

DIVING SAFETY LINES



NAVSAFECOM EXPEDITIONARY AND SPECIAL WARFARE DIVING SAFETY NEWSLETTER

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U.S. Marines from the 2nd Force Reconnaissance Company, assigned to Task Force 61/2, conduct dive operations with Ohio-class guided-missile submarine USS Georgia (SSGN 729) while underway in the Mediterranean Sea July 27, 2024. Headquartered in Naples, Italy, U.S. Naval Forces Europe-Africa (NAVEUR-NAF) operates U.S. naval forces in the U.S. European Command and U.S. Africa Command areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAF, and employs maritime forces through the full spectrum of joint and naval operations. (U.S. Navy photo by Petty Officer 2nd Class Almagissel Schuring)



From the Diving Safety Division Head

By CWO5 Eric "Jim" Nabors Diving Safety Division Head

Deep Sea,

This is my final article as the Naval Safety Command Diving Division Head. We have made significant changes and improvements to the Diving Safety Assessment (DSA) process over the past three years. The overall safety posture and readiness of Navy Diving is excellent and continues to improve because of your awareness

and hard work. DSAs are constantly evolving as we strive to provide you with the best process and product possible. Please continue to provide feedback and attend the annual diving safety assessment conferences. Ensure your individual and command concerns are heard and addressed.

I am nearing the finish line of my Naval career.

Looking back over the past 32 years, I am incredibly grateful for all the friends, mentors and teammates I've had the privilege of working with throughout the years. What an incredible experience! If there's anything I can do for you, don't hesitate to reach out. Thank you. Take excellent care of each other, and KDSA! HOO YAH DEEP SEA!



Left, SRF-JRMC's Yokosuka Dive Locker conducted diver training for two Master Labor Contract (MLC) divers in the dive pool on board Commander Fleet Activities Yokosuka. Lt. Masis Torosyan, the command's Diving Officer, and Senior Chief Master Diver Alberto Alejo conducted the training. SRF-JRMC's Diver Locker is the only one in the U.S. Navy that has both Sailor and foreign national divers. (U.S. Navy photo by Aya Stewart)

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DSA Scheduler's Corner

By NDC Alan Dewitt

Deepsea,

Welcome to the Fall 2024 edition of the Diving Safety Lines! Our FY25 schedule is mostly wide open as of right now so if you know you will be in your 15–21 month window please send me an email so I can block off that week to accommodate your command's schedule. Please do not forget to send a copy of your most recent DORI letter so we can all be on the same page and meet the requirements of OPNAVINST 3150.27. Remember, it is never too early to plan 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 at alan.dewitt@navy.mil.

Hooyah Deepsea KDSA

Right, U.S. Navy EOD technicians from EODMU 8 conduct underwater demolition operations off the coast of Varna, Bulgaria, during exercise Sea Breeze 2024, Sept. 17, 2024. Sea Breeze 2024-3 is focused on EOD, dive operations and unmanned underwater vehicles. (U.S. Navy photo by Mass Communications Specialist 2nd Class Jackson Adkins)



Doc's Corner

By HMCM Andrew Taylor

Greetings, Deep Sea Denizens!

As the weather begins to cool down here in Virginia, I wanted to take a moment to recognize and commend all of you for your hard work. We've seen a noticeable decrease in medical discrepancies across the board in the Diving Safety Assessments conducted this past quarter. This is a testament to your dedication and commitment—well done!

Let's keep this momentum going! Maintaining medical readiness is crucial, and the best way to stay ahead is by staying proactive. Make sure you're completing your Dive Physicals and Preventative Health Assessments on schedule. Also, take the time to shake out your gear regularly. This ensures your equipment is up-to-date, serviceable and ready for action.

We're always here to support you. If you have

any questions or need clarification on anything in our checklists, don't hesitate to reach out. And if there are any issues you believe deserve fleet-wide visibility, feel free to bring them to our attention.

Above all, stay safe out there! Your performance on the deckplates continues to impress me every day.



Above, Sailors from the Bulgarian Navy, Georgian Coast Guard, Japan Maritime Self-Defense Force, Romanian Naval Forces, Ukrainian Naval Forces, U.S. Navy EOD Mobile Unit 8 and U.S. Navy Mobile Diving and Salvage Unit 2 pose for a group photo in Varna Harbor, Bulgaria as part of the closing ceremony for the third serial of exercise Sea Breeze 2024, Sept. 20, 2024. Sea Breeze is an annual maritime exercise aimed at building collective capability and agility to restore security and stability in the dynamic Black Sea. Sea Breeze 2024-3 is focused on explosive ordnance disposal, dive operations and unmanned underwater vehicles.”(U.S. Navy photo by Mass Communication Specialist Seaman Chance Hanson)

The Coastie Corner

By DVC Adam Harris

Dysbaric Osteonecrosis (DON) in Divers: Risks, Symptoms, and Prevention

Dysbaric Osteonecrosis (DON) poses a significant health risk for military and commercial divers who are routinely exposed to high-pressure environments. This condition occurs when the blood supply to bone tissue is interrupted, resulting in the death of bone cells. In the case of divers, nitrogen bubbles formed during rapid decompression can block small blood vessels in the bones, leading to impaired blood flow over time. Consequently, this diminished blood flow can weaken the bones, causing them to collapse and resulting in chronic pain.

How DON Affects Divers

How DON Affects Divers: Commercial and military divers, particularly those undertaking deep or repetitive dives, face an increased risk of developing DON. This condition typically impacts the long bones, such as the femur and humerus, as well as weight-bearing joints like the hip and shoulder. These divers often undergo frequent pressure changes, which can result in the formation of nitrogen bubbles in the bloodstream during ascent. When these bubbles obstruct the blood vessels that supply the bones, it leads to tissue death, known as necrosis.

Signs and Symptoms

Signs and Symptoms: In its early stages, DON may not show any symptoms, making regular check-ups crucial for divers. However, as the condition progresses, the following symptoms may appear:

- Joint Pain: Particularly in the hips, shoulders or knees, especially after diving.
- Limited Range of Motion: Stiffness or difficulty moving the affected joints.

· Bone Collapse: In advanced cases, the bone structure may collapse, leading to significant pain and reduced joint function.

Prevention of Dysbaric Osteonecrosis

Prevention of Dysbaric Osteonecrosis:

Preventing DON is essential for commercial divers, and it requires strict adherence to safe diving practices:

1. Follow Proper Decompression Protocols: Always follow recommended decompression schedules and use dive computers to monitor depth and time. Slow, controlled ascents help prevent nitrogen bubbles from forming too quickly.
 2. Use Mixed Gas Breathing Systems: Switching to alternative breathing gases, such as heliox (a helium-oxygen mixture), reduces the nitrogen load in the body, which decreases the risk of bubble formation, especially during deep dives.
 3. Limit Repetitive and Deep Dives: Divers should avoid consecutive deep dives and take appropriate surface intervals between dives to allow their bodies to recover fully. Prolonged pressure exposure increases the cumulative risk of DON.
 4. Regular Medical Examinations: Early detection is key to managing DON. Divers should undergo regular medical check-ups, including MRI scans, to detect early signs of bone tissue damage. Early intervention can help slow the progression of the condition.
- Dysbaric Osteonecrosis is a condition that can have serious consequences for divers, affecting both their careers and health. Divers can minimize the risk of developing DON and safeguard their long-term well-being by following safe diving protocols, minimizing exposure to repetitive pressure and undergoing regular medical check-ups to monitor their health.

DIVING SAFETY LINES

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Diving Safety Program Specialist Corner

Dive Jump Reporting System (DJRS) new Quick Sight Program

By Brett Husbeck

Deep Sea,

I wanted to keep everybody in the loop with the changes that are coming to the Dive/Jump Reporting System (DJRS). As of yet, I don't have an exact date of when the changes will be implemented. The Risk Management Information (RMI) data programmers, and the Naval Safety Command are working to have the program on the streets as soon as possible. With anything new, it might take some time to make sure the program works as intended. But like I said, I want to keep everybody in loop with new programs that will make everything we do relevant.

The RMI data programmers are launching a new program within DJRS called Quick Sight. The program will be a lot easier to navigate, you will have more options when it comes to the amount of specific data you can view, and the context of the Dive Reports are going to be a lot easier to read. We are also adding a couple of new features that will help everybody with gathering analytical data.

Currently there are 18 tabs under Dive Reports in DJRS. Those reports are all going to be consolidated into five tabs under ANALYTICS. Below is the plan of how they are going to be listed in the ANALYTICS drop down tab.

a. Personal Dive History

(‘Personal Dive History,’ ‘Dives Supervised,’ ‘Personal Dive History (No DODEDIPI) and ‘DJRS Dive Security Report’)

b. Command Dive History

(‘Command Dive History,’ ‘Dive Unit Hierarchy Report,’ ‘Dive Analysis Report and ‘Dive Currency Report w/format changes’), along with the requirements of U.S. Army, ‘Individual Profile Dives within a Unit’

c. Dives with Apparatus

(‘All Apparatuses,’ ‘Number of Dives/Apparatus by Depth,’ and ‘Number of Dives/Apparatus by Month’)

d. Dive Logs -

All DoD (‘Annual Dive Report’ and ‘Number of Dives/UIC by Month,’ and ‘Total Bottom Time (TBT) and Dives by Command’)

e. NECC Force Diving Report

(Stand-alone report) New requirement: Add ‘TYCOM - ISIC - Command’ tiered hierarchy level queries (within the NECC Report page)

f. Legacy DRS Data Dive Logs

(Stand-alone report) If anybody does not know what legacy dive logs are, they are the individual diver's complete dive logs while they were on active duty. The dive legacy logs are for individuals that have an inactive account. The logs most often are used for VA disability or to obtain a job in the civilian sector. We can provide the dive logs for you after you depart from active duty and your account has been deactivated (this process involves lawyers).

I'm going to tell you it is a lot easier for you to save your dive logs prior to your retirement or exiting the military.

You will still have your standard tabs under DIVE AND JUMP LOG (Create Dive Log, Qualification and Currencies, DJRS Profiles, DJRS Employees, DJRS Units and DJRS Help Files).

The Illustrations below depict what the program currently looks like and what the program will look like when Quick Sight comes online. If you look on the left-hand side of the page of Figures 2 and 3, you will see that the reports are located under Analytics.

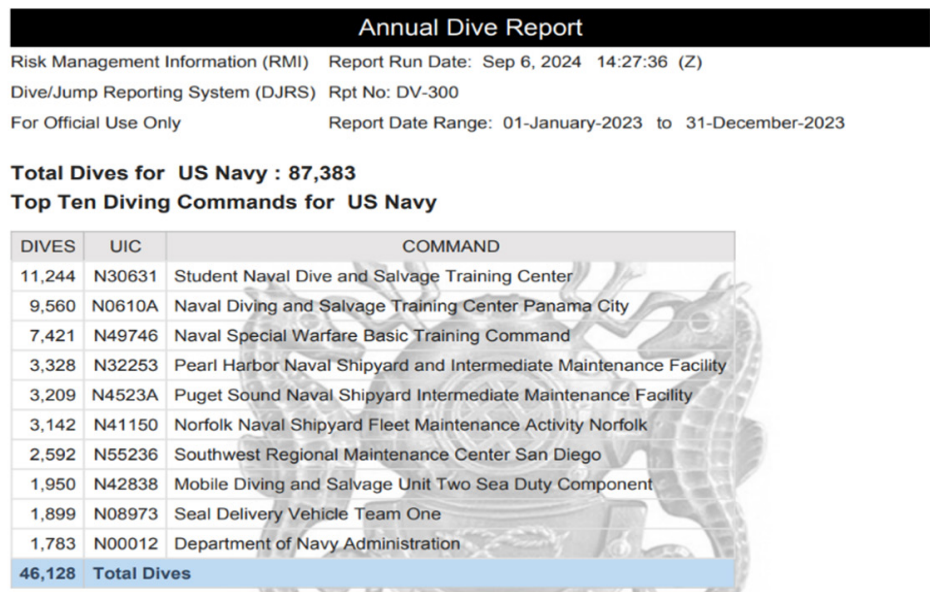


FIGURE 1 Current Annual Dive Report, top 10 commands in DJRS

Dive Jump Reporting System (DJRS) new Quick Sight Program (continued)

We are also in the process of working with the RMI Data programmers to change the NECC Force Diving Report to allow the entire Diving Community to have the capability of pulling the data. With the New Force Diving Report this will enable you to gather Data by TYCOM or ISIC (examples: NAVSEA, SUBLANT/PAC, BUMED, NECC). We are trying to enable the report to be filtered by hierarchy within the ISIC or TYCOM (Command tiered hierarchy level queries). For example, if you want to pull a report for annual dives, dives by month or dives by apparatus, this can be completed for commands that fall under SUBLANT (TYCOM) or a specific squadron (ISIC). This feature will be available to anybody with proper DJRS access.

When the new program becomes available the best way to learn the ins and outs is login and play around with the program. If anybody has question or something they would like to see added to DJRS, please let us know. We'll try to make it happen.

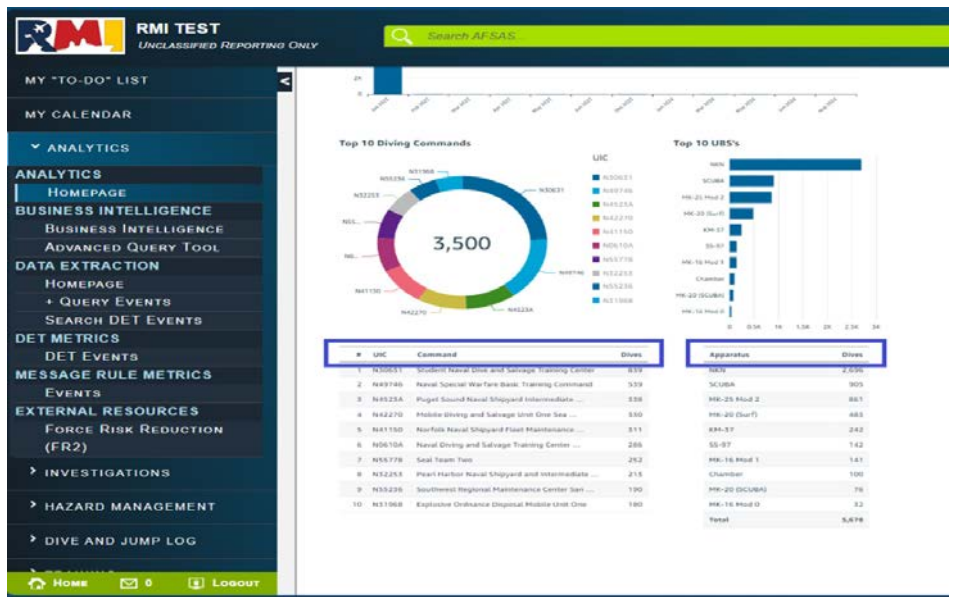


FIGURE 2 New Quick Sight Program for the month of January 2023, Top Ten Commands

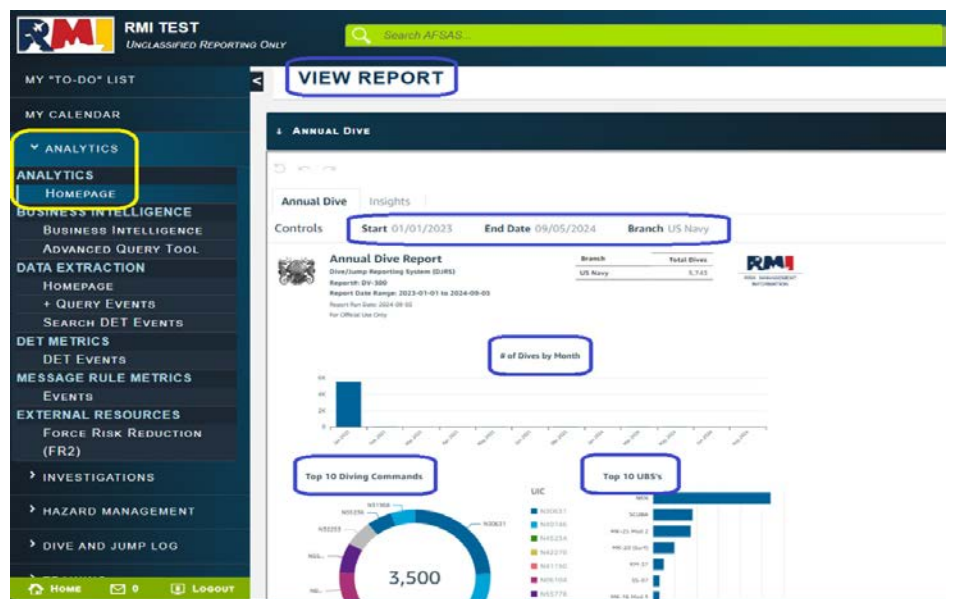


FIGURE 3 New Quick Sight Program, Top Ten UBAs for January 2023



Images, Sailors at the Center for Explosive Ordnance Disposal Preparatory School take part in an in-water procedures exercise, July 31 at Naval Station Great Lakes. The learning site runs two courses of instruction for EOD, Navy Diver (ND) and diving medical technician (DMT) candidates. The selection course is designed to prepare Sailors for EOD and ND "A" schools by providing training and mentoring in entry-level aquatic adaptability and physical and mental conditioning.

(U.S. Navy photos by Mass Communication Specialist 2nd Class Matt Hall)

Master Diver's Corner

By NDCM Russ Ciardiello

Back in February of this year we held our first annual Diving Safety Assessment Conference (ADSAC) and in March we released an ALSAFE message to summarize what was discussed along with the recommendations that were accepted and rejected.

We will be hosting another conference around the same time in 2025 and will again release an ALSAFE message announcing it when we have confirmed the date. One of the recommendations from this year's conference was for us to publish post-DSA highlights. At the end of this edition of the Diving Safety Lines, we've compiled a sanitized list of all the discrepancies that were identified from April to September of 2024. There were over 60 unique discrepancies identified and only a couple of discrepancies were found at more than one command.

In this edition we're saying farewell to two members of our team. CWO5 Nabors and NDC Homan will be moving on soon and they will definitely be missed. They've both been a very important part of our team for several years and I can't thank them enough for everything they've done while stationed at the Naval Safety Command.

As I'm sure the majority of you are experiencing the same issue, both of their billets will be gapped for several months and that will affect our ability to support DSAs over the next year. We've always done our best to support a week that works best for all of you but sometimes we get two-blocked. For example, we conducted 13 DSAs the first nine months of this year, but we have 12 more scheduled for the last three months and we'll be down two assessors. We'll continue to do

everything we can to support your first choice, but I can't stress enough that the earlier you contact us, the better. It's a lot easier to move your DSA left or right a week next year instead of trying to shoehorn you into our schedule a few months out.

Keep taking great care of each other and never forget that we're all on the same team!



Fair Winds and Following Seas, my Deep Sea Brothers and Sisters

By NDC Andrew Homan

This is my last newsletter before retiring. Reflecting on the past 20 years of my career as a Navy Diver I am filled with pride, gratitude and maybe a little bit of disbelief at how fast the time has gone by.

Back in 2004 when I enlisted, I could not have imagined what an amazing journey was in store for me. Little did I know that I was about to experience some of the most challenging, rewarding and life-altering moments of my life. Being a Navy Diver isn't just a job - it's a calling. One that pushes you to your physical, mental and emotional limits. Every dive, every mission, every obstacle we face makes us stronger, more resilient and more aware of the incredible brotherhood and sisterhood we share in this profession.

I am privileged to have worked and served alongside some of the finest individuals I have ever known. Together we have navigated the depths of the ocean and shared freezing waters, treacherous conditions, long deployments and high stress situations. We have laughed together, pushed through exhaustion and stood side by side when the mission seemed impossible. These are the memories that will stay with me long after I hang up my gear. There is something special about knowing that, in the face of uncertainty, I could always rely on my fellow Divers. That trust and unspoken bond is something words cannot fully capture.

As I step away from this incredible chapter of my life, I am filled with immense pride. I leave knowing that the Navy Diving community is

safe with the next generation of divers who will continue to push the boundaries of what is possible in this profession. Though I am leaving active-duty life behind, I will always be a Navy Diver at heart. The lessons learned, friendships bonded and the experiences shared will stay with me forever. Take care and Keep Deep Sea Alive (KDSA) and safe.

HOOYAH DEEP SEA!



Have a Plan for Falling in Water

By EODC Jeremy Marco

Hello EOD and Diver brethren,

The topic that I'm covering is both sobering and relevant regarding the shift of Navy Explosive Ordnance Disposal (EOD) back into the maritime environment. We have incorporated emergency procedures (EP) into all diving, parachute and helicopter rope suspension technique (HRST) systems that we use force wide. EPs have become so ingrained into our memory through constant review and practice before each diving or air operations evolution. For instance, with the MK 16 Mod 1 EC-UBA, you can ask any technician who has used the rig, regardless of how long it has been and they should be able to work their way through the majority of the EPs

However, we don't really have an EP for a situation where we are donned in full kit, plates, helmet, weapons and equipment and fall into the water during an evolution. The tragic loss of two personnel after unexpectedly falling into a body of water while wearing full kit serves as an example of this. As we move into the maritime environment, one of the missions EOD began performing is visit, board, search and seizure

(VBSS) missions on surface craft of interest or high value targets (HVT). The only current emergency systems that we have for working in this environment are maritime plate carrier systems (with the integrated floatation inserts installed) and the Tactical Floatation Support System (TFSS). For the TFSS to actually save your life it must be properly routed through your riggers belt or gunners belt, so that it cannot be jettisoned inadvertently when you need it most. A zip tie will not be strong enough to hold the TFSS in place and its use goes against the policy for proper attachment of this equipment.

When we are working on the water conducting day or night VBSS boarding operations, we need to be properly equipped and trained for the mission. This includes calculating the additional risk of falling in the water with over 100lbs of equipment on our bodies. Let me talk about a success story where the TFSS system saved someone's life. A unit was conducting a night boarding on a vessel when the operator was knocked off of the climbing ladder by a large wave and was sucked under the boarded vessel. The operator narrowly missed the running gear of the ship, was spun by the propeller wash and

was completely disoriented under the surface. Since the operator lost his bearings, he popped his TFSS and came to the surface and was recovered safely.

The next thing to talk about is training. How do you train to fall in the water? A dip test in a pool or controlled body of water is the first step. You should be fully rigged out in what you would wear for the type of mission being conducted. Also practice locating emergency floatation activation handles, lanyards, etc. because these items can shift while in the water and may not be where you expect them to be. These practices are the best way to be sure you have enough buoyancy (inherent or potential) to reach the surface after unintentional water entry. The last thing we want is for history to repeat itself.

Basic EP for falling in the water with full gear:

- Make one attempt to reach the surface
- Place both hands on your riggers/gunners belt
- Follow the belt to the TFSS system
- Grab the beads
- Pull the beads

Again, have a plan for falling in the water!

The Naval Safety Command Phone App NOW AVAILABLE for Government Furnished Equipment (GFE) devices



Consolidated Diving Safety Assessment Results

ADMINISTRATION

AD01

The command diving instruction was missing guidance for Commander's Critical Information Requirements and breath hold dives as required by OPNAVINST 3150.27D.

AD04

There is no effective means of ensuring divers stay up to date with the latest Diving Advisories. Most recent available was from 2022.

AD05

There is no effective means of ensuring divers stay up to date with the latest Diving Safety Lines. Most recent available was from 2018.

AD12

All divers did not conduct the required eight dives annually.

AD17

Tag-out entry log listed incorrect number of tags for an active Tag-Out Record Sheet. Numerous tag-out violations to include missing signatures on the tag-out record sheet and missing signatures on the red tags for second person verification.

AD19

Local Re-Entry Control procedures are out of date.

AIR SYSTEMS & STOWAGE

AS02

Command was missing second Operator signature and Diving Supervisor signatures on completed Operating Procedure.

AS05

FADS III had interconnecting air system hoses that were single bagged with foreign material exclusion (FME) covers. The FME covers were torn exposing the ends of the hoses. The hose end that was exposed contained verdigris.

AS09

FADS III was missing the required system safety air supply tags.

AS22

FADS III umbilicals were missing the required pneumofathometer hydrostatic test tags.

AS23

Umbilical did not have a proper FME cover on the end of the umbilical to prevent contamination.

AS30

High pressure (HP) oxygen hose on the Oxygen Regulator Control Assembly (ORCA) had the outer protective covering chafed through to inner hose.

AS35

Spare relief valves were not listed in the SKED.

AS35

FADS III components were not listed as individual line items in SKED.

COMPRESSOR

CP02

Air sample was not documented in SKED or the unit's external maintenance tracker.

CP02

Bauer compressors had multiple SKED errors with incorrect anchor dates across multiple applicable PMS requirements.

CP03

Bauer compressors' filter housings were missing the required tag information IAW the MRC.

CP04

Bauer compressor's moisture separators were missing the required tag information IAW the MRC.

CP05

All logbooks assessed were missing various required data (missing start/stop, corrective maintenance completed and pressures out of parameters).

The compressor logbook was missing the required corrective or preventive maintenance accomplished, component being charged, and pressures out of parameters entries.

CP06

Air samples Bauer compressors were not tracked for completion in the SKED work center and were overdue.

The command's most recent air sample failed air purity standards.

CP07

Gauges on the Bauer compressor had conflicting data

between the sticker, SKED and OQE. The OQE was off by one year compared to the information in SKED and on the sticker. The gauges on Bauer CAPITANO compressors 2071 and 2073 were calibrated at 24 months instead of the required 18-month intervals.

CP08

All relief valves on five Bauer compressors were expired.

CP10

The OP and emergency procedures EP for the command's five compressors were not available.

CP11

The OPs for the command's five compressors were not posted.

CP18

The unit had one charging whip with loose whipping on the strain relief.

CP20

Bauer compressor had a pool of oily residue under the electric motor.

CP26

Compressor gauge anchored in SKED for December 2023. The calibration date on the gauge is September 2023.

DIVE BOAT

DB19

Maintenance check 120M-1 Emergency Position Indicating Radio Beacon (EPIRB) was not completed.

DIVE PANEL (DP) 2

DP08

The calibration sticker on the unit's portable pressure gauge was incorrectly labeled to expire at 24 months instead of 18 months.

DP25

The unit had two buoyancy compensators with fresh water in the bladders.

DP29

Work center used the 18M-5R in SKED for comparative accuracy on the pressure gauge. The correct maintenance check listed should be the 18M-2R

Consolidated Diving Safety Assessment Results (continued)

HAZMAT

HAZ10

Eyewash station has not been inspected since 2022.

KM97

SS30

Four torque wrenches had expired calibration.

SS13

One KM 97 neck dam had six small holes in the neoprene.

SS02

Checklists required for preoperational checks on the KM 97 were not properly filled out.

MEDICAL

MD01

The unit had two divers with expired diving physicals.

MD02

The unit had one diver with a pending waiver.

MD12

Quarterly maintenance check on the O2 cylinder was not documented on the control tag or SKED. The last documented recording was 2022

MD14

Backboard had a broken buckle.

MD09

Expired consumables and medicines found in two first aid kits.

MD08

Epinephrine and Diphenhydramine found in the first aid kit were expired.

MK25

MK2537

Loose whipping on the charging whip from the electric booster pump to the charging station.

ORM

ORM03

The designated senior enlisted ORM assistant had not attended the required training for the position.

ORM02

Command did not have a senior enlisted ORM assistant designated in writing.

RECOMPRESSION CHAMBER

RC02

Chamber logbook was missing multiple signatures from the Master Diver and/or the Diving Officer.

RC30

Expired consumables were found in medical kits.

RC31

No quarterly inventories were documented in SKED since 2022.

RC39

The components of three recompression chambers were not listed or tracked in SKED properly.

RC38

Built-in Breathing System situational requirements were not documented for three recompression chambers in SKED.

RC25

Sound-powered phone was inoperable.

RC28

Face of gauge had several cracks.
Chamber Air and Oxygen Supply hose was improperly connected causing an abrasion through the outer shell of the hose.

SCUBA

SC03

One set of twin 3000 psi SCUBA cylinders had a 5500 psi blowout discs installed. Maximum allowable blowout disc for 3000 psi cylinders is 5000 psi.
Three sets of twin 3442 psi SCUBA cylinders had the incorrect blowout discs installed. The maximum blowout disc for the 3442 psi SCUBA bottle is 5150 psi. The command had 5500 psi blowout discs installed.

SC10

The SCUBA regulator set's low-pressure buoyancy compensator inflation hose was kinked.

SC13

Three buoyancy compensators had saltwater in the bladders.

SC25

The regulator sets, which contain two second stage regulators, are listed on one single line item in the SKED work center. This setup only allows tracking of maintenance for one of the two regulators.

All gauges, relief valves, flasks, filters, SCUBA regulators, SCUBA cylinders and hoses were not identified or tracked in SKED on single line items.

SC26

Dates for submersible gauges were incorrectly anchored seven months late in SKED.

SCUBA cylinder hydrostatic test dates were anchored late in SKED.

TRAINING

TRA07

No long or short range training plan in place.

TRA08

No diver's training plan in place.

TRA09

No HAZMAT training conducted.

TRA10

No diver's training plan in place.

TRA11

Diving Officer was the only diver signing the training attendance records.

TRA11

No records of attendance kept for completed training.

UNDERWATER CUTTING & WELDING

UCW19

A-2R on welder was overdue by eight months.



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.

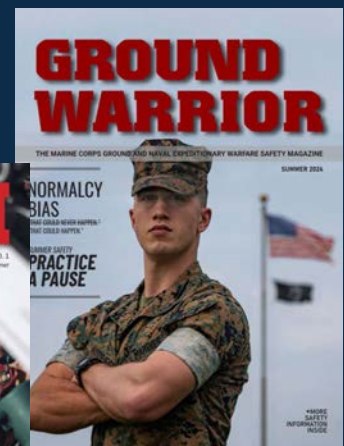
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Feedback or ideas for the next DIVING Safety newsletter issue?



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