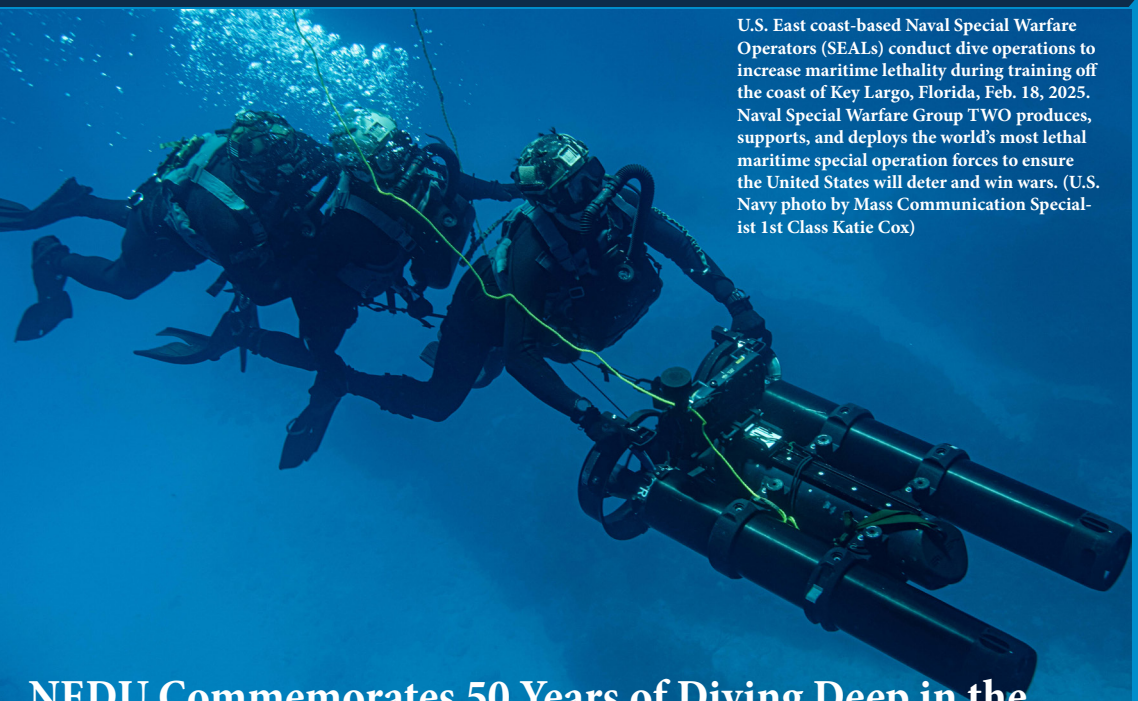
SPRING/SUMMER 2025

DIVING SAFETY LINES

NAVSAFECOM EXPEDITIONARY AND SPECIAL WARFARE DIVING SAFETY NEWSLETTER



U.S. East coast-based Naval Special Warfare Operators (SEALs) conduct dive operations to increase maritime lethality during training off the coast of Key Largo, Florida, Feb. 18, 2025. Naval Special Warfare Group TWO produces, supports, and deploys the world's most lethal maritime special operation forces to ensure the United States will deter and win wars. (U.S. Navy photo by Mass Communication Specialist 1st Class Katie Cox)

IN THIS ISSUE

NEDU Commemorates 50 Years of Diving Deep in the Ocean Simulation Facility in Panama City, Florida

Courtesy Story Navy Experimental Diving Unit

PANAMA CITY, FL (May 23, 2023) – The Navy Experimental Diving Unit (NEDU) announced the 50th anniversary of its Ocean Simulation Facility (OSF) in Panama City, Florida. A cornerstone of diving research and development, the OSF has been instrumental in advancing the safety and effectiveness of Navy divers and special operations forces for half a century.

Originally established at the Washington Navy Yard in 1927 and relocated to Panama City, Florida, in 1973, the OSF represents a significant investment in the future of underwater operations. The facility's dedication on May 23, 1975, marked the beginning of a new era for NEDU, providing a state-of-the-art environment for simulating extreme ocean. That mission endures today.

"For 50 years, the Ocean Simulation Facility has been a vital asset, enabling NEDU to conduct groundbreaking research in hyperbaric medicine, diving physiology, and underwater technology," said NEDU Commanding Officer CDR Dustin R. Cunningham, USN. "The OSF has been directly responsible for countless advancements that have improved the safety and operational capabilities of our divers, and we are proud to celebrate its enduring legacy."

NEDU commemorated this milestone during the Month of the Military Diver in Bay County, Florida. The OSF is a complex system of hyperbaric chambers capable of simulating depths up to 2,250 feet of seawater. This allows NEDU researchers and active-duty divers to study the effects of pressure on the human body, test new diving equipment, and develop innovative diving procedures.

Over the years, the OSF has been used to: develop decompression schedules that minimize the risk of decompression sickness; evaluate the performance of new diving gases and life support systems; study the physiological effects of long-duration dives; train divers to operate in extreme underwater environments and support the development of cutting-edge underwater technologies.

"The OSF is more than just a collection of chambers; it is a hub of innovation, collaboration, and dedication," said NEDU Executive Director Jim Brawley. "Our team of civilian and military scientists, engineers, and divers is committed to pushing the boundaries of underwater exploration and ensuring that our warfighters have the best possible tools and knowledge to accomplish their missions."

About the Navy Experimental Diving Unit (NEDU): Located in Panama City, Florida, NEDU conducts research, testing, and evaluation of diving and hyperbaric equipment, procedures, and systems to improve the safety and effectiveness of Navy divers and special operations forces.

Your Diving Safety Division Analyst

Safety Command Main Line:
757-444-3520 (DSN) 564-3520

Dive Analysts Group Ring: ext 7842

Email: SAFE-DIVESALVAGE@NAVY.MIL

RMI Help Desk: 866-210-7474

DSA Scheduler's Corner

By Mr. Brett Husbeck

Deepsea,

I have taken over the scheduling of Diving Safety Assessments (DSA) for the time being, until we have a replacement for NDC Dewitt, who is retiring (he'll be missed here). It's crucial everyone remains current with their DSAs. When submitting your email request, please be sure to attach the most recent Diving Operational Readiness Inspection (DORI) results letter for your command. This will help resolve ongoing issues with periodicity. Additionally, ensure the attached document is the DORI results letter, not the DORI arrival letter, as this will streamline the scheduling process for fiscal year 2026 and beyond. The DSA window falls between 15 and 21 months after the completion of your command's last DORI or equivalent Immediate Superior in Command inspection. If your command surpasses the 21-month mark from the last DORI, a DSA will no longer be an option and a DORI must be completed as soon as possible.

If your command, or a command you're tracking, requires a DSA this year, please email me as soon as possible so I can schedule you and secure the necessary funding. Timely notice is essential due to Navy funding constraints. If you don't have an exact date, reach out to me so I can plan accordingly and secure funding for your DSA within the designated quarter.

We've recently seen several commands come off the "DORI-only" list, which was not accounted for in our initial budget and why it's so important to provide the DORI results letter. This helps ensure everything meets the OPNAVINST 3150.27D requirements. It's always a good idea to plan early and contact me to get added to our travel schedule. I look forward to working with you all. Please don't hesitate to reach out with any questions, comments or concerns.

Brett Husbeck
Diving Safety Division Head
brett.j.husbeck.civ@us.navy.mil
brett.j.husbeck1@navy.smil.mil
(W) 757-444-3520 Ext. 7159

Doc's Corner

By HMCM Andrew Taylor

Greetings, Deep Sea,

The weather here in Norfolk is beginning to warm up, making it truly enjoyable to be outdoors. I've recently relieved Navy Diver Chief Homan as the Risk Management Information (RMI) point of contact, as well as the quality control checker for investigation reports. A recurring issue identified is the diving logs not being auto linked to reports, which is a major discrepancy leading to report rejection. For guidance on properly auto linking your dive logs, refer to Chief Homan's article in the Fall 2023 issue of Diving Safety Lines.

Significant updates have been made within the Dive/Jump Reporting System and RMI due to the transition to the Quick Site program. If you encounter any issues, please capture a screenshot and submit it via the official Feedback tab located in the lower left corner of RMI.

Another persistent issue in our Diving Safety Assessments is the use of expired medical consumables. To address this, Special Operations Capability Specialist Curran and I are conducting a thorough review of the supply processes across two diving TYCOMs to pinpoint and help mitigate any deficiencies. We aim to provide recommendations to streamline and improve these operations to prevent future discrepancies. Be on the lookout for the results of this analysis later in the year.

A new Maintenance Index Page in SKED, MIP 5921-700, will aid in tracking and maintaining your medical kits. This quarterly check covers first aid kits and HAZMAT lockers, so please ensure it's added to your work centers.

In closing, let's continue to look out for one another and prioritize safety in all our activities. Hooyah, Deep Sea!

RMI Mishap Reporting and AutoLinking Dive Logs article by NDC Andrew Homan, featured in the Fall/Winter 2023 Diving Safety Lines newsletter on pages 5-6

Final Grading in the Results Letter

By Brett Husbeck

I've been receiving phone calls and emails regarding how we score the Diving Safety Assessment (DSA) results letters, specifically about how we determine the final scoring on the cover page. You receive two different scores in your results letter from the Naval Safety Command.

The first score evaluates various aspects of your command's performance using the categories: above average, average, below average, and significantly below average. The overall DSA score is based on the previous year's average of all commands we have assessed. Your final score is determined by factors such as the number of line items reviewed, the number of discrepancies, significant discrepancies, SKED errors, and any repeat discrepancies from previous Diving Operational Readiness Inspection (DORI) or DSA.

The second score assesses leadership's ability to recognize risk and self-report discrepancies within the command. Some of you may recall that, during the in-brief, we provide the Commanding Officer with a green-yellow-red chart as a test of their command's functionality. That test is no longer utilized by the Naval Safety Command. Instead, this score is now based on factors such as checklist results, repeat discrepancies, significant discrepencies, the Commanding Officer's presence at the out-brief, individual checklist discrepancies, and self-reported issues. Every command starts with the same base score, and points are deducted based on findings during the DSA. The final score reflects leadership's ability to self-assess risk and continuously improve program readiness.

Now, let's talk about self-identified discrepancies and repeat discrepancies. We encourage you to self-report discrepancies—but don't stop there. Have a plan in place to address the discrepancy and a way forward to correct them. For example, if a chamber is found with a defective O-ring seal but there's no action or corrective measures to repair the O-ring, that would result in point deduction. However, if you have a chamber with a defective O-ring seal and have already ordered a replacement and documented the purchase, there would be no point deduction. A repeat discrepancy from a previous DSA or DORI should prompt a detailed review of the dive locker administration and management. Think about it, that's at least 15 months or up to 42 months that the discrepancy has been prolonged at the command. Proactively identifying and addressing discrepancies demonstrates a commitment to safety and continuous improvement.

A U.S. East coast-based Naval Special Warfare Operator (SEAL) conducts dive operations to increase maritime lethality during training off the coast of Key Largo, Florida, Feb. 20, 2025. Naval Special Warfare Group TWO produces, supports, and deploys the world's most lethal maritime special operation forces to ensure the United States will deter and win wars. (U.S. Navy photo by Mass Communication Specialist 1st Class Katie Cox)

The Coastie Corner

By DVC Adam Harris

Preserve the Past, Embrace the Future - U.S. Coast Guard Diving Anniversary

On April 1, 2025, the U.S. Coast Guard proudly marked a major milestone—the 10th anniversary of the official Diver (DV) rating and Diving Chief Warrant Officer specialty. Although the rating's formal establishment is relatively recent, the rich history of Coast Guard diving stretches back to World War II when it played vital roles in underwater espionage, salvage, ship maintenance and rescue operations.

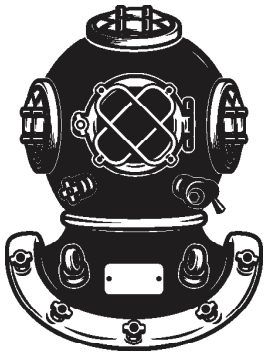
Over the decades, the Coast Guard diving community has faced triumphs and trials. In 1957, three Coast Guard cutters—Bramble, Spar, and Storis—were selected to undertake high-latitude expeditions through the Northwest Passage. Their crews included Coast Guard divers tasked with essential underwater demolition operations, hull inspections and repairs in the extreme Arctic conditions.

In 1986, National Strike Team divers contributed to one of the nation's most somber missions: the recovery efforts following the Space Shuttle Challenger disaster.

Taking a turn for the worse, a pivotal chapter in our history is the 2006 Healy diving incident—a tragic event underscoring the inherent risks of military diving operations and the challenges with diving as a collateral duty. The incident became a powerful catalyst for change, ultimately leading to the establishment of the DV rating. This shift ensured retention of proficiency and provided a career path for Coast Guard divers with full-time diving assignments, resources and recognition their demanding mission requires.

Today, the Coast Guard Dive Program continues to evolve, growing in both size and capability. With 79 dedicated Coast Guard divers, the community is stronger than ever. Advances in training, equipment and technology are elevating mission readiness, while the fielding of Coast Guard recompression chambers at each Regional Dive Locker and the Aviation Technical Training Center has significantly enhanced diver safety and support.

As we commemorate this 10-year milestone, we honor the legacy, courage and commitment of all Coast Guard divers—past, present and future—with respect for our history and the never-ending endeavor to achieve excellence.



Various Historical United States Coast Guard photos, courtesy DVC Adam Harris

Change of the Coast Guard Diving Representative at NSC

This summer I will transfer from the Naval Safety Command to Coast Guard Regional Dive Locker Pacific in Honolulu, HI. It has been a privilege to support diving inspections for much of the Military Diving Fleet over the past three years. The professionalism and dedication within our diving community is truly unmatched. I look forward to returning to operational duties and working alongside my fellow Coasties once again while sharing the many experiences I gained at the Naval Safety Command.

Digital Dive Side

Over the past year, the Coast Guard has made significant strides in modernizing its maintenance and training tracking systems. Moving away from E-Log (the Coast Guard's version of SKED), we have transitioned to the DoD Microsoft 365 Power Application Digital Dive Side, a more advanced platform that accurately tracks and projects maintenance, training and qualifications across the Coast Guard diving community. Our Dive Program Manager, CWO3 Gregory Seufer, developed this innovative system organically and has revolutionized efficiency within the dive community. The Digital Dive Side streamlines maintenance check inputs, significantly reducing administrative burden, while serving as a centralized hub for diving references and real-time advisories. This transition marks a major leap forward in operational readiness and program efficiency.

New Addition to the Team

By EODC Craig Smith

I'm Explosive Ordnance Disposal Chief Craig Smith and I recently checked in to Naval Safety Command.

My Navy Explosive Ordnance Disposal (EOD) career began at Mobile Unit Six (Virginia Beach – Hooyah Kegbusters!), where I was assigned to my first two platoons. I also had the pleasure of serving at Mobile Unit Eleven (Imperial Beach, California), Mobile Unit Eight (Rota, Spain – shoutout to my fellow Thunderstealers!), Mobile Unit Eleven Detachment Northwest (Whidbey Island, Washington), Defense Language Institute Foreign Language Center (Monterey, California), and now I am back in Virginia and assigned to Naval Safety Command (NAVSAFECOM)! I've experienced many of the mission areas Navy EOD has to offer, including combat expeditionary support, Naval Special Warfare and Navy Special Operations Forces. I am excited to be supporting NAVSAFECOM, ensuring our Navy's Warfighters are conducting safe training and operations.

Some of my EOD brethren might be asking: "What would you say… you do here?" Let me break it down for you: at NAVSAFECOM, I work within the Expeditionary and Special Warfare Safety Programs Directorate (Code 40), supporting the following mission areas:

- Naval Airborne Operations Program Assessments
- Local Area Assessments
- Diving Safety Assessments
- High Risk Training Assessments.

NAVSAFECOM ensures units are both safe to operate and operating safely. Being "safe to operate" refers to the assessment and certification of equipment, personnel and environments to guarantee they meet established safety standards before any mission or training exercise. This includes thorough checks of gear, readiness evaluations and unit assessments conducted by Code 40 personnel.

"Operating safely" pertains to the behaviors and practices personnel must adhere to during operations and training to minimize risks and ensure the safety of all team members (think "Risk Management"). This involves following protocols, employing situational awareness and making real-time decisions to adapt to changing conditions, ultimately fostering a culture of safety throughout the operation.

I sincerely look forward to participating in these assessments and I am excited to help NAVSAFECOM ensure our Navy's Diving and Special Operations Units are maintaining the highest degree of LETHALITY, by maintaining the highest degree of SAFETY in their training and operations.

Feel free to contact me for any questions, concerns, or comments: craig.a.smith258.mil@us.navy.mil.
Cheers!

Fair Winds and Following Seas

By NDC Alan Dewitt

Deepsea,
I will be retiring from the Navy Deepsea family in July 2025, and this will be my last input for the Diving Safety Lines. It has been a great and fulfilling five years at the Naval Safety Command. I will be moving on to the next chapter of my life, staying in the Virginia Beach area. Time really does fly when you're having fun. Twenty years went by a lot faster than expected. I hope every Deepsea I have ever interacted with has gained something from me, even if it was just a laugh from my antics. The amount of change and learning I have witnessed in our community over the last five years was incredible. Everyone out there, keep Deepsea alive and safe always. Don't hesitate to give me a call anytime. My phone number has been the same for the last 20 years. See y'all on the flipside!

Hooyah Deepsea KDSA

Master Diver's Corner

Military Diving is the Best it's Ever Been... but I Can't Do This Anymore.

By NDCM Russ Ciardiello

Although this article's title may have "clickbait" vibes, both statements are true. This is my final article for Diving Safety Lines and I'd like to start with a quick summary of my articles over the last five years I believe remain relevant today. Incident reporting. There are incident reporting requirements and we need to report our mistakes to make the entire force smarter. Hold each other accountable to complete those reports. More importantly, when you see a report, don't "armchair quarterback" it. Use it to train your divers. Class E reports prevent negative outcomes in the future. They're never 'just' a Class E incident.

DORI is the anchor date. Think of your Diving Safety Assessment (DSA) as an 18M check anchored from your Diving Operational Readiness Inspection (DORI) date, you have 15-21 months to complete it. Regardless of your DSA date, your next DORI is 36-42 months from your last DORI...unless you miss your DSA. The earlier you contact us, the more likely you'll get the week you want.

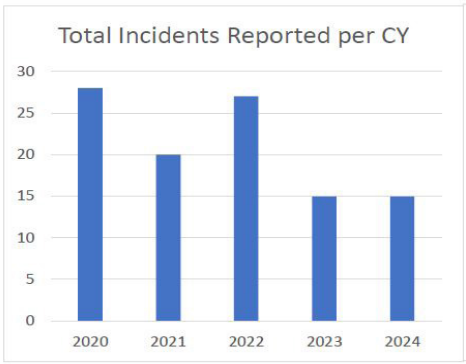
Dive locker management. Use our checklists (or your DORI checklists) to keep your locker up to speed throughout your career. Don't wait until a few weeks before a DORI or DSA to fix 15 months' worth of discrepancies. Use them when turning over either an entire locker or just collateral parts of a locker. It's easier to break out fine grit sandpaper once a quarter instead of hammers and chisels a few weeks out from an inspection or assessment.

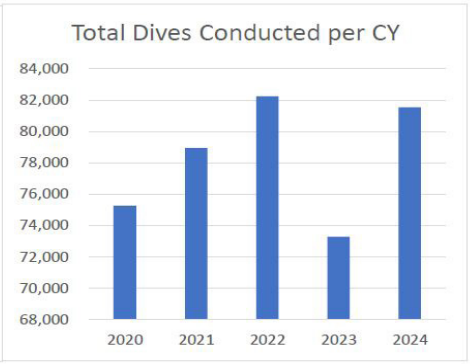
Doing more with less. You're all being asked to do more with less, from the top down. The entire force is dealing with manning issues while also growing. We've always had a hard time saying 'no' even though we've been talking about truth in reporting for the last 20 years. I'm not saying have 'no' on the tip of your tongue, I'm saying 'yes' doesn't always need to be. As much as I miss the old days, one thing I love about current times is the larger percentage of common-sense decision-making occurring up and down the chain of command. The 'just get it done' mentality is going by the wayside, as it should.

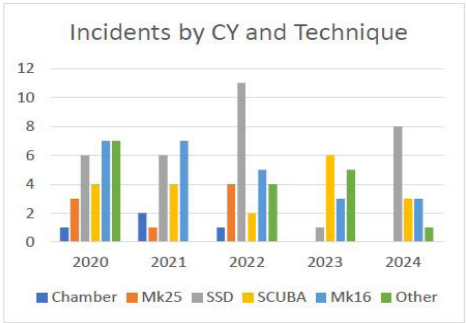
Acknowledge and don't assume. When preparing to go to Master Diver Evals, I was told to eliminate any ambiguity during drills. In other words, make sure everyone knows exactly what you're thinking and nothing is left open to interpretation. Eliminating ambiguity can be applied to the people you work with, work for, and most importantly, the ones who work for you. If you have great people doing great things in support of your mission, don't assume they know they're crushing it. Make absolutely sure they know.

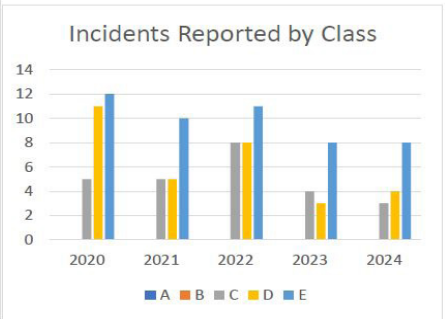
I want to thank all of you who have helped improve the DSA program over the last few years. There will be a lot of new faces coming to Naval Safety Command between this edition and the next. Please continue to hold all the assessors accountable as I've asked you to hold me accountable. I will miss meeting new divers, catching up with divers I was stationed with and assisting with finding solutions to dive station problems both big and small. It's been an amazing 32 years and to the hundreds of you who I've had the pleasure of working with, thank you for being a part of it. Hoo yah Deep Sea..

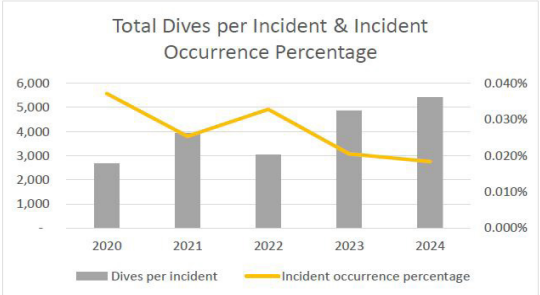
Below is a quick summary of all on-duty USN diving incidents reported in CY2024 and the comparison of CY2024 and the previous four years.











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 pnemofathometer 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 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 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.

SC22

Pressure pot was stored with the bayonet off, missing a gauge, missing a relief valve, and found to contain debris. Command stated pressure pot was in IEM but it was not.

SC25

The regulator sets, which contain two second stage regulators, are listed on one single line item in 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.

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.

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

Check Out Our Current Safety Publications

Find our latest issues of Approach, MECH, and Ground Warrior. Our family of publications is available online at https://safety.navylive.dodlive.mil/

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?

NAVAL SAFETY COMMAND
EXPEDITIONARY AND SPECIAL WARFARE DIRECTORATE
375 A STREET
NORFOLK, VA 23511

Phone : 757-444-3520 x 7842
DSN : 564-3520
Fax: DSN 564-3520
Email: SAFE-DIVESALVAGE@NAVY.MIL

www.navalsafetycommand.navy.mil