

# DIVING SAFETY LINES



## NAVSAFECOM EXPEDITIONARY & SPECIAL WARFARE DIVING SAFETY NEWSLETTER

### IN THIS ISSUE

KUANTAN, Malaysia (Sept. 13, 2023) Divers from U.S. Coast Guard, Royal Malaysian Navy, Malaysian Coast Guard, Fire and Rescue Department of Malaysia, and Republic of Korea conduct open water dives during Pacific Partnership 2023. (U.S. Navy photo by Chief Mass Communication Specialist Eric Chan)



- Dive Division Head ..... 1
- Master Diver's Corner Analysis.....2
- Coastie Corner.....3-4
- Doc's Corner.....4
- RMI Feedback System.....5-6
- DSA Scheduler's Corner.....6
- Fair Winds and Following Seas Message.....7
- Feedback & Additional Info....8

### By CWO5 Eric "Jim" Nabors Diving Safety Division Head

Naval Safety Command (NAVSAFECOM) will be hosting a meeting in late January 2024 to brief diving commands on the 2023 Diving Safety Assessment (DSA) results. The intent of the meeting will be to discuss how the DSA process has improved over the past year, common fleet discrepancies, the overall data NAVSAFECOM has collected for 2023, grading processes and how to best prepare for your next DSA. All data will be sanitized. Command names will not be

included in any material presented during the meeting.

This will be the first meeting of this type. It is recommended that all diving commands have at least one participant at the meeting, either locally or online. NAVSAFECOM will release an ALSAFE message in mid-January to announce the date and location, as well as information for remote attendance.

If you have questions about an upcoming DSA, please don't wait for the meeting. Reach out to the diving division at SAFE-DIVESALVAGE@NAVY.MIL, and we'll be happy to help out wherever we can.

Stay safe, and we look forward to seeing you at your next DSA.



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# Previously in Diving Safety Lines

By NDCM Russ Ciardiello

We received a lot of great feedback from the last edition, and we appreciate it every time – good or bad. A lot of you liked the charts I put in the last one, so I promise there will be at least one chart in this edition, but don't skip to the end right now like it's a video on your phone ... you know who you are.

We are still seeing great things at every command we visit. We're also seeing not-so-great trends in an area 99.9% of you can't control: manning. Recruiting is way down across all branches, and it will take a while to catch up. I mentioned in the last article that you're doing more with less, and that is going to continue for the foreseeable future. Take some time to check in on your divers from the top, down and across. If they're just treading water, inflate their BC and get an OK before you hand them more weight, i.e., another task. Never forget the primary mission for the diving day ... everyone reaches surface under their own power.

It's been a while since the last time I talked about dive locker management. The Diving Safety

Assessment (DSA) checklists should be used for any turnover of a specific area of responsibility. Whether you're the new hazmat or scuba petty officer, or taking over the entire dive locker, what better way to have a snapshot of what you're giving and, more importantly, what you're getting. The prep work for a DSA doesn't need to be two to four weeks of overtime days and nights. If you're in charge of an area, run through that checklist once a month. When you keep things organized and documented, it doesn't take much time. If you're a leading petty officer (LPO), pick a checklist and go through it with your leads a couple times a month. LCPOs grab one with your LPO once a month. Master divers and warrants, consider a quarterly schedule. How you could manage this depends on how large your dive lockers are. The time spent doing this maintenance is an investment to make life easier on the "future you." Expect what you inspect. Again, thank you for the feedback on our last edition; please keep it coming. Always look forward to seeing you out there doing great things above and below the surface.



## DIVING SAFETY LINES

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# The Coastie Corner: A Year of Collaborative Success

By DVC Adam Harris

As we bid farewell to another eventful year, it is essential to reflect on the accomplishments and milestones achieved by the U.S. Coast Guard (USCG) dive program. Throughout the year, our dedicated divers have engaged in numerous joint missions with esteemed partners such as the U.S. Navy, U.S. Army, United Kingdom, Royal Australian Divers and French Divers. These collaborations have not only strengthened international relationships but also showcased our collective commitment to maritime safety and security.

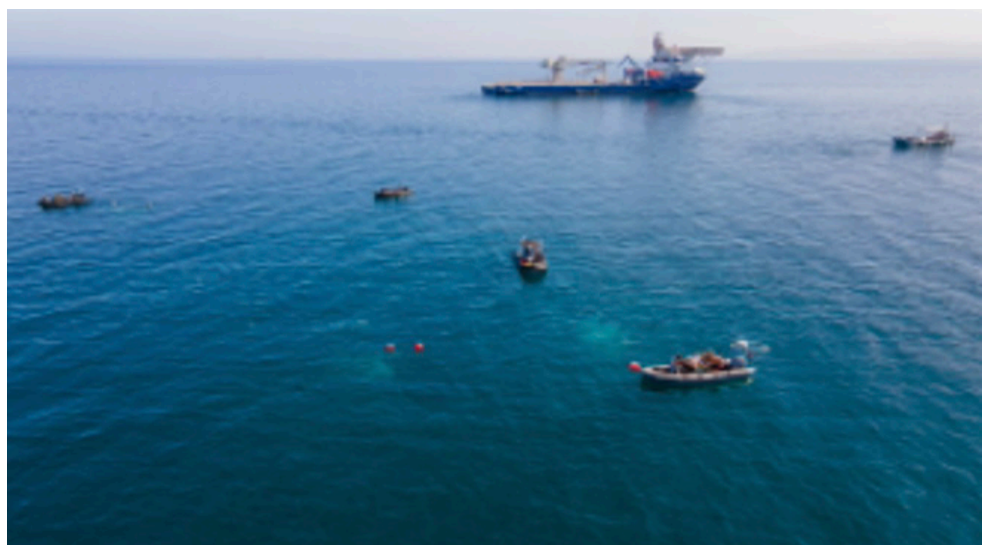
USCG divers recently participated in support of Exercise Croix Du Sud, the largest humanitarian assistance and disaster relief training in the South Pacific. They joined forces with Australian Clearance Divers and French explosive ordnance disposal (EOD) divers aboard the Royal Australian Navy support vessel Reliant. USCG divers engaged in a weeklong force integration training. This training allowed the three dive teams to exchange techniques for emergency action plans, extraction of stricken divers, transportable recompression chamber familiarization and operating procedures, as well as dive navigation and sonar searching techniques. During the exercise phase, the Croix Du Sud dive team collectively identified 99 dive locations containing wreckage and unexploded ordnance. They also surveyed a reef facing erosion concerns, providing valuable techniques to French Navy EOD divers for future operations in that area of responsibility. Overall, the dive team conducted 169 military dives. Their dedication showcased their commitment to maintaining secure shipping lanes and contributing to a safer maritime environment in the Indo-Pacific realm.



On another note, the USCG dive team and the U.S. Navy collaborated seamlessly in Guam following Typhoon Mawar to restore port operations. Working closely together, they undertook the crucial task of recovering the channel buoy, which was essential for reopening the port. With their exceptional diving skills and expertise, the USCG dive team meticulously navigated through challenging conditions to locate and retrieve the buoy from beneath turbulent waters. Their synchronized

efforts with the U.S. Navy ensured a swift and successful operation, allowing for a safe passage for ships entering and exiting Guam's port once again.

In addition to the remarkable missions highlighted above, it is important to acknowledge other noteworthy endeavors such as the Defense POW/MIA Accounting Agency (DPAA) Papua New Guinea mission, Buoy Tender Roundup with the U.S. Army,



**The USCG dive program remains committed to further strengthening our partnerships and expanding our collaborative efforts.**

# A Year of Collaborative Success (cont.)

Rim of the Pacific (RIMPAC) exercise, cold water ice diving/Pacific area (PACAREA) Ice-Ex 2023, and DPAA Vietnam mission. The significance of these missions cannot be overstated, as they serve as shining examples of the professionalism and expertise exhibited by our personnel in fulfilling their duties.

As we embark on a new year, the USCG



diving program remains committed to further strengthening our partnerships and expanding our collaborative efforts. We recognize that by working together, we can overcome challenges more effectively and ensure the safety of maritime operations worldwide.

Hooyah – Here’s to another successfully year ahead for the USCG dive program!



## DMT Training and Timelines

By HMCM Andrew Taylor

This fall, there are two subjects I'd like to address within the diving medical technician (DMT) community. They both affect safety and are important to think about. The first deals with manning and the career progression of the DMT properly tracking to Independent Duty Corpsman (IDC) School. Keeping your career on track timeline-wise affects both the health of the community and your professional progression through the ranks. A direct accession into the community should perform two tours as an L27A DMT. Example: boot camp, "A" school, DMT School, Mobile Diving and Salvage Unit 2, Explosive Ordnance Disposal Training and Evaluation Unit 2, IDC School. Sailors who are fleet returnees upon entry into the DMT community in most cases only require one tour as a DMT before applying to IDC School. Example: boot camp, "A" school, 2nd Marine Division, DMT School, Submarine Escape Trainer, IDC School.

The second item is DMT and IDCs maintaining proper qualifications. OPNAV 6400.1 outlines several professional requirements that must be maintained in order to stay credentialed as an IDC. IDCs must maintain qualifications as basic life support instructors, advanced life support providers in Tactical Combat Casualty Care and in food sanitation and pest management. They must also continue expanding their medical knowledge through continuing education units via UpToDate, the Armed Forces Operational Medicine Symposium or other approved means. They must maintain an open line of communication and relationship with their clinical supervisor, who must complete quality assessments of their work and progress through the NAVMED 6400/2 with the DMT or IDC, and the 6400/2 must be completed every two years. All these requirements are necessary to keep health care going throughout the fleet. These qualifications

are imperative for austere environments; it ensures health care and coverage at the farthest reaches of the tip of the spear.

Proper career progression to IDC, maintaining proper qualifications, and staying credentialed directly affects the safety of the diving Navy and our ability to provide care in the event of an emergency. I appreciate all that each and every one of you do out there to keep the fleet safe. I've been very pleased with the majority of the results from assessments I've been on so far this year. Please continue to strive for excellence each and every day. Until next time, HOOYAH DEEP SEA!

For additional assistance or information, my email contact information is [andrew.b.taylor1@navy.mil](mailto:andrew.b.taylor1@navy.mil).

# RMI Mishap Reporting and AutoLinking Dive Logs

By NDC Andrew E. Homan

There still seems to be some confusion pertaining to mishap reporting within Risk Management Information (RMI) and the interaction with Dive/Jump Reporting System (DJRS). These two operating systems are separate and DO NOT automatically communicate with each other. There are steps that must be performed in order to correctly AutoLink a dive log in DJRS with a mishap or incident reported in the RMI - Streamlined Incident Reporting (RMI-SIR) system. The first step is communication, which plays a vital role in the report being released in a timely manner. This interaction occurs between the dive unit that experienced the mishap and the command safety representative, who will submit the report for release. This line of communication needs to be open and fluid. Previous Diving Safety Line articles have touched on the importance of communication and provide the foundation as we go in for a closer look.

## One of two actions occur:

**Action 1.** The safety representative initiates an investigation in RMI by selecting “Create

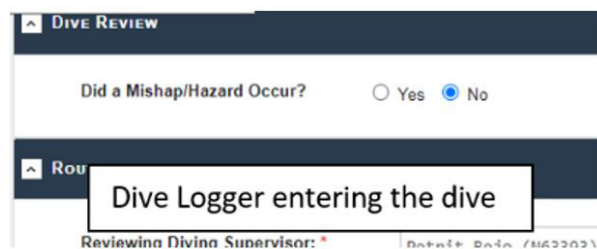
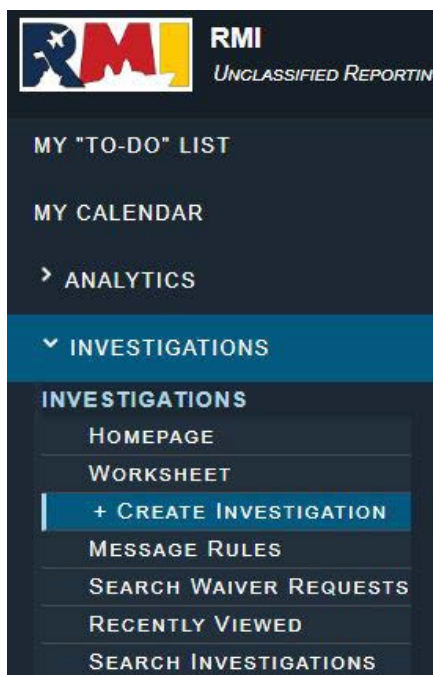
Investigation” based on the information gathered from the notification, filling out as much information as possible. If this is the case, the safety representative needs to communicate to the dive unit the unique SIR Event ID that was created PRIOR TO finalizing the dive log. The purpose of this will come into play later in this article.

**Action 2.** This is the preferred method, where the safety representative waits for the dive log containing the mishap to be finalized. In this case, an investigation report is automatically created and the majority of the information will already be filled out. Unfortunately, the first action occurs too often without providing the dive unit with the unique SIR Event ID, resulting in the dive log not properly AutoLinking to the final report. This causes subsequent rejection during quality control and confusion and re-work by the submitter.

When entering the dive with a mishap in DJRS, the logger **SHOULD NOT** select “Was a Diver injured during this dive?” This selection can and should be made during a supervisor’s review of the dive log, which will initiate the investigation automatically. The dive logger may not know this is occurring, which could cause confusion later on. Additionally, this section should only be selected once and

communicated as such to any succeeding reviewers, as it will create duplicate investigations within RMI. I would recommend the senior reviewer, i.e., master diver or diving officer, make this selection. It is entirely up to the command to determine when and who makes this selection.

Once “Did a Mishap/Hazard Occur?” is selected and the dive activity where the mishap occurred is chosen, another window will appear asking “Was a preliminary message created?” This is where communication between the safety representative and the dive unit is key. If Action 1 occurred, the dive unit needs to enter the unique RMI-SIR Event ID supplied by the safety representative. This will AutoLink the finalized dive log. Regrettably, this will also overwrite certain information contained in the initial report that was created prior to finalizing the dive log. If Action 2 was taken, continue to fill out the Mishap/Hazard One-Liner and the Mishap/Hazard Narrative. The one-liner is limited to 140 characters to be a concise, newspaper-like headline that succinctly describes the event. The Narrative is the section where you can chronologically detail significant events, along with actions that led to the event and what transpired during and after the event. This section explains what happened, NOT WHY. (continued next page)



# RMI Mishap Reporting and AutoLinking Dive Logs

(cont.) In both, do not provide personally identifiable information and keep abbreviations to a minimum, using only when necessary. Once the Mishap/Hazard One-Liner and the Mishap/Hazard Narrative are complete, select “Create Mishap/Hazard” at the bottom. The system will then ask you to confirm your selection. NOTE: Once confirmed, you will not be able to alter or delete changes in DJRS. By selecting “Confirm,” the system will import the dive log to a mishap and create an investigation within RMI. This is the AutoLink function built into DJRS to communicate with RMI in action.

Be ready to note the Event ID when it appears. If Action 2 was taken and the safety representative waited for the dive log to be finalized, provide the Event ID so it can be located within RMI to finish the Mishap

Report. This will assist the safety representative if they did not receive a message in RMI stating there is a new investigation in the queue.

Congratulations! The dive log is properly AutoLinked to an RMI-SIR report, which is the biggest hurdle when reporting diving mishaps. As we discussed, there is more than one way to correctly AutoLink dive logs to an investigation. Whichever option you choose, the exchange of information between the dive unit that experienced the mishap and the unit safety representative needs to be established. This understanding of who is responsible for which processes and when to complete each step is paramount. Many personnel involved in this process may not have the same understanding of diving terminology.

Likewise, the dive unit reporting a mishap may not have similar understanding of the RMI system. It is up to everyone involved to communicate effectively. The interaction among all parties involved in reporting plays an essential role in the approval and release of these reports to the fleet. These mishap reports are not designed to “tell on ourselves,” but to assist in identifying trends, better train our diving community and prevent future mishaps.

In the Spring 2024 issue, we will dive deeper into the processes, responsibilities and pitfalls of completing the RMI-SIR report you successfully AutoLinked to the dive log. Stay tuned, and dive safe!

## DSA Schedulers Corner

By NDC Alan Dewitt

Deepsea,

Welcome to the Fall 2023 edition of the Diving Safety Lines! Scheduling for 2024 has begun and I want to hit on a few key points when it comes to scheduling your Diving Safety Assessment (DSA). When sending your email request, please remember to attach the most recent Diving Operational Readiness Inspection (DORI) letter for your command to avoid delays in scheduling. We are still running into periodicity issues that prevent the Naval Safety Command from conducting the DSA when requested. OPNAVINST 3150.27D states “All USN activities conducting Navy diving operations must undergo a DSA from the Naval Safety Command to provide an independent review of diving safety practices. This survey must be conducted between 15 and 21 months of the command’s last DORI or equivalent Immediate Superior in Command (ISIC) inspection.

A DSA does not replace or extend the requirement for a DORI.” Once a command is past the 21 month mark from the last DORI, a DSA is no longer an option and a DORI needs to be conducted as soon as possible. This is the reason it is very important to send the DORI letter so that we can make sure everything is in accordance with the OPNAVINST 3150.27D.

Remember, it is never too early to plan ahead and reach out to get penciled into our travel schedule to conduct the DSA. Looking forward to seeing you all out there, feel free to reach out to me with any questions, comments or concerns.

Hooyah Deepsea KDSA



# Fair winds and following seas my Deep Sea brothers and sisters

By NDCS Brett Husbeck

This is my last article prior to finally retiring. Yes, after over 27 years of great military service, it's time to start the next chapter in my life. First of all, I would like to thank all the great people I've worked with and for. There are definitely too many to name. I've met some amazing people and built a lot of great friendships since joining the Navy in June of 1991.

It's amazing how much you learn as long as you listen. We all know you have great leaders and you have bad leaders. I've actually learned a lot more from the bad leaders than the great ones because I've learned not to repeat their mistakes. A little bit of risk management thrown at yah.

I think back to when I graduated second class dive school in Pearl Harbor Hawaii. Yes, Pearl Harbor, HI. First class dive school in 2000 and then again in 2013. Yes, I went twice (it's a long story). As I think back, I see so much has changed in Navy diving. The ascent rate used to

be 60 feet per minute, our deep sea rig was the MK 12, we had a ten foot decompression stop in the water, we had sur "D" air and sur "D" O2 tables, mixed gas tables that included the emergency decompression table (EDT), and we only went to 40 feet in the chamber on a sur "D" O2 just to name a few. Some of my fellow divers say that when I joined the Navy we sailed on wooden ships with sails and dove the MK V. Not true, but close.

The reason I bring all this up is we are constantly changing or evolving every day. I know people fear change. You need to embrace it, grow with it, and learn from it. When you stop learning and growing, you stop advancing. We need to keep up with the times and technology. And we need to Get Real and Get Better. That means taking a serious and close looking at ourselves in the mirror for a self-assessment (Get Real), and then making the needed adjustments to correct deficiencies and implement lasting change (Get Better). A little pitch for the CNO's initiative there.

CNO's initiative there.

The other thing I want to touch on is "right place, right time." I've had the privilege to be part of naval history throughout my career. The tragic USS Cole bombing where we lost 17 sailors to terrorism, the 911 attacks on the United States, two separate years recovering the USS Monitor main engine and turret, and the recovery of two British sea king helicopters in the Persian gulf just to name a few.

Those all happened within one tour at MDSU2. Believe it or not, one of the most rewarding commands was here at Naval Safety Command. The interaction with the fleet, the ability to have a voice, and the knowledge that we are making the diving Navy a safer organization is a great sense of satisfaction. The point is, where ever you're stationed, live every day to the fullest, make the best out of any situation, and enjoy life. You only have one to live.

Take care everybody and Keep Deep Sea Alive and Safe. HOOYAH!!!!



# Want more?

Check out our resources and publications: **Approach**, **MECH**, **Ground Warrior** 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 capabilities.

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.

Our products, current and archived, can be found at <https://www.navalcommand.navy.mil>.



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The editorial staff is always looking for contributing writers. We want to publish your articles and stories that increase operational readiness, evaluate safety and health issues, correct deficiencies, and emphasize situational awareness.



## Feedback or ideas for the next DIVING Safety newsletter issue?



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