



# Diving Safety Lines

Spring Edition

2006

*Diving Safety Lines* is a semi-annual release by the Afloat Safety Directorate of the Naval Safety Center. The information contained herein is a summary of research from selected reports of diving hazards to assist you in your mishap prevention program. *Diving Safety Lines* is intended to give advance 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. It is recommended that this bulletin be made available to all hands.

## Master Diver's Corner

*Commitment to Diving Community*

**MMCM(MDV/SW) Mallet**

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For some time, we have had difficulty in soliciting Master Diver evaluators for the upcoming fiscal year. Perception from some may be that the same individuals go down to evaluate time after time. Where I'm going is, out of over 80 Master Divers how is it we only had 27 evaluators show up for FY 05/06? Don't have the money? Who submits dive locker budget for the next fiscal year? I'm sure there are numerous other reasons (EXCUSES) why the schoolhouse hasn't been supported. Often times, I hear complaints as to how someone did or didn't make it, the drills were good or bad, maybe it had something to do with project master, the list goes on. Unless you are an active participant of the program, I don't think you should be second-guessing the process. The schoolhouse has continuously requested positive input whether submitting drills, how drills should be run, or any other way to improve the process. Their attitude has and still is, this is your school house what can we do to improve the quality of product before it goes to the fleet. If everyone made the commitment to evaluate one class a year, the process would be that much better. For those MDV's that evaluated this past year, way to stay active. Hoo Yah to the candidates, whether they made it or not, for going to the show. See the stats on page 3.

**Dive Safe**  
R/ Russ Mallet  
Master Diver USN

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## WESS vs. ESAMS

*Dive Mishap Reporting*

**LCDR Crouch**

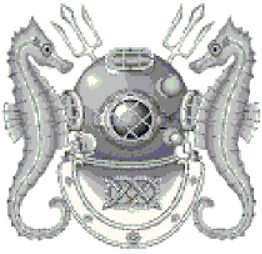
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During past quarter, we've conducted several surveys on commands that use a program called "Enterprise Safety Application Management System (ESAMS)" for mishap reporting instead of the Naval Safety Center's Web Enabled Safety System (WESS). OPNAVINST 5102.1D requires the use of WESS as the primary reporting tool, but some command that use ESAMS will refer to ALSAFE 58/05 (COMNAVSAFECEN 131320Z JUL 05), which allows the use of ESAMS to report mishaps through an interface that will feed selected ESAMS mishap data to WESS. After careful research (simple reading of ALSAFE 58/05 para 2), additional data on elaborate mishap events or infrequent mishap types, such as **diving**, parachuting, etc., or Class A mishaps with endorsements will require the ESAMS user to go to WESS to enter the reports.

The Naval Safety Center team will be at the Working Divers Conference this year to brief WESS to the community. Hope to see you there

**Stay Safe**  
V/R LCDR Crouch

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# DRS 5.15



## Issues with DRS?

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Having trouble with DRS? Here are problems we have been seeing lately.

1. We are finding a lot of dive reports are getting dropped from your e-mails, therefore we are not able to upload your dives. We are not sure if the problem is with NMCI or it's the firewall at your command. If you get an e-mail from us or your administrator saying: "A MIME attachment of type <application/octet-stream> was removed here by a drop-attachments-by-name filter rule on the host," then the e-mail was dropped. This is what we are doing to get around the problem for now: The file is a compression file and has an extension of .lzh, we need you to rename the file extension to .doc so the firewalls will think it's a Word document and let the attachment through. Leave the 1<sup>st</sup> part of the file name alone. It starts with your UIC, a date code (A is for January), and the day you compressed the file (i.e 63393C02.doc). We will e-mail you when we receive your dives and they have been uploaded in the database. Don't expect a return right away, we do travel.
2. We are getting a lot of request for personal dive logs lately. It's understandable for guys that have been in the Navy a while, or getting ready to retire. But, most have been coming from divers just completing their first Command. Just to let you know your DRS coordinator can print you're your diving history from that command, which is required for you to maintain. So here's how to request your diving history. Mail a letter of request on command letterhead to:  
COMMANDER NAVAL SAFETY CENTER  
ATTN CODE 37  
375 A STREET  
NORFOLK VA 23511-4399  
Include your SSN, date from when and to when and a good point of contact with phone number
3. Sending dive information: I suggest you send your dives by going into your DRS system files located on your C:\ drive by default installation, and copying the compression file (.LZH) change the extension (as per para 1 above). Then send it through your e-mail (Outlook or home e-mail address) vice using the DRS program to send your dives. The e-mail address in the DRS program is incorrect and must be changed each time. Be sure to use our current e-mail address [SAFE-Divesalvage@navy.mil](mailto:SAFE-Divesalvage@navy.mil).
4. Forgot your password? Give us a call and we can give you a password good for the day. This will allow you to go in and reset your password, but look at the expiration date of your password. Don't expect a password you get on Friday to work on Monday.
5. Check your version of DRS. It should be V 5.1.5. I'll say it once again, we are going to a web base version of DRS. The new name will be "Dive/Jump Reporting System (DJRS)." Beta testing hasn't taken place yet but as soon as we get a copy, we will be sending it out for testing. Money has been allotted to start working on the programming, Thanks Dude, MDV Rood, we may have something within the next year. We'll keep you informed.



## WHATS YOUR CALL SUP?

Below are stats and facts from MDV Green for FY 05 and FY 06, seven classes were scheduled and two were cancelled. Below is the information, enjoy!

Out of 25 candidates there were 27 evaluators and few evaluated more than one class. Out of that, nine Master Divers were from the Panama City area.

### 05-10-MDV

Evaluators:	HTCM VanHorn	BMCM Storment	QMCS Green	
Candidates:	CMC Taylor QMC Smith	CEC Burns	DCC Lutz	BMC Gardner

### 05-20-MDV

Evaluators:	BMCM Gaillard	BMCM Storment	HTCS Ramsey	SWCS Koelbel
Candidates:	ENCS Malone BMCS Bingham	ENC Clouse	HTC Shoephoester	QMC Smith

### 05-30-MDV

Evaluators:	BMCM Dennis MMCS Mulholland	MMCM Holliday	ENCM Reiss	QMCM Green
Candidates:	BMC Dewitt	EMC Leaman	HTC Turner	

### 05-40-MDV

Evaluators:	QMCM Boyd	BMCM Orns	ENCS Clark	SWCS Koelbel
Candidates:	ITCS Gove CEC Burns	BMC Shank HTC McDermott	HTC Flemming BMC Sator	STGC Stegall

### 05-50-MDV **Cancelled**

### 05-60-MDV

Evaluators:	QMCM Troedel	BMCM Dennis	BUCS Hargaray	ENCM Wiggins
Candidates:	BMCM Storment HTC Coffelt	MMCS Mulholland BMC McDaniel	HTCS Buckley EMC Torres	

### 05-70-MDV

Evaluators:	MMCM Holliday	BMCM Dennis	HTCS Ramsey	HTCS Kayona
Candidates:	MMCS Brustad EOCS Thompson	BMC Larck	ENC Marler	

### 05-80-MDV **Cancelled**

### 06-10-MDV

Evaluators:	QMCM Green	ENCM Winter	BMCS Bell	MMCM Mallet
Candidates:	ENCS Pratschner HTC Coffelt	ENCM Brown BMC Conley	BMCM Storment ENC Deatrack	GMC Sonnenberg

**Storment Evald 4 classes**

**Mulholland Evald 2 classes**

**Koelbel Evald 2 classes**

Support from the fleet needs to improve.  
Eighteen MDVs from outside the Panama City area have been evaluators since Oct 2004.

## **Here's a list of Recent Changes to Diving Instructions.**

1. OPNAVINST 3150.27A changed to 3150.27B (Navy Diving Program) still finding this one.
2. OPNAVINST 5100.19 SERIES updated to 5100.19D change 3 (NAVOSH Program Manual for Forces Afloat ). Change 2 deleted chapter A-6 mishap reporting and replaced it with OPNAVINST 5102.1D and Marine Corps order P5102.1B (Investigation, Reporting, and Record Keeping Manual) WESS. Change 3 is an update of the industrial hygiene survey.
3. U.S. Navy Diving Manual Rev 5, with the effective date 15 April 2006. Revision five has minor and major changes throughout. Every diving command must conduct a complete review and implement into command training to ensure proper dissemination of all new procedures and information.
4. Diving Equipment Authorized for Navy Use (ANU) dated 26 Jul 04. You need the letter, not just knowing where to locate.
5. Change 125, Manual of the Medical Department U.S. Navy NAVMED P-117 4 Aug 2005 (Change effects diving physicals requirements and cycle)
6. Face Plate Vol. 9 No#1 Jan 2006
7. MCO 3500.20A changed to MCO 3500.20B, Marine Corps Parachuting and Diving policy and program administration.
8. MCO 1510.88, Marine Corps Individual Training System (ITS) for Marine Corps Special Skills updated to rev B vice A
9. There have been a lot of changes to the planned maintenance system, SKED 3.1.11. One of the biggest changes is the use of EGL split checks. Which allows you to take credit for partial completion of the EGL and reschedule the maintenance items not completed. The majority of the commands we recently surveyed did not know how to properly document "R" checks listed on EGLs correctly. Need some Sked training? The web site for Sked Master (a video game type training) has been approved by NMCI and you should have no problem downloading. <http://www.antechsystems.com/sked31.htm#>

# Resent Mishap

As most of you know by now (if you are keeping up to date on your diving advisories), SERMC's SNDL connex box caught fire. On 19 Dec 05, the duty dive team was conducting training and ship checking upcoming jobs for the week. At 1220, the dive locker was notified that one of their boxes was on fire. The duty dive team quickly responded and found that the fire was located in the aft AC unit. At that time, power was immediately secured, and a fire extinguisher was used in attempt to extinguish the fire. All vehicles and air systems were moved to a safe location, the base fire department was called, and safe boundaries were established to protect command personnel. All these actions occurred simultaneously. Once the fire department arrived at 1225, they were immediately informed about the oxygen and high air systems located in the area of the fire. The fire department extinguished the fire and conducted their investigation. The re-flash watch was set and it was turned back over to the dive locker. The dive locker then made preparations as per NAVSEA to ship the connex box back to ESSM for further investigation into the cause of the fire. The rapid response of the duty dive team goes to show that the fire fighting training that we receive on board ship is also instrumental during fire fighting ashore.





# SUBMARINE DIVING SURVEYS

ENC (DSW/SW) J. Hordinski Ext. 7103

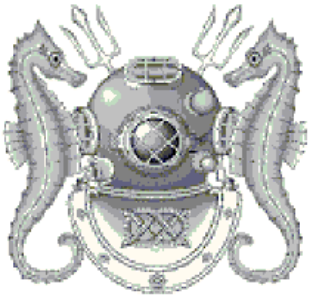
Since July 2005, we have begun to notice a trend when it comes to submarine diving lockers. I personally have conducted 12 surveys of submarine dive lockers myself. In this time I discovered that a vast majority of discrepancies found are the same from boat to boat. Submariners filling billets as divers for their respective commands need to take it upon themselves to better prepare for their upcoming surveys. There are several things you can do prior to us showing up on the quarterdeck to minimize the discrepancies for your command and to ensure a smooth survey and safer diving environment. Follow the recommendations below and it will most definitely minimize the amount of explaining you will have to do to your Commanding Officer.

1. Go to the Safety Centers web site and download a copy of the current submarine diving checklist well in advance of our arrival. (See note)
2. Contact us here at the center to verify your scheduled survey.
3. Ensure you have been sending your dives semi-annually to the Safety Center as required.
4. Make sure you have implemented the applicable PQS from the Diving Salvage Warfare Specialist PQS (NAVEDTRA 43910) for your training plan.
5. Finally, have all medical and service records available for on-site review.

These five steps will ensure a much more favorable out brief to your Commanding Officer. Please feel free to contact me with any questions, as we are here to help. [James.hordinski@navy.mil](mailto:James.hordinski@navy.mil)

**Note:** As of April 15<sup>th</sup>, the new U.S. Navy Diving Manual (Rev 5) will be in effect. Submarine Dive Lockers will no longer have a separate checklist. You can pull down the appropriate checklists from the web site as before; you will need Administration and Training checklists in addition to the type of dive apparatus you use (i.e. SCUBA, MK 20), as well as any special checklists you may need (i.e. Air Systems and Stowage).





# Traffic Safety



## HOW TO IDENTIFY

### UNSAFE MOTORCYCLE HELMETS

It's clear ... Motorcycle helmets save lives. To help protect the lives of motorcycle riders, the U.S. Department of Transportation (DOT) requires that all motorcycle helmets sold in the United States meet Federal Motor Vehicle Safety Standard (FMVSS) 218. This standard defines minimum levels of performance that helmets must meet to protect the head and brain in the event of a crash. Each year, DOT conducts compliance testing of a variety of motorcycle helmets to determine whether helmets being sold in the United States meet the Federal safety standard. Because helmets add such a critical margin of safety for motorcycle riders, many States now have laws requiring use of helmets that meet FMVSS 218 requirements. Some motorcycle riders are violating these State laws by wearing unsafe helmets that do not meet FMVSS 218. Most of these helmets are sold as novelty items and circumvent FMVSS 218's requirements. In some cases, some motorcyclists purchase these helmets in the mistaken belief that they offer protection. However, many people who wear these novelty helmets know that they are unsafe – but wear them anyway. This brochure explains how to identify unsafe novelty helmets as well as how to distinguish unsafe helmets from those that meet the Federal safety standard.

Here is What to Check For:

#### Thick Inner Liner

Helmets meeting the minimum Federal safety standard have an inner liner usually about one-inch thick of firm polystyrene foam. Sometimes the inner liner will not be visible, but you should still be able to feel its thickness. Unsafe helmets normally contain only soft foam padding or a bare plastic shell with no padding at all.

#### Sturdy Chin Strap and Rivets

Helmets meeting the DOT safety standard have sturdy chinstraps with solid rivets.

#### Weight of Helmet

Depending on design, unsafe helmets weigh only one pound or less. Helmets meeting FMVSS 218 generally weigh about three pounds. Become familiar with the weight of helmets that comply with the Federal safety standard. These helmets provide a more substantial feel.

#### Design/Style of Helmet

The DOT safety standard does not allow anything to extend further than two-tenths of an inch from the surface of a helmet. For example, while visor fasteners are allowed, a spike or other protruding decorations indicate an unsafe helmet.

A design such as the German Army style or skullcap style may be a clue to an unsafe helmet. Unsafe helmets are noticeably smaller in diameter and thinner than ones meeting the DOT standard. However, some German Army style helmet may meet Federal requirements.

You'll need to check for weight, thickness, sturdy chinstraps, as well as the "DOT" and manufacturer's labels to make sure the helmet meets the Federal safety standard. Familiarize yourself with brand names and designs of helmets that comply with DOT requirements. For example, a full-face design is a good indicator of a safe helmet. To date, we have never seen a full-face design novelty helmet.



### DOT Sticker

Helmets that meet FMVSS 218 must have a sticker on the outside back of the helmet with the letters “DOT,” which certifies that the helmet meets or exceeds FMVSS 218. It is important to note that some novelty helmet sellers provide DOT stickers separately for motorcyclists to place on non-complying helmets. In this case, the DOT sticker is invalid and does not certify compliance.

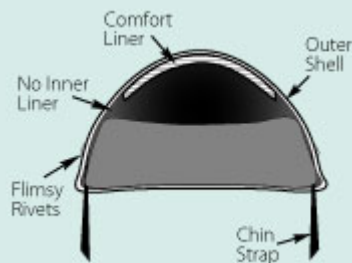
### Snell or ANSI Label

In addition to the DOT sticker, labels located inside the helmet showing that a helmet meets the standards of private, non-profit organizations such as Snell or the American National Standards Institute (ANSI) are good indicators that the helmet also meets the Federal safety standard. To date, we have never seen a novelty helmet that has a phony DOT sticker in addition to a phony Snell or ANSI label.

### Manufacturer’s Labeling

Manufacturers are required under FMVSS 218 to place a label on or inside the helmet stating the manufacturer’s name, model, size, month and year of manufacture, construction materials, and owner’s information. A helmet that does not meet the Federal safety standard usually does not have such labeling. Remember a DOT sticker on the back of the helmet and proper inside labeling do not necessarily indicate that a helmet meets all DOT requirements. Many helmets have counterfeit DOT stickers and a limited few also have manufacturer’s labeling. But the design and weight of a helmet, thickness of the inner liner, and the quality of the chin strap and rivets are extra clues to help distinguish safe helmets from non-complying ones.

### Unsafe Helmet Interior



### Safe Helmet Interior

