

Diving Safety Lines



Spring /Summer 2022

Diving Safety Lines is a semiannual bulletin by the Naval Safety Command's Expeditionary Warfare Safety Directorate. The bulletin contains a summary of research from diving safety assessments to assist you in your mishap prevention program and provides coverage of safety-related information while reducing individual reading time. This bulletin does not, in itself, constitute authority but will cite authoritative references when available. **Diving Safety Lines** is available to all hands.

From the Diving Safety Division Head

Hello everyone. I'm CW05 Eric "Jim" Nabors and I reported onboard the Naval Safety Command (NAVSAFECOM) in January 2022 after completing a very challenging and rewarding two-and-a-half- year tour at Southwestern Regional Maintenance Center in San Diego. I have been on active duty for 30 years and this is my 11th duty station as a Navy diver. I have been stationed on two salvage vessels, one tender, Seal Delivery Vehicle Team ONE, Naval Submarine School, Undersea Rescue Command and four underwater ship's husbandry commands.



CW05 Nabors

I couldn't have asked for a better final duty station than one where I get to travel often and visit Navy, Marine Corps and Coast Guard dive lockers all over the world. In my short time at NAVSAFECOM, I have conducted DSAs on two dive lockers and I have been very impressed by the performance I've seen so far.

As I continue getting up to speed with how NAVSAFECOM functions

and the processes in place for conducting DSAs, I will be participating in a lot more assessments throughout the fleet.

Because safety is our primary focus, we will always be looking for verbatim compliance with all of our guiding directives and following the checklists provided on NAVSAFECOM's secure website (<https://intelshare.intelink.gov/sites/nsc/Pages/Diving.aspx>). These checklists are updated frequently so please ensure you check often so you are prepared before your next DSA.

Additionally, assessors will now be observing an in-water dive as part of the DSA. This isn't an effort to get closer to the Diving Operational Readiness Inspection (DORI), but an attempt to give assessors the opportunity to see how dive teams throughout the fleet are diving safely and mitigating risk. These can be dives already on your schedule or a separate dive just for the DSA with no drills or additional requirements.

I look forward to seeing you all during our DSAs and if there's anything I can do for you, please don't hesitate to reach out.

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Master Diver's Corner

By Master Chief Navy Diver (DWS/SW) Russ Ciardiello

Well here we are roughly six months from our last semi-annual *Diving Safety Lines* and a lot has changed, both at the Naval Safety Command and the world in general.

In this edition, we welcome onboard our new diving officer and independent duty corpsman, announce a big change to diving safety assessments (DSA) and how to schedule yours, touch on Mk20 mission maintenance and provide some technical assistance with the No. 1 way to log military dives.

First, I want to summarize our 2021 DSA findings. The good news is we conducted 45 DSAs. That's a lot closer to normal than 2020 where we only completed three DSAs from April to December. The great news is that in those 45, we didn't see anything too alarming. The majority of discrepancies were housekeeping or paperwork-related items that just needed some tweaking. Some of the most popular items to receive a "dislike" by the assessment team were commands not having an updated 3150 per the OPNAV instruction, tagout log discrepancies, compressor logbooks missing required information (or just missing) and strain reliefs not married to hoses as required. All of these are easily corrected and should be an easy standard to maintain going forward.

Thank you for the continued support to the assessment teams during our visits. Your efforts preparing for DSAs are evident and heavily impact how smooth the process goes for both sides of the clipboard.

For those of you that have passed your diving operational readiness inspection and are looking to get your next DSA scheduled, check out the article on the right and contact Chief Navy Diver Alan Dewitt. We completely understand and respect how tight most of your schedules are and we will do what we can to get you your first preferred date.

Keep up the great work out there!



DSA scheduling tips

By Chief Navy Diver Alan Dewitt

Deep sea,

It is finally springtime; the weather is heating up and diving safety assessments (DSAs) are back on track. I want to reiterate the process for scheduling a DSA and what the Naval Safety Command (NAVSAFECOM) requires to ensure we get you scheduled as soon as possible and when it works with your operational tempo for your command's mission.

I will be your primary contact as the scheduler for all DSAs through June 2025. I can be reached via email at alan.dewitt@navy.mil. The secondary point of contact is Master Diver Russ Ciardiello, russell.ciardiello@navy.mil.

Please reach out to schedule your DSA sooner rather than later even if you do not have a hard date so we can both track an estimated month at a minimum to ensure you are not dink. The DSA will occur 15-21 months from the last DORI and if we are not scheduled to perform the DSA before that 21-month mark then a DORI will be due and there is nothing we can do for you then at the NAVSAFECOM.

When contacting me to schedule your DSA, I will need to know your last DORI date. Once you reach out and we find a week that works, we can figure out the logistics from there. We will send the DSA arrival letter out to the command at least one week before our arrival with everything required for the DSA and what to expect. We are always standing by to assist in any way we can.

Lastly, when you are ready to schedule your DSA ensure your team is prepared and qualified with manning to support a straight stick dive because that is now a DSA requirement. Senior Chief Navy Diver Brett Husbeck goes more in-depth on this requirement in his article on page 3. I look forward to hearing from you all and I will see you out there.

Diving Safety Lines

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Left, Mobile Diving and Salvage Unit TWO conduct diving operations at Lake Phoenix, Virginia.

Operational dives join DSA deck

By Senior Chief Navy Diver Brett Husbeck

Many of you have likely heard the Naval Safety Command (NAVSAFECOM) is requiring an operational dive during diving safety assessments (DSA). Well, it's true. Don't worry, everything is going to be alright. What we are looking for is how commands conduct their diving operations from cradle to grave. We will look at how you incorporate risk management, perform your pre- and post- dives to include submitting maintenance checks into SKED, the overall status of dive gear, your emergency action plan and of course, the dive brief.

We are not requiring a drill unless you impose one on yourself. The only thing we are requesting in advance is you use an underwater breathing apparatus to conduct your dive. The only

way you will use a recompression chamber is if it is your only available asset. With that being said, we want to see SSD, SCUBA, MK-16, MK-25 or DP gear. The NAVSAFECOM assessors do not mind what rig you use, just not the chamber unless it is your only option.

One example of a previous assessment with a scheduled operational dive didn't even involve divers entering the water. The master diver and diving supervisor, using time critical risk management, opted to cancel the dive during the dive brief due to increased winds and sea state. They did continue with every phase of the dive with the exception of the divers entering the water. Job well done! That's what we wanted to see. Use the system as it is intended to be used.

HOOYAH! See you soon.

New independent duty corpsman onboard

Greetings to my Deep Sea family around the globe! I'm Master Chief Hospital Corpsman Andrew Taylor and I'm excited to be able to meet and collaborate with the entire diving Navy. I checked into the Naval Safety Command in February from Naval Special Warfare Group TWO where I was the senior enlisted medical advisor. I've been a dive med tech for almost 20 years and a dive independent duty corpsman for over 11. In addition to experience working with the Marine Corps, I have served in several of our type commands to include NSW, NECC and the Naval Information Warfare Command. I've been blessed with the opportunity to work with several great leaders, peers and junior Sailors alike. Our community has some of the smartest and strongest teammates I've ever known.

I'd also like to remind the community about maintaining individual medical readiness. I know COVID has slowed a lot of

services down, especially in the medical field. I encourage everyone to take a round turn on themselves and ensure your dive physicals and annual periodic health assessments (PHAs) are current.



HMCM Taylor

Dive physicals are not the only items that keep you PQ dive, the PHA is also required. PHAs are due annually, but you are given a three-month grace period. If not completed by the 15-month mark, you are NPQ dive.

I look forward to getting out on the deckplate and working with you all to keep our diving Navy safe.

Hooyah Deep Sea!

DJRS users: Update RMI account

Contact your unit manager before contacting the help desk to assist. Unit managers are the first line and have the ability to grant roles to individual accounts

By Chief Navy Diver (DWS/FMF) Andrew E. Homan

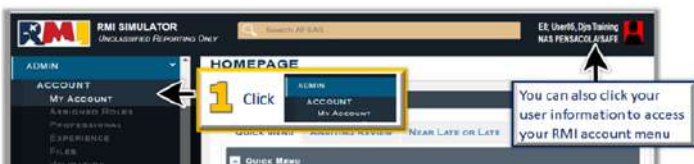
If you are not aware or have not been affected by recent changes made to the Dive and Jump Reporting System / Risk Management Information (DJRS/RMI), here is a little background to keep you updated. Naval Safety Command has noticed recently that many users have mismatching unit identification codes (UICs) between RMI and DJRS. The fix for this discrepancy is to migrate DJRS roles from DJRS profiles to RMI accounts. This change means unit managers will manage DJRS roles from the RMI account; PCS processes will no longer change units on the DJRS profile but within the RMI account and all security roles will be managed via the RMI account.

Hopefully you were notified to verify or update your individual accounts to have your DJRS profile and RMI account match before updating. If this was not the case, those accounts which do not match will not have DJRS roles migrated and users will have to request roles after the migration. Potential impacts resulting from this are loss of roles within DJRS and increased calls to the help desk.

Contact your unit managers before contacting the help desk to assist. The unit managers are the first line and have the ability to grant roles to individual accounts. In case unit managers have lost their roles, call the help desk while assistance is given to restore the unit managers' roles.

The help desk is available 24 hours a day at 833-NESD-NOW (833-637-3669), email: nesd.rmi.fct@navy.mil. Their website is <https://www.nesdnow.navy.mil>.

Here are instructions to access and manage your RMI account information:



STEP 1: Click on "ADMIN" or click on your user name in the upper-right hand corner of RMI.



STEP 2: Click "MY ACCOUNT" to edit your personal and contact information. "MY ACCOUNT" is also the menu option you select to update your organization.

Beware UPDATING YOUR ORGANIZATION REMOVES YOUR ASSIGNED ROLES

You must contact your unit manager to have your roles reassigned to you. Also, if you are changing or updating anything in this step; you must click "UPDATE ACCOUNT" to keep or save any changes.

(USERS): How to Request RMI Roles for DJRS:

STEP 1: Select "ASSIGNED ROLES"

STEP 2: Check the roles you want to add. Uncheck the roles you want removed.

STEP 3: Enter justification for why you need the role(s) you requested. Approval can take up to 24 hours.

DJRS dive unit managers and DJRS jump unit managers can grant DJRS roles in RMI.

STEP 4: Click on the "SUBMIT" tab



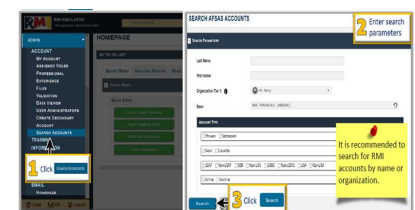
Dive or Jump unit managers: Managing RMI accounts and roles

How to search for RMI

Accounts:

STEP 1: Click "SEARCH ACCOUNTS"

STEP 2: Enter search parameters



STEP 3: Click "SEARCH" To manage user's RMI account:

STEP 4: Click on "Modify Account" icon

See "Update RMI/DJRS roles," Page 5

Update RMI/DJRS roles

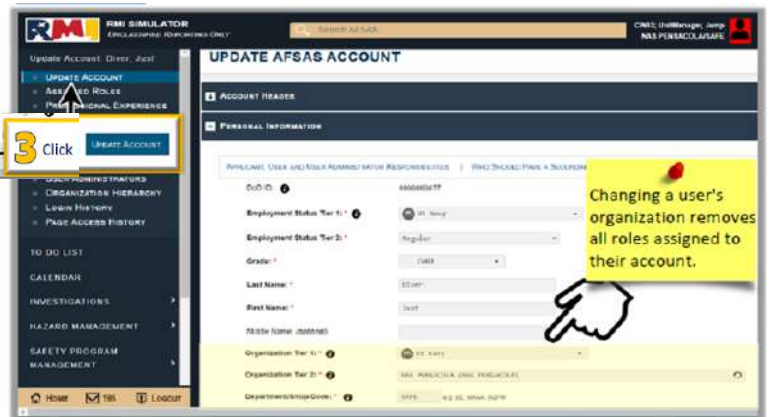
Continued from page 4

Unit Managers:

You can only modify users in your organization. The “Modify” action icon does not appear for users not assigned to your organization. Once you have located the required individual via search you can gain/PCS individuals and edit/assign user’s roles.

To PCS a user:

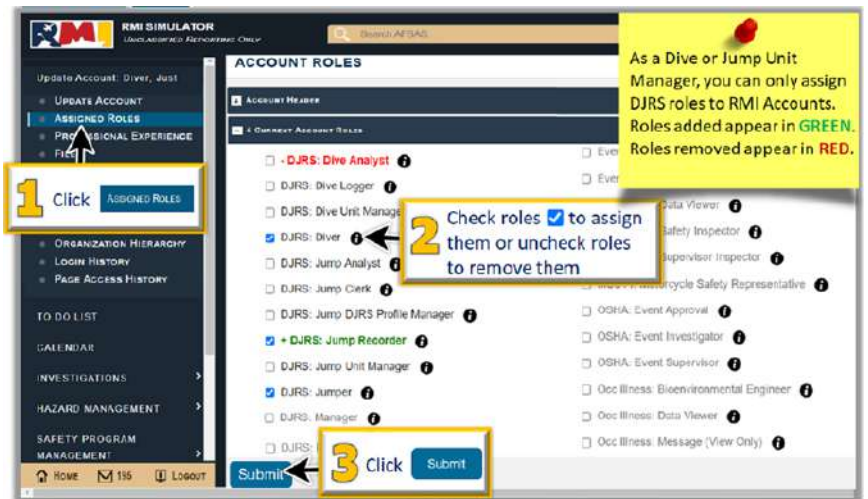
- STEP 1: Click “USER ACCOUNT”
- STEP 2: Update organization information
- STEP 3: Click “UPDATE ACCOUNT”



To edit a user's roles:

- STEP 1: Click “ASSIGNED ROLES”
- STEP 2: Check roles to assign
- STEP 3: Click “SUBMIT”

Depending on what is required through your position within the organization, ensure the appropriate job functions in “Current Position” are checked. Once the job functions in “Current Position” are complete click on “UPDATE ACCOUNT” at the bottom of the page. This will open the next window where current account roles can be granted. Assign the minimum roles required to fulfill the current assignment within the organization. Roles must be updated as people qualify to reflect their new responsibilities. At a minimum, all will have an AFSAS Basic Account, DJRS: DJRS User and Workspace: US Navy/Marines.



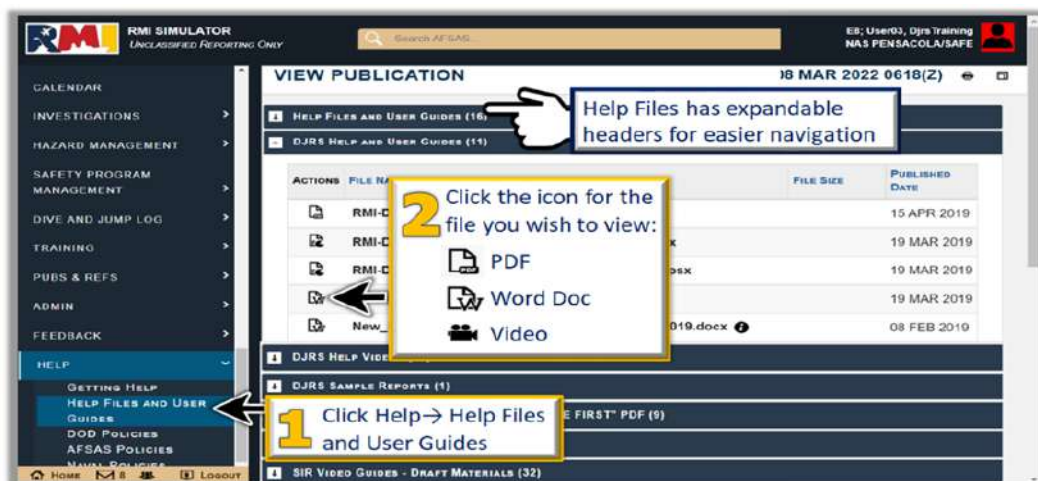
Essential Takeaways

1. Unit managers are the first line and have the ability to grant roles to individual accounts.
2. It is the user’s responsibility to check and verify one’s account

and work with their unit manager.

3. Users and unit managers need to be actively engaged within the organization for this program to run as designed.

The RMI/DJRS programs will continue to change to provide the best and most up-to-date user interface. Additional help is located within RMI through Help Files, User Guides, and training videos.





Don't let mission maintenance neglect sink diving readiness

By Chief Navy Diver Stephen Malicki

The life of a military diver is very exciting at times. I'm sure we all remember the days of initial dive training at Naval Diving and Salvage Training Center (NDSTC) – the dives, workouts and the intense instruction from the yellow shirt-clad instructors. And let's not forget gathering in a circle as one person read aloud line by line the maintenance steps until everyone held up an OK symbol. During that time how many of you thought to yourself, "I can't wait to graduate and spend most of my career doing maintenance!" Probably not many of you but with every dive comes maintenance and administration requirements.

Recent findings during diving safety assessments (DSA) at multiple units show the MK 20 underwater breathing apparatus (UBA) mission maintenance is not completed and documented. Some units have reported they did not know of the mission maintenance's existence or requirement. Because the MK 20 UBA is considered life support equipment, pre-dive, post-dive and mission maintenance is required.

The Naval Sea Systems Command (NAVSEA) Technical Manual - Operation and Maintenance Manual - Organizational Level UBA MK 20 Mod 0/1, defines a dive mission as "that period of time during which the equipment is in continual daily use." Mission maintenance is required if the dive mission extends past 30 days, there is a break in diving of more than six days or the MK 20 UBA is suspected of malfunctioning. The checklist for mission maintenance is appendix A-1 of the technical manual, Figure 1.

The technical manual's checklist has space to collect data for four MK 20 UBAs. The mission maintenance consists of performing a visual inspection of the MK 20 UBA, performing post-dive maintenance, lubricating parts and reassembling the mask. The mission maintenance also includes inspecting the ancillary assemblies that make the UBA function. This inspection ranges from the umbilical, emergency gas supply (EGS) assembly and communication components. If the post-dive maintenance is properly completed, then little extra work is needed to complete the mission maintenance. The steps to the pre-dive maintenance are located in the technical manual's Appendix A-2. The pre-dive checklist, Step 2, states to verify, if applicable, the mission maintenance is completed. Figure 2 depicts a flow diagram on the progression of the required maintenance for the MK 20 UBA.

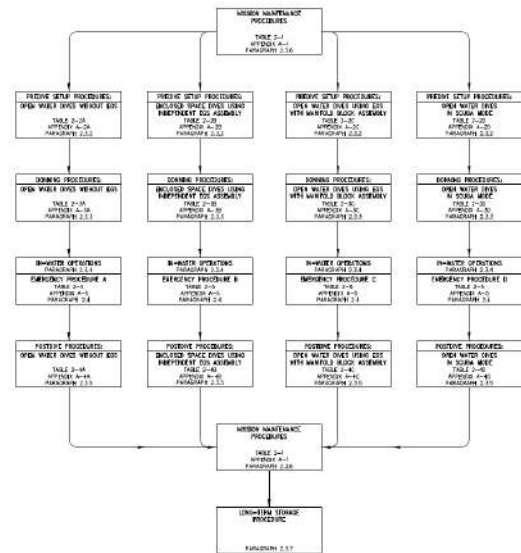


Figure 2

**APPENDIX A-1
MISSION MAINTENANCE CHECKLIST**

Date:	RED	GREEN	YELLOW	STANDBY (STDBY)
Mask No.:				
Note: See Table 2-1 of this manual for detailed procedures.				
	CHECK (INITIAL)			
PROCEDURES	RED	GREEN	YELLOW	STDBY
1. Complete data at top of this checklist.				
2. Inventory all equipment used in mission.				
CLEAN AND INSPECT UBA MK 20 MOD 0/1 FFM				
3. Clean and inspect FFM and regulator assemblies: a. Remove entire communications/microphone assembly from FFM and place in clean, dry area. b. Rinse FFM and exterior of regulator with fresh water.				
4. Inspect FFM components for signs of damage: a. Inspect mask body assembly, head harness, and inner oral-nasal mask. b. Inspect mask body locking strap. c. Inspect buckle assemblies; check operation. d. Inspect oral-nasal cavity. e. Inspect one-way disc valves; check movement. f. Inspect visor for scratches, cracks, and distortions.				

Figure 1

All dive units with MK 20 UBAs should devise a system to document when mission maintenance is completed. Currently there is no way to document mission maintenance in SKED so the only way is by completing the checklist from Appendix A. The dive supervisor must verify that mission maintenance is completed before diving.

Mission maintenance

Continued from Page 6

So where does communication break down between maintenance personnel and the need for completing mission maintenance? This is where knowledge and leadership come together. The best recommendation is for diving supervisors to train divers on where to find the directions and how to complete the maintenance.

Before receiving MK 20 UBAs during the turnover process, the diving supervisor should verify all maintenance is completed. The supervisor should not accept MK 20 UBAs until the maintenance is completed.

The MK 20 UBA mission maintenance is as important as all other assigned maintenance. It is required and must be documented. Every dive command needs to devise a system to document completed maintenance. The continued negligence of mission maintenance could lead to injury or loss of life, financial loss or decreased mission capability.

Below are some recommendations for reviewing completed mission maintenance:

1. Keep the completed data sheets from Appendix A in a binder with the MK 20 UBAs and have them available for review during pre-dive checks.
2. Store laminated data sheets from Appendix A with the MK



Figure 3

20 UBAs. The maintenance data can be recorded with a grease pencil and the sheet can be reused.

3. For a quick review by the dive supervisor (Figure 3), attach a small laminated card listing the serial number of the MK 20 UBA, name of the maintenance personnel, date of completed mission maintenance and next mission maintenance due date.

Hooyah and Semper Paratus!



Want more?

Check out our resources and publications: *Approach* and MECH magazines, surface and aviation safety newsletters, Safety Awareness products and more! Naval Safety Command, located on Naval Station Norfolk, Virginia, provides resources and guidance to develop a Navy safety culture in which everyone is trained and motivated to manage risk and ensure the combat readiness of our forces and the Navy's global warfighting abilities.

We provide policy, doctrine and guidance, safety surveys and assessment visits, training and education, multimedia products, marketing and outreach campaigns, and recognition and awards programs.

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