

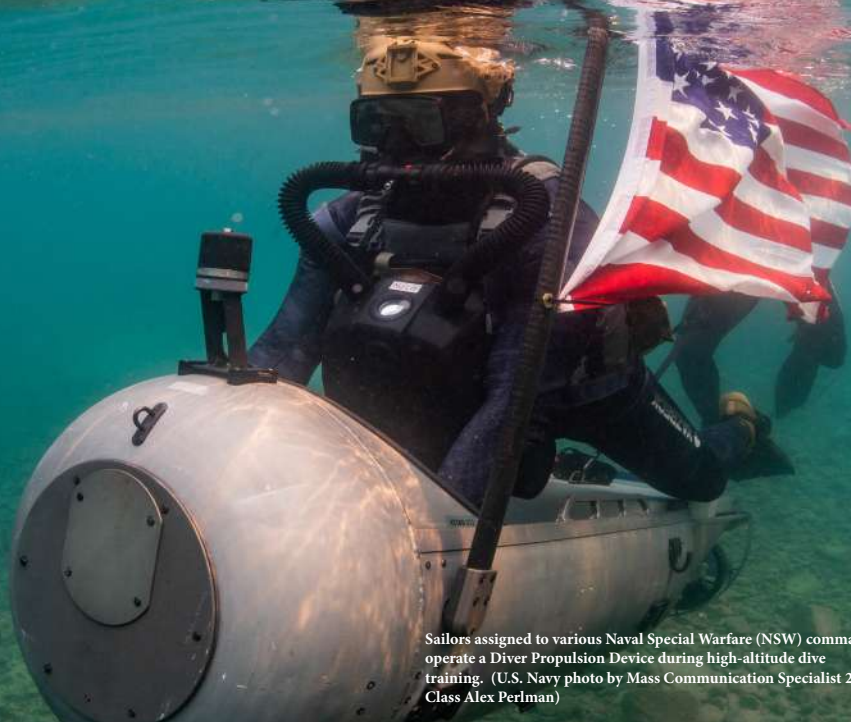
# DIVING SAFETY LINES



NAVSAFECOM EXPEDITIONARY WARFARE DIVING SAFETY NEWSLETTER

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Sailors assigned to various Naval Special Warfare (NSW) commands operate a Diver Propulsion Device during high-altitude dive training. (U.S. Navy photo by Mass Communication Specialist 2nd Class Alex Perlman)

## FROM THE DIVING SAFETY DIVISION HEAD

By CWO5 Eric "Jim" Nabors  
Diving Safety Division Head

### Risk Management Information Reporting

OPNAV M-5102.1, mandates using Risk Management Information (RMI) for mishap, incident and hazard reporting. By submitting mishaps, incidents and hazards, we can ensure awareness is raised and repeat occurrences are minimized throughout our community. I strongly encourage all commands to submit not only mishaps and incidents that are required of the OPNAV M-5102.1, but also hazards, no matter how small, to continue raising awareness and to allow for trend analysis. One of the best ways to stay up to date with current diving issues and ensure we are not repeating mistakes throughout the fleet is by receiving RMI reports.

There is functionality within the RMI program to provide notification to users whenever diving-related reports are generated. It only takes a couple of minutes to set up and will keep you informed of any mishaps, incidents or hazards that are submitted.

### How to set up RMI notifications

1. Log on to RMI: <https://afsas.safety.af.mil>
2. Click "INVESTIGATIONS" on the left menu bar. If there is nothing below "INVESTIGATIONS" contact your unit RMI manager to add "Event: Data Viewer" and "Event: Investigator" to your account roles. If you are having issues obtaining these permissions, contact Naval Safety Command at [navsafecom\\_code40\\_exw\\_orm@navy.mil](mailto:navsafecom_code40_exw_orm@navy.mil) for assistance.
3. Click "MESSAGE RULES" . Click "ADD MESSAGE RULE" .
4. Under the "MESSAGE RULES" header, choose a rule name (i.e., "Diving Incident Report"). Select Automatic Delivery "YES" , Frequency "DAILY" , and Message Packaging "CONSOLIDATED" .
5. Scroll down to "EVENT TYPE" , and expand the list. Check "DIVING (ON DUTY)" . Scroll to the bottom of page and click "SAVE MESSAGE RULE" , and "CONFIRM SAVING MESSAGE RULE" .

Don't hesitate to reach out to Naval Safety Command if you are having any issues. I recommend all E-7 and above and diving supervisors set up these notifications to ensure all diving commands are aware of any mishaps, incidents or hazards as soon as possible.

### Your Diving Safety Division Analyst

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RMI Help Desk: 866-210-7474

# MISHAP/HAZARD REPORTING

By NDC (DWS/FMF) Andrew E. Homan

It is understandable if you are not familiar with the process of or who is responsible for reporting a mishap or hazard; whether it is diving related or not. Most of the time it is because your unit is operating the way it should safely. Unfamiliarity might result from never needing to submit a report before in their careers; more often it becomes not a question of if, but when. In this edition, I will be building off of the Spring 2021 edition of Diving Safety Lines' "How To Use the Autolink Function" (see figure 1) and covering the topic of who is responsible for what and why and sharing an example of a near miss that had recently occurred.

First, let's look back and refresh our memories from the Spring 2021 edition. The use of the Autolink function in DJRS is a requirement for reporting a diving-related mishap or hazard. There been some issues with this function in recent months but, most issues are resolved or resulted from operator error. If the Autolink function is not working as designed and you have followed all of the steps laid out below; reach out and we will find a solution.

## Whose responsibility is it to report?

Understandably if there is only one DoD component the reporting falls upon the unit that experienced the mishap/hazard. But what if there are multiple components or a joint exercise when the incident occurred as in the case of Ship's Husbandry? The answers are found in DoDI 6055.07 (Mishap Notification, Investigation, Reporting, and Record Keeping) which states, "When more than one DoD Component is involved (i.e., divers, shipyard workers, and/or ship's force); the components involved shall establish one Safety Investigation Board (SIB) and select investigators from the involved components. Normally, the convening authority for the investigation will be the DoD Component experiencing the greater loss, although

other factors such as operational roles and degree of involvement will also be considered. The convening DoD Component's safety investigation directives shall be used in investigating and reporting the mishap." This is the case resulting from a recent hazard from an Intermediate Maintenance Facility.

Here is a brief background on this particular event of a failure of a torpedo door gagging collar resulted in inadvertent shutting of the torpedo door. When the diving supervisor went onboard to conduct checks, he was informed that the incident had occurred prior to divers arriving on station. As a result all diving operations were suspended until investigation into the incident was resolved. The SIB was formed from all components involved and decided that convening authority responsibilities would belong to the dive unit, however there were no divers in the water at the time of the incident, the equipment that failed did not belong to the dive unit, and there were no injuries or casualties associated to the dive unit. Why, you might ask? The deciding factor in this decision had two parts. Reason one, who could have suffered the "greatest loss" if this was to occur at a different time. Reason two, who might need the greatest visibility of this incident?

Both answers to these questions led to the diving unit being the convening authority to submit the report. Keep in mind this decision was not the result of one unit or individual but the culmination of all the components that comprised the SIB, which is what the instruction states.

When it comes to the safety of personnel, equipment or ship everyone has a role to play. No individual or group was at fault for this incident but an accumulation of factors could have resulted in catastrophic consequences. Both ship's force and shipyard personnel were qualified tag checkers, but neither had training on the correct installation and use of gags, so they did not identify unacceptable conditions. Neither installers nor tag checkers notified the chain of command of missing parts, material condition concerns, or incorrect installation. Shipyard tag checker over instructor did not ensure his two under instruction employees knew what to look for nor did he catch the issues himself. Deliberate risk management in developing diver tags did not assess likelihood of energy application to system and thus did not have appropriate isolation. Knowing "what right looks right" is the first step in prevention.

### How to use the Autolink function

- Create the dive log as soon as you have a mishap or hazard report (HAZREP) to report.
- The dive log in question needs to be in the supervisor, master diver or diving officer review stage to complete the following steps. It is highly recommended you set up a standard operating procedure or command instruction specifying who will be responsible for initiating these steps.
- Under the section "Did a Mishap/HAZREP Occur?" select yes.
- Under the section "On Which Dive?" select the "Dive Activity" during which you experienced the event. If you are running multiple activities with multiple mishaps, you can repeat steps 3-9 for each one.
- Under "Divers Involved in Event?" choose the corresponding individuals.
- Under "Was a Preliminary Message Created?" select either yes or no. If trying to Autolink an existing SIR event to the dive log in question, select yes. The system will ask for the SIR event ID.

**\*\*CAUTION:** When linking the information to an existing SIR event, some of the information from the dive log will overwrite the information in the SIR event.

- Under the "Mishap/Hazrep One-Liner," enter your five W's. Make sure there is no PII. The One-Liner will serve to readily identify the event by the Investigator on the SIR module, and it will also be part of the final report.
- Under the "Mishap/HAZREP Narrative," enter the sequence of events as they occurred. Do not include conclusions, PII, names or points of contact. Stick to timelines and actions taken. Treat this section as your statement for the record, as it will be part of the final report.
- Click "Create Mishap/Hazard" and "Confirm."
- Continue with approving the dive log.
- The information will be sent to the SIR module as a "Supervisor Report" that, in turn, will be reviewed by your command's safety investigator or safety officer.

**\*\*If at any time you are unable to complete a step or have questions, contact us for clarification.\*\***

Figure 1



# WELCOME TO OUR NEWEST ‘COASTIE’!

Greetings Divers! This is DVC Adam Harris, dropping a line from the Coast Guard side of the house. I started my diving career at Regional Dive Locker West (RDLW) in San Diego, California, in 2014 where I attended Second Class Dive School (14-40-2C) before the official stand up of the Coast Guard’s Diver Rating in 2015.

While stationed at RDLW, I attended the Coast Guard’s National Registered Emergency Technician School and expanded my diving knowledge by completing National Registered Dive Medical Technician in 2017. I attended First Class Dive School (19-40-1C) while at my next tour of duty at Regional Dive Locker East in Portsmouth, Virginia. I spent the majority of my time out the door on deployments until I earned my anchors and transferred to the Naval Safety Command this past summer.

## **Chambers, chambers, chambers!**

Exciting things are happening in the Coast Guard Dive Program as we are on the verge of procuring Transportable Recompression Chamber Systems to support operations and training. In preparation for fielding this new capability, we have already started to enhance our organic medical support.

This summer, Lt. Cmdr. James Jowdy, prior Navy Undersea Medical Officer (UMO), requalified and was credentialed as a UMO for the Coast Guard. For the second year in a row, the Coast Guard Dive Program and the Office of Operational Medicine supported the U.S. Army’s newly established Joint Medical Hyperbaric Officer course. This two-week course for non-diving medical personnel exposes members to hyperbaric environments, gives an overview of treatment protocols and pharmaceutical precautions and provides military diving equipment and dive side

familiarization. The Coast Guard has sent seven members to this course so far.

Unlike the Navy, the Coast Guard uses the Naval Safety Command to conduct Diving Operational Readiness Inspections (DORI) on our operational units. Though my time here has just started, I’m happy to see Coast Guard divers continue to knock their DORIs out of the park! I continue to be impressed by the high caliber of our newest divers and seeing how far we have come since my days as a rating Plankowner.

I sincerely look forward to participating in more assessments of Navy diving units so I can better contribute to the mission of the Naval Safety Command and help ensure SAFE and SUCCESSFUL diving operations around the world. Remember, the Naval Safety Command is a resource for the entire U.S. military diving community. We are here to assist in any way possible to ensure safe diving operations. My contact information is adam.j.harris1@navy.mil.

Hooyah and Semper Paratus!



DVC Harris

## DIVING SAFETY LINES

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NDC Alan Dewitt  
NDC (DWS/FMF) Andrew E. Homan  
DVC Adam Harris

**“We are here to assist in any way possible to ensure safe diving operations.” - DVC Adam Harris**

# MASTER DIVER'S CORNER

By NDCM (DWS/SW) Russ Ciardiello

Hafa Adai! I hope everyone had a great summer, we sure did with 25 assist visits to six states, two countries and one U.S. territory. We continue to meet smart and motivated divers throughout the branches and it's great to see every time. Another perk of our job is when commands bring up an issue they're having and through our experience with other commands, we're able to offer solutions. It's usually part of our in-brief but in case we forget, please use the time we're at your command as an AMA (ask me anything).

The DSA process from start to finish has gone through some changes since we became the Naval Safety Command and we continue to try and improve it. The biggest change was announced in the Spring Diving Safety Lines where we added a dive. For the majority of commands, it's nothing to sweat. You already dive several times a week. But for some of the

smaller commands, especially in remote areas, this presents more opportunity to identify areas for them to improve and get some great feedback from our team.

This has also highlighted certain discrepancies that would normally be documented on a results letter with a recommendation to correct. When a dive is set up, just one discrepancy can identify that the command isn't capable of diving at that point in time. The saying, "two is one, one is none," has become a harsh reality for several commands this summer.

Last thing on the dive, I hate dog and pony dives as much, if not more, than you all do. I understand for several of you, that's our only option but do yourself a favor and try to find a way to get some more bang for your buck. Whether it's training a new diving supervisor, minor maintenance on your sub or cleaning a

sailboat at the MWR marina, anything benefits your dive team more than spending an hour setting up a 15-second dog and pony dive.

The last thing I want to put out is directed toward the diving leadership. If you have subordinate commands under your area of responsibility, please ensure they are receiving diving updates. I'm not only referring to the Diving Safety Lines, but also all of the updates NAVSEA is putting out (e.g., AIGs, ANU updates, instructions, etc.). Our computers and networks may be slow but our communication should be the best it's ever been and there's no excuse for any of our divers to be uninformed.

Our schedule for the next six months is already pretty full. If you're due for a DSA, see NDC Dewitt's article on page 5. As always, I look forward to seeing you all out there.

## SKED VERSUS MAINTENANCE

By NDCS Brett Husbeck

Now that Naval Safety Command is in full beast mode completing Diving Safety Assessments, I wanted to address a couple of the repeat discrepancies we are having with the SKED system.

First, if your command has sets of SCUBA double; each cylinder needs to be listed on their own line item in SKED. If you have the doubles listed on one line item in SKED, you are not taking credit for all of the maintenance that is being completed. You will double the amount of 60M-1 and A-1 maintenance checks your locker is completing. You are not doing any more maintenance; you are just taking credit for the maintenance you have already completed.

The other issue you will have with the doubles being on one line item is if one of the cylinders fails either VIP or hydrostatic testing. When

you order a new cylinder and complete an administrative change to add the new cylinder, there is no way to track both cylinders with different hydrostatic test dates on the same line item.

The second issue applies to SCUBA regulators. The 24M-2 calls out in the maintenance requirement card, "This check is for 1 first stage or 1 second stage." This means for each regulator set that consists of one first stage and two second stage regulators, you should be taking credit for three X 24M-2's when you rebuild that regulator. This will give you double the amount of maintenance checks and manhours. The same goes for the regulators as with the SCUBA cylinders. If one becomes damaged, you only need to change the serial number in SKED and replace the one second stage, not the whole assembly.

If anybody has any questions or concerns feel free to reach out to us. My contact information is [brett.j.husbeck.mil@us.navy.mil](mailto:brett.j.husbeck.mil@us.navy.mil). Hooyah!



U.S. Navy Diver 1st Class Mark Hartman, with Explosive Ordnance Disposal Mobile Unit (EODMU) 3, dives into the Red Sea at Yanbu Commercial Port, Kingdom of Saudi Arabia. (U.S. Marine Corps photo by Cpl. Casandra Lamas)

# DSA SCHEDULER'S CORNER

By NDC Alan Dewitt

We have reached the fall and FY23! I just want to put a small bit in here to reiterate a few DSA scheduling reminders. Please plan ahead and continue to reach out as soon as possible to schedule your DSA which is due 15-21 months from the last DORI completion date to ensure Naval Safety Command has enough time to plan out logistics and ensure funding is in place.

We are max flex at the Naval Safety Command, but there are still a lot of things that have to happen prior to our arrival so keep that in mind when reaching out so I can get the ball rolling on planning the trip as soon as possible. Submarine community,

please let me know your specific location in your initial email. Next year's schedule is filling up fast. Reach me via email at [alan.dewitt@navy.mil](mailto:alan.dewitt@navy.mil) to get your command on the schedule.

Lastly, please bear with us on the arrival letter and results letter, we have adjusted our internal routing process and are working hard to ensure the letters get out as soon as possible. As always, feel free to reach out to me with any questions, comments or concerns. See you all out there.



U.S. Navy Diver 1st Class Mark Hartman with Explosive Ordnance Disposal Mobile Unit (EODMU) 3, dives into the Red Sea at Yanbu Commercial Port, Kingdom of Saudi Arabia. (U.S. Marine Corps photo by Cpl. Casandra Lamas)

## DIVING "DOC" GREETINGS

By HMCM Andrew Taylor

Greetings my fellow Deep Sea Denizens! Well, I have been at the Naval Safety Command for about eight months now. I wanted to share a few thoughts on trends I have been seeing as far as medical discrepancies are concerned.

I have had the opportunity to assess several commands across various TYCOMs and there seems to be one trending discrepancy. On almost every assessment, I have found medical gear that is beyond expiration. Whether it be IV fluid, laryngeal mask airways, pressure dressings, chest tubes or AED pads, if the manufacturer says they are expired, then that is the case. A UMO/GMO cannot extend the expiration of any consumable item. The only way is to either have it entered into the Shelf Life Extension Program (SLEP) or have correspondence with the manufacturer with confirmation of extension.

I recommend frequent inventories and projecting dates out far enough to meet your supply process's required lead-time to have the expired items required ordered, received and

replaced before the manufacturer's posted expiration date. Some good practices are to give the equipment a quick once over before each use and to keep an inventory sheet with quick reference dates for material expiration. If the equipment does not have an expiration then it should be replaced if a package is damaged, the print wears off or the contents become discolored and dingy.

My overall experience is that the diving Navy is very safe. Sometimes our medical gear does not get much use, which is not necessarily a bad thing. It just makes it easier for that gear to become outdated because we think, "it's new and not been used." Please, look at your gear and stay safe out there!

If you have any questions or concerns, do not hesitate to reach out to us. My contact information is [andrew.b.taylor1@navy.mil](mailto:andrew.b.taylor1@navy.mil).



Multinational training participants conduct a diver casualty drill while operating from San Antonio-class amphibious transport dock ship USS Portland (LPD 27), not pictured, as part of Rim of the Pacific (RIMPAC) 2022 in Southern California. (U.S. Navy photo by Seaman Victoria Danser)



A U.S. Navy diver assigned to Mobile Diving Salvage Unit (MDSU) 1 and a Mexican navy diver conduct hot tap training during Rim of the Pacific (RIMPAC) 2022. (U.S. Navy photo by Chief Mass Communication Specialist Eric Chan)



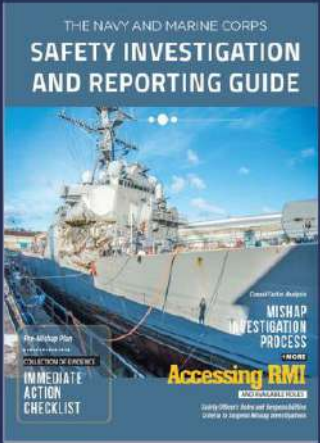
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