECUTIVE STAFF

The Executive Staff consists of the Executive Officer and his assistants. These assistants are the Ship's Secretary and the Personnel Officer.

The Ship's Secretary is responsible for the administration and accountability of the ship's correspondence and directives, and administration and custody of officer personnel records. He also supervises the preparation of the Captain's correspondence. The enlisted personnel assigned to assist the Ship's Secretary hold the ratings of Yeoman and are trained and qualified to perform duties such as typing, filing, preparation and routing correspondence and reports, official publications and operating ship's office duplicating equipment.

maintaining officer records and duplicating equipment.

The Personnel Officer is responsible for enlisted personnel placement in accordance with the personnel assignment bill and the administration and custody of enlisted records. The enlisted personnel assigned to assist the Personnel Officer hold the ratings of Yeoman, Personnelman, and a variety of ratings for personnel assigned to the Master-at-arms Force. The Master-at-arms Force maintain the discipline and order about the ship.

THE NAVIGATION DEPARTMENT

The Navigator is responsible for the safe navigation and piloting of the ship. The enlisted personnel in this department, Quartermasters, must be trained to perform such duties as maintaining nautical charts and records, taking radar bearings, water-depth soundings and celestial observations and plotting information obtained.



THE OPERATIONS DEPARTMENT



The Operations Officer is responsible for the collection, evaluation and dissemination of combat, tactical and operational information required for the assigned missions and tasks of the ship and the planning functions connected therewith. He is assisted by the Communication Officer, Combat Information Officer, Signal Officer and the Electronics Material Officer. Enlisted personnel in this department perform a variety of duties and hold the ratings of Signaller, Radarman, Electrical Technician, Teleman and Radioman. They must

be trained and qualified to transmit and receive messages by flag hoist, flashing light, and semaphore; identify ships and aircraft; know the nomenclature, operating principles and functions of radar and associated equipment, the types and capabilities of radar equipment, teletypewriters, voice radios and electric cypher machines. They also operate cryptographic aids and devices in encoding and decoding messages.

THE DECK DEPARTMENT



The head of the Deck Department is known as the First Lieutenant. He is responsible for the supervision and employment of the equipment associated with deck seamanship and for the procurement, handling, stowage, and issue of ammunition and pyrotechnics. He plans and executes deck seamanship evolutions and operations including anchoring, mooring, fueling and replenishment at sea. He supervises loading and stowage of all cargo. Enlisted personnel in this department are Boatswain (Bos'n) Mates and Gunners Mates. The Gunnery Officer is responsible for all gunnery and ordnance functions.

THE ENGINEERING DEPARTMENT

The Engineering Officer is responsible for the operation, care and maintenance of the ship's main engines, auxiliary machinery and piping systems; for the control of damage to ship's hull, and for repairs to material and equipment of other departments which are beyond their capacity. He is assigned two assistants; the Main Propulsion assistant and the Electrical Officer. Enlisted personnel in this department hold the ratings of Machinist Mate, Boilerman, and Damage Controlman and are trained and qualified to perform duties such as to operate, maintain, and make repairs to ship propulsion and auxiliary equipment, steering engines, refrigeration and air conditioning equipment; operate and maintain internal combustion engines; repair auxiliary equipment and main machine ship tools; operate all types of marine boilers and fireroom machinery.



THE REPAIR DEPARTMENT



The Repair Officer is responsible for the accomplishment of repairs and alterations on those ships made available for such work by competent authority. All repairs within the capacity of the personnel or equipment of this department are expended on ships assigned an availability to this tender. The Repair Officer's assistants are the Hull Repair Officer, Optical Repair Officer, Machinery Repair Officer, Electrical Repair Officer, Electronics Repair Officer, Ordnance Repair Officer, Torpedo Repair Officer, and the Diving Officer. The Repair Department comprises one third of the ships crew. Another important function of the Repair Officer is to assist the Engineering Officer to maintain the hull, machinery and electrical systems of this ship as manpower and facilities permit.

THE SUPPLY DEPARTMENT

The Supply Officer is responsible for procuring, receiving, storing, issuing, shipping, transferring, selling accounting for and, while in his custody, all stores and equipment of the ship. He is assisted by the Disbursing Officer, Ships Service Officer, Stores Officer and Commissary Officer. Enlisted personnel in this department hold the ratings of Storekeeper, Disbursing Clerk, Commissaryman, Ship's Serviceman and Steward and are trained and qualified to perform such duties as receiving, storing and issuing clothing, foodstuffs, mechanical equipment and other items. They also take inventories, establish minimum stock quantities, prepare payrolls and keep pay records, process claims for transportation and travel and disburse funds for supplies and services furnished;



serve as cooks, bakers and butchers, prepare menus and keep cost accounts; operate and manage the ship's store, soda fountain, barbershop, cobbler shop, tailor shop and laundry; maintain officers living quarters and prepare and serve meals in the officer's messes.

THE DENTAL DEPARTMENT



The Dental Officer is responsible for the dental care and oral health of the ship's personnel. Enlisted personnel are rated as Dental Technicians and are trained to perform such duties as rendering first aid dental treatment and using X-Ray techniques and laboratory procedures. The Dental Officer also renders dental services to destroyers alongside.

THE CHAPLAIN

The Chaplain is responsible for supervising the religious activities of the command and administering to the spiritual needs of the ship's personnel and destroyers alongside. He conducts services according to the manner and forms of his own church, or arranges for the conduct of public worship for faiths other than his own. He promotes individual religious instruction through voluntary classes and discussion groups, and counsels individuals and their dependents in time of bereavement or trouble. He interviews all newly received men as to their personal and family situations and advises and assists them relative to housing, commissary, dependent medical care, and similar matters.



THE MEDICAL DEPARTMENT



The Medical Officer is responsible for maintaining the health of the personnel of the ship, making inspections incident thereto and advising the commanding officer with respect to hygiene and sanitation affecting the ship. Enlisted personnel in this department hold the rating of Hospital Corpsman and are trained and qualified to perform such duties as administering medicines, giving first aid, performing minor surgery, assisting in operating and nursing the sick and the injured.



EVEN THE BRASS CANOE
NEEDS REPAIRS



A FINAL FAREWELL
BEFORE RETIREMENT



LADIES MAN



FOLLOW THIS COURSE
TO SUBIC



SKIPPER'S GOT THE
CONN



IKE'S PEOPLE-TO-PEOPLE PROGRAM



BRYCE CANYON'S 9th ANNIVERSARY CAKE



JUST ATHLETICALLY INCLINED



B.C.'S DIVING BOAT "AFRICAN QUEEN"



PAINTING ON THE NAVY'S FIRST GOLD "E"

GENERAL INFORMATION

While walking around the ship, remember this maxim: "UP-FORWARD-STARBOARD; DOWN-AFT-PORT".....When going aloft or forward use starboard ladders or starboard passageways. When going below or walking aft use the port ladders or port passageways.

Decks are numbered from the main deck (1st deck). The first deck above the main deck is the O1 deck. The second is the O2 deck. The third is the O3 deck. The fourth is the O4.

The first deck below the main deck is called the second deck. The second complete deck below the main deck is called the 3rd deck. A partial deck below the main deck is called a platform deck.

MISCELLANEOUS INFORMATION

The USS BRYCE CANYON shopping list for one average day is as follows:

MILK.....205 gallons
POTATOES.....500 pounds
TURKEY.....200 pounds
BEEF.....350 pounds
PORK SAUSAGE... 90 pounds
ORANGES.....180
LETTUCE.....100 pounds
TOMATOES.....86 pounds
BREAD.....45 loaves



The bakers manufacture 102 pies per meal, 1200 cookies per meal

The average sailor eats the following per month:
50 pounds of vegetables, 30 pounds of meat, 30 pounds of fruit, 64 pints of milk and 3 pounds of butter.

The Supply Department carries over \$1,000,000 worth of repair parts on board.

The average pay is \$30,000 each pay day.

The Dental Clinic offers its services to about 1200 to 1500 men each month in its air-conditioned dental clinic. The dental technicians make about 50 sets of false teeth each month and the dentists extract or fill over 3, 000 teeth each month.

The Sick Bay usually attends to about 25-40 patients per sick call.

The Repair Department tools and machinery used in keeping the destroyers in top operating condition is valued at \$10,000,000.

Over 2,500 letters per month pass through the Personnel and Captain's offices.

When anchored in a harbor the Deck Department makes about 1,350 boats runs from the ship to the shore landing each month.

GLOSSARY OF COMMON NAVAL WORDS & TERMS

AHEAD: in a direction at right angles to the centerline, object outside the ship.

ACCOMMODATION LADDER: a flight of steps by which passage is afforded between a small boat and a ship.

ADRIPT: out of place or loose from proper attachment.

AHOY: the term used to hail a boat or vessel.

AVAST: an order to stop or cease hauling.

RELAY: to make fast a line, to cease; to cancel an order.

BIGHT: any part of a line inside the ends.

BULKHEAD: wall; partition separating portions of a ship.

COAMING: the raised framework about deck openings and cockpits in open boats; used to prevent the entry of water.

DOGS: fittings used to secure watertight doors and hatch covers.

FANTAIL: the space in the overhang of the stern; the after section of the maindeck.

FATHOM: 6 feet, used as a measure of depth of water.

FLOTSAM: floating goods or wreckage.

FORECASTLE (FOC'SL): the upper deck forward of the foremast and included in bow area.

FOUL ANCHOR: said of an anchor when the chain is twisted about it.

GALLEY: a navy kitchen.

GEDUNKS: ice cream, soda, cookies, candy, etc.

GIG: a ship's boat designated for the use of the captain.

HATCHES: deck openings providing vertical access to space below decks.

HAUL: to pull.

HEADS UP: a warning to look out or clear a passageway.

HEAVE TO: to bring a vessel's head to the wind or sea and stop.

HEEL: to list; a vessel turns on her heel when she turns in a short space.

HIT THE DECK: a phrase used in breaking a naval crew out of their bunks.

HOLIDAY: an unpainted, unvarnished or unfinished spot about the ship.

IRISH PENNANT: an untidy loose end of a line.

JACOB'S LADDER: a ladder made of rope used over the side and aloft.

LADDER: a stairway.

LEND A HAND: to help.

LIBERTY: permission to be absent from the ship other than while on leave or on duty.

LOGBOOK: a book containing the official record of a ship's activities from the time she is commissioned until she terminates her seagoing career.

OFFICER OF THE DECK: the officer in charge of the ship. This duty rotates among several of the ship's officers. He acts as the captain's representative and as such is senior to all officers except the captain and the executive officer.

OVERHEAD: ceiling.

SCUTTLEBUTT: a modern vessel's drinking fountain. Slang, as well, for a rumor.

SHIPSHAPE: in a neat and orderly manner as is the custom aboard ship.

SMART: snappy or seamanlike.

WEATHER DECK: a deck having overhead protection; the uppermost deck.

WEIGH: to raise the anchor off the bottom.

SEA POWER FOR PEACE

Every man in the Navy, from Admiral to Seaman Recruit, is dedicated "to support the Constitution of the United States against all enemies, foreign and domestic." In pursuing this all-important objective, the men of the Navy are engrossed in the daily chores of keeping our weapons of war ready for action, developing new techniques to utilize new weapons systems and stretching every dollar allocated to this defense force to the utmost. It is no wonder that the Navyman is proud of his achievements, the ships in which he serves, and the Navy in general. Every Navyman is actually aware of the vital role the Navy plays in the defense of our country.

In order that the American people will have an opportunity to see firsthand a unit of our Navy which plays an important part in the overall role of the nation's defense, this ship has been opened for your inspection. This is one of the ships that is regularly deployed to the Western Pacific as part of our Seventh Fleet, the major deterrent force to threats of war in the Pacific. With ships such as this we are able to move, patrol, or maintain station on 70% of the earth's surface. We carry 99% of the world's commerce in security. The Free World's dominance of the ocean areas means freedom of the oceans to provide the only common meeting ground for all the nations of the world -- friends and antagonists alike! The ocean areas are vital to the Free World. We must not lose them by default. The staying power inherent in the Navy's forces are the only means for insuring this vital control.

The men who man this ship come from all parts of our nation, from all walks of life, and are eager and proud of this opportunity to be a part of our national defense system and to show their ship to you.

