



TOPSIDE



MAY 2005

The NDP Newsletter for NOAA Diving Supervisors and Divers

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NOAA Diving Center

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TRAINING SCHEDULE

Dive Supervisors take a look at your current roster and see if you need to get people into the September class! It's already filling up. If your unit has the need, we are also considering an August Working Refresher training so sign up if you need to be reactivated for diving duty!

These are the forms required for an applicant to the Working diver classes.

- NDP Training and Authorization Request form
- NOAA NDC Standardized Equipment Measurement form
- **Completed** NOAA Diving Physical package, (there are new forms for NOAA Corps officers and Wage Marine employees DD-2808, 2807-1)

These forms are available at the following web address: www.ndc.noaa.gov/forms.html. Fax or mail completed forms to NDC.

Course schedules through April 2006:

Sept 12 - Sept 30	Working Diver	Seattle
Sept 26 - Sept 30	Divemaster	Seattle
Jan 9 - Jan 27	Working Diver	Key West
Jan 23 - Jan 27	Divemaster	Key West
March/April	Tentative Refresher	Seattle

Please contact Laurie Barber at 206-526-6695 or via e-mail at laurie.barber@noaa.gov with any questions.



DIVING PHOTOS NEEDED

Attention all Divers! NDC needs your help..... The Center is in constant need of diving photographs that depict NOAA diving operations both above and below the surface. These photos are used on the NDP web site, in NDC publications, and in training lectures. It is a great opportunity to get free publicity for your divers, diving unit, and program. Please submit any photos you would like used to LTJG Eric Johnson at the NDC mailing address, or e-mail eric.t.johnson@noaa.gov. E-mailed digital photographs are preferred, but regular photographs, digital photograph files on disk, slides, or negatives are acceptable formats. Please include a note if you need the submitted items returned. Thanks!



T.R.I. AIR TEST KITS

Semi-Annual Tri Air Test kits will be sent out the week of July 18th. Anyone that needs them before or after that time frame needs to let Laurie Barber know as soon as possible.

If you will be at sea, please let her know if you would like the kit prior to departure or upon your return to port. Your unit will be charged an extra fee, by the company, if the test kit is not promptly completed and returned in a timely manner. So please take a look at your schedules, and let Laurie know when and where you would like these sent. She can be contacted here at the NDC or via email at Laurie.Barber@noaa.gov



ANNUAL TRAINING IN MONTEREY

MBNMS recently put 9 of their divers through the paces for their annual refresher safety training. These drills lasted for a full day and covered many different scenarios. The training was conducted off the MBNMS small boat SHARKCAT for the rescues as it is used as the primary dive boat there, and the group also dove on the ocean side of their breakwater where skills and surf rescues were covered. The SHARKCAT has a lot of freeboard, making extractions more difficult, but also more realistic, as that is the type of small boat that many NOAA divers operate from. Some of the drills run were backboard rescues, along with testing various methods for hoisting a diver using a line from the boat. The drills gave them all a good idea of what to expect in an emergency, and a reminder that these skills need to be practiced regularly.

The training included discussions of the different dive units safety and emergency plans, best evacuation routes, etc. The group also reviewed O2 administration and basic first aid for injured divers. The surf was higher than normal on the training day leading to some interesting rescues, where the victims ended up face down in the surf and sand. As the UDS stated "I guess that's why we train!" So the bottom line from the unit was that they were glad they held the training as it gave them the opportunity to review their DAM plans, and to work as a team in executing them. I strongly encourage all units to hold a review of their emergency plans and skills on a regular basis to keep them fresh and updated!



"The Good" safe extraction over the high gunwale of the SHARKCAT during the MBNMS safety training day.



"The Bad" it may get the injured diver to the rail, but in the process you may have caused further harm to a diver already in distress.



"And the Ugly" so you've got the injured diver to the rail, but now it becomes hazardous to the rescuers as well. Now add sea state, some swells, and a current and it becomes a much more dangerous situation to all involved. This just reinforces the importance of having proper equipment and procedures in place before an incident occurs.

