FACEPLATE

The Official Newsletter for the Divers and Salvors of the United States Navy
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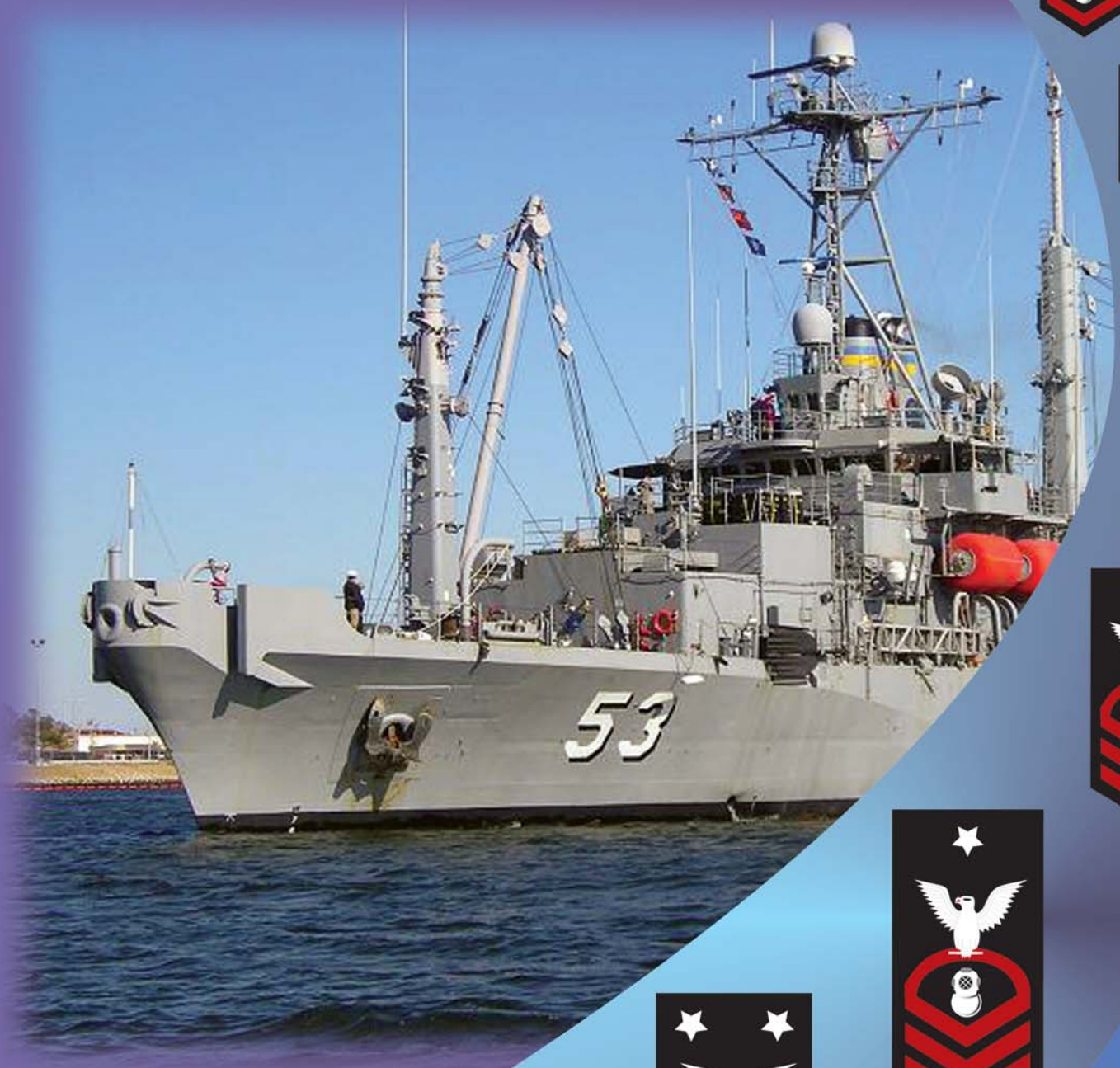

New Diver Rating Badges

FACEPLATE is published by the Supervisor of Salvage and Diving to make the latest and most informative news available to the Navy diving and salvage community. Discussions or illustrations of commercial products do not imply endorsement by the Supervisor of Salvage and Diving or the U.S. Navy.

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SUPSALV SENDS

Greetings, Navy Divers, from the new leadership team at the Supervisor of Salvage and Diving. Captain Jim Wilkins and Captain Mark Helmkamp have both turned over the watch as SUPSALV and SUPDIVE. Please read the article from the new SUPDIVE, Captain (Select) John Gray on p. 20 of this issue. Captain Gray reports after his tour on the SECOND Fleet Staff and the entire Navy diving community will be the beneficiary of his operational perspective. If you would like to learn more on our backgrounds, our bios are available on the SUPSALV website at www.supsalv.org.

Captain Rich Hooper

First, a word about FACEPLATE. This is your magazine. We are all professionals confronting the sole constant in our professional career: change. Let's use this magazine as your forum to "get the word out" to the entire Navy diving community. Is your command confronting reorganization challenges that you can share lessons learned with the whole diving Navy? Take the time to push those lessons to FACEPLATE so we can gain from your successes and don't have to repeat the mistakes. Has your Dive Locker led a unique diving operation? Share it with your fellow Divers via FACEPLATE so that other Navy Divers and the Navy can benefit. The NAVSEA 00C Master Divers listed in the column to the left are your enablers to get your Dive Locker's innovations and experiences into print. Share those experiences in a long email with a few pictures attached to our Master Divers and it will be in the next issue. A great example of this type of community knowledge sharing appears in this issue from Pearl Harbor Naval Shipyard and the story of ship maintenance diving locker regionalization courtesy of CWO MacDonald. His story shows that every one of us can use that sole constant of CHANGE and use it to make our lockers stronger. Whether you are stationed at a maintenance center or at a "pointy end of the spear" command, there are lessons of leadership in CWO MacDonald's story that may apply to your diving organization.

What are my objectives as I take the helm at SUPSALV?

The goal that trumps all others is to enable the ongoing Navy diving safety record for performing diving missions without a diving accident or death. SUPSALV's role in this essential endeavor is to provide procedures and policy to the Diving Navy that enables our high success rate for safe diving. Since my arrival in October 2006, SUPSALV has promulgated changes to the Diving Systems Certification Manual or "MAN-10." Before the next issue of FACEPLATE goes to print, a significant revision to the Navy Diving Manual with revised diving recompression tables to lower the risk of decompression incidents based on lessons learned from Fleet diving experience. Of course the most visible SUPSALV enabling technique for proactive diving safety is the visits by our certification division to Navy Diving Lockers. These visits are an opportunity for diving commands to take advantage of the experience of the SUPSALV certification team which represents an extraordinary reservoir of diving knowledge including highly experienced engineers and "retired" Master Divers who continue their service by trans-

("SUPSALV Sends" continued on p. 13)

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Cover photo: USNS Grapple (T-ARS 53). *Illustration and design by Otto Adams, III.*

Underwater Friction Stud Welding System

One Step Closer to the Fleet

By: LT Jay Young

On 21 September 2006, the U.S. Navy Diving community moved one step closer to finalizing the procedure to use the Underwater Friction Stud Welding System for Underwater Ship Husbandry (UWSH) applications around the fleet. The underwater friction stud welding project began in 2003 with the mission to develop a reliable, cost effective, and user-friendly method of attaching studs and bosses to the exterior hull of Naval vessels. Numerous underwater applications await the approval of the friction stud welding system to include sacrificial anode and temporary padeye attachment, installation of external cover plates, and installation of cofferdams. Most, if not all, of these applications currently require legacy underwater welding procedures and techniques, but the current welding procedures can be replaced with friction stud welding procedures once the technology is approved for use.

Navy Divers working to position the Underwater Friction Welding System to weld a stud in place.

From 19-21 September 2006, ten U.S. Navy Divers tested the Underwater Friction Stud Welding System at the Naval Surface Warfare Center in Carderock, MD (NSWC CD). The Office of the Supervisor of Salvage and Diving (SUPSALV) and NAVSEA 05M oversaw the testing and managed the test plan which was approved by the Navy Experimental Diving Unit (NEDU). The Fusion Bonding System (FBS), manufactured by Fusematic Incorporated, was the specific friction stud welder evaluated during this testing phase.

Navy Divers conducted all testing in the Explosives Test Pond Facility at NSWC CD, and all Navy Divers received hands-on training to setup and operate the stud welding system for both topside and underwater applications. The Explosives Test Pond Facility is a 24-foot deep test basin containing 3.5 million gallons of water. The visibility in the controlled environment was a crystal clear 100 feet, and the water temperature was a balmy 80 F. All Divers donned the EXO 26 Diving Mask with umbilical communications and a single 80 cu. ft. SCUBA cylinder to conduct the tests. The Navy Divers worked for three days to complete the extensive test plan to ensure all test plates were completed with the utmost quality. The Fusematic Fusion Bonding System used for testing weighed 40 pounds on the surface which increased the complexity of the welding process at depth. Navy Divers used the Fusion Bonding System to weld 30 studs and 30 bosses to small test coupons in the vertical position at 20 FFW. The small test coupons were made up of three different types of base material similar to those utilized in the Fleet, DH-36, HY-80, and HY-100. Navy Divers also welded 24 studs and 24 bosses to large test plates in the vertical position which were also made of DH-36, HY-80, and HY-100. NAVSEA 05M and NSWC CD inspected all of the completed test articles and relocated them to a test facility at NSWC CD where they were submerged in sea water to be tested for the next three months.

Navy Divers preparing to conduct Friction Stud Welding Tests.

Although the official test results remain to be fully evaluated, each Diver confirmed that the friction stud welding system and the associated procedure were user-friendly and will be a great asset to the Fleet. The next step in the approval process is to conduct an in-service test on one of our U.S. Naval vessels. SUPSALV is looking for any and all candidates to exercise these tests, so keep an eye out on the waterfront for possible field applications. Do you want to be the first Dive Locker to use the Underwater Friction Stud Welding System for Fleet application?

Navy Divers aligning the Friction Stud Welder.

LT Jay Young is an Engineering Duty Officer/Diver currently working as a Project Manager at the Underwater Ship Husbandry Division at NAVSEA 00C.

ESCAPEX 2006

By: HMC Mike Wenzel

KETCHIKAN, Alaska (NNS) — Seven personnel practiced locking out from the attack submarine USS LOS ANGELES (SSN 688) and ascending to the surface wearing special suits that are designed to enable a free ascent from a stricken submarine during ESCAPEX 2006 at the Navy's Southeast Alaska Acoustic Measurement Facility (SEAFAC) in Ketchikan, AK. While several foreign Navies practice the maneuver routinely, the U.S. Navy had not conducted it in more than three decades and never from a nuclear-powered submarine.

The Navy's renewed interest in submarine escape comes as U.S. submarines operate more frequently now in shallow coastal waters, said Submarine Development Squadron (CSDS) 5 Commander Captain Butch Howard, who oversaw the exercise. "Today, submarines spend a greater amount of time in the littorals or shallow water, which supports the overall concept of escaping from a possible distressed submarine," said Howard. "It's imperative that our sub crews be familiar and comfortable with this operating procedure no matter how remote the potential for its use."

Fire Control Technician 2nd Class Gary Halsey emerges from the Northern Pacific as the first Navy Sailor to execute a tandem open-ocean escape from a nuclear-powered submarine.

The MK10 Submarine Escape Immersion Equipment, or SEIE, allows survivors to escape a disabled submarine at depths down to 600 feet, at a rate of eight or more men per hour. It is designed to enable a free ascent from a stricken submarine and provides protection for the submariner on reaching the surface until rescued. The assembly is comprised of a submarine escape and immersion suit, an inner thermal liner and a gas inflated single seat life raft, all contained in an outer protective stowage compartment.

For the exercise, Los Angeles embarked six U.S. Navy Divers, as well as a Diver from the Royal Navy. The submarine submerged to 130 feet, where each of the seven Divers donned the SEIE suits, entered the escape trunk, and ascended.

Chief Navy Diver (DSW/SW) Sean Daoust, a submarine escape instructor at the Naval Submarine School in Groton, CT, was the first to ascend. Daoust said that he was honored to be the first to escape from a U.S. nuclear-powered submarine and couldn't wait to return to his students with his firsthand knowledge. "I teach this procedure on a daily basis," said Daoust. "I have a lot of confidence in the system and can show the students the data and statistics."

After Daoust, there were three tandem escapes. Los Angeles crew member Fire Control Technician 2nd Class (SS) Gary Halsey was one of the Sailors given the chance to participate in a tandem escape. While thrilled at the experience, Halsey also said it was reassuring that the escape system works. "Not many people get to do things like this in their whole Navy career," said Halsey. "The SEIE worked great, which instilled confidence, not to mention being very comforting to all that work on submarines."

CDR Erik Burian, Commanding Officer of Los Angeles, attributed the exercise's success to his crew's tremendous skill and professionalism. He said he was grateful that the namesake of the Los Angeles Class was the boat selected to do the exercise. "I think it's absolutely fitting the "first and finest" pulled this off," said Burian. "It's perfect."

Fast attack submarine USS LOS ANGELES (SSN 688) is moored at the Southeast Alaska Acoustic Measurement Facility Static Site in Ketchikan, Alaska, as part of Escape Exercise 2006. "First and Finest," USS LOS ANGELES was the first nuclear-powered U.S. submarine to conduct an open-ocean escape.

Submariners can have an added degree of confidence in knowing that the SEIE suits on U.S. submarines can save them in the unlikely event of a stranding, said Howard. "As a result of ESCAPEX, we've confirmed the procedures and our SEIE suits work," he said. "The ship and the folks at SEAFAC did a great job."

In addition to the team from CSDS 5, Los Angeles and SEAFAC, the ESCAPEX team was made up of members of numerous commands, including Commander, Submarine Force Pacific Fleet, NAVSEA, and Explosive Ordnance Disposal Mobile Unit 11 (EODMU 11).

This was the first U.S. escape from a submarine in 46 years. EODMU 11 Medical and Dive Locker were in charge of escapee recovery, transport, and treatment, if needed. All seven escapees came through without a scratch.

Amazing stuff. When they lock these guys down, they are traveling at 230 fpm and when they lock out they are traveling at 660 fpm. A ten-second ride to the surface. Amazingly no one suffered barotraumas. There are no holds either, when they go – they go, no halting descent or ascent.

U.S. Navy photos by Mass Communication Specialist 1st Class Cynthia Clark (RELEASED).

Safety Center Update

By: MDV Russ Mallet

My name is MDV Mallet at the Naval Safety Center. You know, the place where you are supposed to report dives and diving mishaps, submit articles for Diving Safety Lines, and oh yeah, we perform your Diving Safety Surveys. I wanted to get some information out to those of you who only read FACEPLATE.

The following personnel are attached to Diving Code, LCDR Crouch, CWO3 Annon, HMCS Stewart, NDC Barnett, and NDC Hordinski. The new web-based Dive/Jump Reporting System (DRS/JRS) will be out on the street hopefully this summer (believe me, it will be a lot friendlier then Mishap Reporting Program). We will contact commands to test the program prior to release and would appreciate your assistance if contacted. More information about the program will be found in the Spring edition of Diving Safety Lines.

We have once again updated our Diving Safety Survey Checksheets, which you can download them from our website. They make a great tool to see where your locker stands and will get your people more involved. Also, in FY07 we require commands who are scheduled for Safety Survey to have air systems, chambers, and dive rigs (MK 25, MK 16) lined up with completed OPs or completed pre-dives on the day of our arrival. However, those with multiple systems won't be required to have all of them lined up. For example, multiple MK-16 rigs would require 2 rigs (supporting checksheets) set up (without CO_2 absorbent) just prior to installing bottles. For Light Weight System set up so air can be put to diver's end of the umbilical and for Recompression Chamber set up so chamber can be pressurized. Get the idea?

Instead of just seeing the equipment static, we want to see it just prior to operation and we can check OPs and pre-dive procedures and how they are conducted. Ever heard of ORM? It's the new way of doing business but we've always done it. Dive the Plan and Plan the Dive! Upcoming surveys prior to the quarterly message release we will try and notify for convenient dates of survey. Once the message is on the street, commands are required to notify us by e-mail or phone to confirm the dates. This is a great opportunity to ask questions about your upcoming survey prior to team's arrival.

In closing, I would like all who are reading this article go to www.safetycenter.navy.mil, click "Afloat", then click "Diving", and pull up a copy of Fall Diving Safety Lines 2006. Check out this past years' most common survey hits. We updated all of our Diving Safety Survey Checksheets and thank those commands once again for their past constructive input, training labs for our team, and diving articles.

DIVE SAFE, REMEMBER ORM

Joseph Stahovec

Joseph Stahovec, the Emergency Ship Salvage Material Program Manager in SUPSALV Salvage Operations Division, passed away on February 25, 2007 at his home in Alexandria, VA. He was 57.

Joe graduated from the Ohio State University with a degree in Civil Engineering and attained his license as a Professional Engineer in 1976. After a period with the Ohio state highway department, Joe came to SUPSALV in April 1982.

Over the course of his 25 years of service, he participated in salvage and marine pollution responses too numerous to list, but some of his most significant contributions came during times of true national crisis. In 1989, he provided leadership and oversight for the U.S. Navy Supervisor of Salvage during the Exxon Valdez oil spill response in Prince William Sound, Alaska. In 1991 and again in 2003 he headed the planning for operational deployment of pollution abatement equipment to the Persian Gulf in support of Operations Desert Storm and Iraqi Freedom. In the aftermath of Hurricanes Katrina and Rita in 2005, Joe oversaw deployment of hundreds of pieces of equipment and dozens of personnel to multiple locations throughout the Gulf Coast. Joe was also a prime mover of SUPSALV Underwater Ship Husbandry Program.

Joe Stahovec

On a day-to-day basis, Joe quietly but effectively worked to ensure that the personnel and wide array of equipment located in Virginia, Alaska, California, Hawaii, Japan, Singapore, Bahrain, and Italy were ready to respond when the nation called. His constant interaction with the salvage community including U.S. Navy Fleet Divers, contractor representatives, and many other salvage and ship repair professionals around the globe allowed him to bring timely solutions to the challenges continually faced in the dynamic work environment that defines the salvage and diving business. Joe was a true professional who always went out of his way to lend a hand when fellow shipmates needed his experience, advice, or his support to make things happen on time.

From the seemingly mundane morning coffee in the NAVSEA cafeteria to the extraordinary commitment demonstrated by his steadfast and unassuming leadership, Joe Stahovec greatly contributed to the Navy and the Nation. The SUPSALV family mourns the loss of this highly respected salvage professional and extends thoughts and prayers to his wife Susanne and daughter Christina during this difficult time.

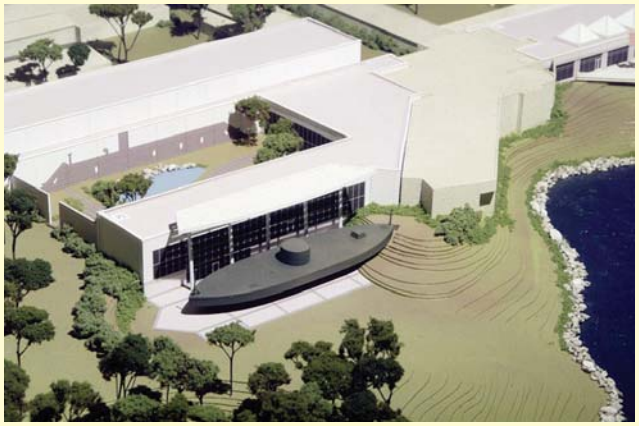
A memorial fund has been established for Christina's education. Please send donations to:

The Stahovec Memorial Fund
PO Box 2552
Williamsburg, VA 23187-2552

USS MONITOR Center Opening

By: CAPT Bobbie Scholley (Ret.)

It was a beautiful, sunny day off the coast of North Carolina. Despite previous high winds and seas, the early morning started with lighter breezes. But there was a real flurry of activity on the barge, as is usual when preparing dive station. Divers were hustling to and fro to make sure everything was ready and all possible contingencies were covered. In addition to Divers, the barge crew was carefully preparing their own tasks. Overseeing all the precise preparations were the National Oceanic and Atmospheric Administration (NOAA) and the Mariners' Museum members of the team. It was the type of day that salvage Divers live for and fortunately, it was a hugely successful day. By early evening the team had accomplished what many thought they would never see. The 200-ton revolving gun turret, complete with two XI-inch Dahlgren guns, were recovered from 240 fsw after being submerged in the depths of the Atlantic Ocean for 140 years.



View of the proposed MONITOR Center and its full-scale sculptural replica of the USS MONITOR. Visitors may walk the entire length of the replica's 172-foot deck, giving them a sense of what it would have been like on the original ship.

That was the summer of 2002 and there are hundreds of Navy Divers (too many to mention all of them here) who were instrumental in making that a successful mission. Starting in 1996, when USS EDENTON first dove on USS MONITOR to MDSU TWO clean up efforts in 2003, many of you emerged yourselves in this amazing adventure.

But now it is 2007 and another huge success is about to be uncovered. The Mariners' Museum in Newport News, VA is the official repository of USS MONITOR artifacts and the Museum has certainly taken this job seriously. Over the past five years, the Mariners' Museum has been on a mission of its own, one equally as challenging and maybe even more daunting. It has conducted a Capital Campaign to raise the $30 million required to properly celebrate the history of the mighty USS MONITOR and to provide a fitting home for all those artifacts that many of us worked so diligently to bring back from the depths.

Final preparations on the 63,500-square foot, state-of-the-art, spectacular new home for the MONITOR are underway and I am sure it will not disappoint.

The Monitor Center walks us through the history of Naval Combat from the days of wooden sailing ships through the historic battle between the USS MONITOR and CSS VIRGINIA in Hampton Roads on March 9, 1862. Visitors will be able to walk through a portion of a full scale replica of the CSS Virginia's casemate and experience the battle in the 360-degree, surround sound Battle Theatre. Visitors will be able to walk through the MONITOR staterooms and wardroom and hear the thoughts of many of the crew mem-

Anna Halloway, the MONITOR Center curator, provides a preview tour of the USS MONITOR Center to Capt Bobbie Scholley (Ret.) and CWO3 Rick Cavey (Ret.) while John Hightower, the Mariners' Museum former president and Andrea Bear, the Mariners' Museum VP for Marketing and Development, look on.

The USS MONITOR's Revolving Gun Turret is driven into the awaiting conservation tank after being delivered to the Mariners' Museum in August of 2002.

bers from before and after the battle. The exhibit will continue on to 1974, when the MONITOR was finally rediscovered and then relive the MONITOR Expeditions that many of you participated in. Visitors can even walk the deck of a full scale replica of the USS MONITOR that was constructed by Northrop Grumman Newport News Apprentice School. Concluding the tour is an amazing video experience of the MONITOR Expedition 2002, hosted by Sam Waterson, in the Recovery Theatre. Plus there is a very special surprise, especially for those of you that have actually dove on MONITOR, that I am not going to divulge here!

Concept sketch of the large artifact gallery of the USS MONITOR Center where the crucial but sometimes enigmatic conservation process is brought to life.

Now I am simply an old, retired Salvage Diver, certainly not a writer. So my descriptions could not possibly live up to what you would actually experience. Let me just sum it up in the words of some of our younger Divers by saying "It's AWESOME." And do not just take my word for it, several other local Divers have visited during the construction and provided invaluable knowledge and advice. You can always contact CWO3 Rick Cavey (Ret.), MDV Russ Mallet, MDV Scott Heineman, or MDV Jim Mariano to get their take on my impressions.

The Mariners' Museum and NOAA would love to see as many U.S. Navy Divers and their families as possible visit the MONITOR Center. This is real tribute to what Navy Divers are capable of accomplishing and whether you actually dove on MONITOR or not, each of you were part of the team that help make this happen. The opening weekend on March 9, 2007 included ceremonies, tours, lectures, reenactments, fun for the kids, and lots of time to see old friends. Additional information on visiting the Museum can be found at www.marinersmuseum.org.

For those of you who did not make it for the celebrations in March, please take the time to go visit the MONITOR Center and do not forget to take your family. It is an amazing chance to relive history and show what the Navy Diving community can accomplish. Do not forget to let the museum folks know that you are one of the Divers. They love to meet all of you!

For almost 140 years the 30-ton side lever steam engine that propelled the historic ironclad USS MONITOR has been resting in its watery grave 240 feet below sea-level, 16 miles off the coast of Cape Hatteras. The engine is now undergoing restoration and visitors can watch conservators slowly remove over a century of corrosion from this historic propulsion system.

If you want to do more for this part of the USS MONITOR, you can also help contribute to the Capital Campaign. In addition to making a donation, you can also buy an engraved paver that will be placed in either the USS MONITOR drydock or the CSS VIRGINIA coutyard. If there is enough interest by Navy Divers, we are discussing having our own Diver Paver area where we would place our pavers together. You can engrave whatever you want, but if you were on one of the expeditions and want to put the year (or years) that you were involved, we can arrange the expedition folks together. Although the pavers are $200 each for the general public, they are only $150 each for Navy Divers (and it is tax deductible for all you rich Master Divers). You can find the order forms on the website or you can contact the Mariners' Museum campaign office at (757) 591-7746 or (800) 581-7245 ext.746.

Also, if you were involved in any of the MONITOR Expeditions and have any pictures, diaries that you are willing to make public, or stories that you would like to provide to become part of the Monitor Center archives, please contact Anna Holloway, the curator of the exhibition, at (757) 591-7740 or by email at aholloway@marinersmuseum.org.

As you can tell, I am really excited about the MONITOR Center, not only because MONITOR was such a big part of my Naval career, but also because I think that it highlights the courage, ingenuity, and dedication of Sailors from those in 1862 up to today's modern day Navy Diver. I love the way it shows what our Navy Divers are all about. I hope you do too! Keep up all the good work out there and remember that those of us that are retired are proud of you.

CAPT Bobbie Scholley retired from the Navy in 2005 after almost 25 years of service. She was CO MDSU TWO during the MONITOR Expedition 2001 and 2002 and made 19 dives on MONITOR. She resides in Virginia Beach where she is taking on the new and exciting challenge of mom to her four year old twin daughters (future Navy Divers)!

Navy Tug Fights Fire Aboard Freighter in Liberia

USNS APACHE (T-ATF 172) responded to a shipboard fire aboard a commercial freighter while repairing the commercial pier in port of Monrovia, Liberia and surveying the city's harbor on August 10, 2006.

The engine room of Tahoma Reefer, an Estonian commercial freighter also paying a call on Monrovia's port, burst into flames in the early hours of the day. Later that morning, just as smoke from the burning vessel was spotted from APACHE's bridge, the U.S. Embassy in Liberia phoned the ship and asked the crew to respond.

Using the ship's rigid hull inflatable (RHIB) boat, APACHE Chief Mate Troy Bruemmer and Chief Warrant Officer Pete Sharpe, Officer-in-Charge of the 12 member embarked Mobile Diving and Salvage Unit 2, and three other crewmembers, rushed to the scene. "When we arrived, we witnessed the deck house of the ship engulfed in flames," said

Sharpe. "All the crew and the harbor pilot were on the bow, some without life jackets. We returned to our ship to get more life jackets and additional Divers to assist."

While the crew aboard APACHE's RHIB rescued the nine men aboard the freighter, the tug's civilian master, CAPT Charles Rodriguez, put his ship into action. "As the Chief Mate, Warrant Officer, and Divers removed TAHOMA's crew from the starboard side, APACHE approached the ship's port side and commenced fighting the fire," said Rodriguez.

Using the tug's starboard fire stations, APACHE worked to put out the flames. More than four hours later, TAHOMA's fire was under control. "Actions under unusual and hazardous situations is what makes life at sea so rewarding and different every day," said CAPT Nick Holman, Commander, Sealift Logistics Command Europe. "The cool heads and fast hands of APACHE's crew and embarked Navy Divers during this emergency situation represent seamanship at its best."

No crewmembers were injured during the operation. APACHE is a non-combatant ship operated by 16 U.S. merchant mariners employed by the U.S. Navy's Military Sealift Command.

Submitted by Sealift Logistics Command Europe.

Navy Chief Sets Record

AT SEA ABOARD M/V KELLIE CHOUEST — A Navy Diver, submerged at 2,000 feet, set the record using the new Atmospheric Diving System (ADS) suit off the coast of La Jolla, CA, August 1, 2006.

Chief Navy Diver (DSW/SS) Daniel P. Jackson of Navy Reserve Deep Submergence Unit (DSU) was randomly selected to certify the ADS suit for use by the Navy.

"I feel like the luckiest guy in the world," said Jackson. "I am honored and privileged to be the first Diver to go down that depth."

The certification was the culmination of 11 years of planning, designing, and testing by multiple agencies to develop the ADS suit, also known as the Hardsuit 2000.

"This is the biggest piece of teamwork that I have ever seen in the Navy," said CDR Keith W. Lehnhardt, the Officer-in-Charge of the project.

Lehnhardt said that the project was a collaboration of so many different organizations such as DSU, Submarine Squadron 5 and Diving Systems Support Detachment.

Jackson said, "I was just a guy tied to a rope. It was the ADS team that made it all possible. They were incredible."

Developed by OceanWorks International from Vancouver, British Columbia, the Hardsuit 2000 was designed to withstand underwater pressure at 2,000 feet. Current models have only been able to go down as far as 1,200 feet.

"The suit worked incredible," said Jackson. "It did everything it was intended to do. I always heard that around 1,300 feet, the joints of the Hardsuit 2000 would work even better, and it worked exactly the way they said it would."

Meeting the Navy's high safety requirements, the ADS suit was designed and acquired by the Navy to support submarine rescue. "Its specific purpose is to be part of the advance assessment system during a submarine rescue operation," said Lehnhardt. "The Diver in the suit will see what the damage to the sub is and find out where the survivor might be."

Jackson said, "At 2,000 feet, I had topside turn off all the lights, and it was like a star show. The phosphorescence that was naturally in the water and in most of the sea life down there started to glow. When I started to travel back up, all the lights looked like a shower of stars going down as I was coming up. It was the best ride in the world."

Mass Communication Specialist 3rd Class Mark G. Logico, Fleet Public Affairs Center, Pacific.

The Revolution in Navy Diver Training

By: CAPT Windhorst and MDV Dryden

The U.S. Navy's "Revolution in Training" and implementation of the NAVY DIVER (ND) rating required an extensive review of Diver training to validate and align training with Navy mission requirements. The result was a blended solution of formal training, online computer based training, personnel qualification standards and on-the-job training forming an independent training pipeline that delivers trained Divers to the Fleet in increasing numbers.

One of the largest concerns, and a continuing challenge, is the high attrition associated with the training pipeline. In the fall of 2006, a new preparatory course of instruction was implemented to address high attrition areas. Located at Great Lakes, IL, the new NAVY DIVER PREPARATORY (A-433-0101) course of instruction is designed to reduce attrition and increase student graduation success rates during traditionally difficult phases of training. The 32 day course combines pieces of the Basic Engineering Common Core (BECC) course, intense physical training, and in-water instruction. The course includes computer based instruction in basic engineering principles, systems, procedures, and hands-on laboratory training, as well as CPR, basic diving physics, basic diving physiology and medicine, and demanding physical training.

Upon successful completion of the preparatory course, diving candidates report to the Navy Diving and Salvage Training Center, Panama City, FL to begin the Second Class Diver training. The Second Class Diver course has been extensively revised to better meet Fleet requirements, reduce student attrition, and better prepare apprentice Divers for their first tour in the Fleet. Classroom and practical training phases have been added in basic demolition operations, MK-16 mixed gas diving, and MK-25 rebreather diving. Traditional areas of physics, medicine, salvage, underwater cutting and welding remain in the course. One of the

major changes in the construct of the course is the movement of SCUBA training from the 2nd week of training to the 10th. This change enables candidates to be more familiar with the diving environment and more confident when conducting traditional SCUBA problem solving in the pool.

Upon graduation, new Second Class Divers are sent to the fleet to ply their trade and earn their warfare qualifications. Upon DSWS qualification at their first command, personnel are awarded and can begin wearing the traditional breast insignia as their warfare device. Second Class Divers must complete two tours in the Fleet before becoming eligible to attend First Class Dive School (A-433-0025), including a tour at a ship repair command or a salvage command. Other prerequisites for attending First Class Dive School include paygrade E-5 or above, Diver Salvage Warfare Specialist (DSWS) qualified, and additional MILPERSMAN requirements.

The First Class Diver course of instruction is 65 days in length and is designed to train qualified Second Class Divers to become Diving Supervisors in the Fleet. The course includes advanced training in diving physics and calculations, diving medicine, recompression chamber supervision, supervision of demolition operations, surface supplied mixed gas diving, and supervisory casualty control procedures for all diving rigs.

After graduation, new First Class Divers are ordered to their first Fleet assignment and expected to qualify and perform as a Diving Supervisor. Gaining experience along the way, First Class Divers should strive to prepare themselves for attending Master Diver evaluations (A-433-0019). The requirements to attend MDV evaluations are outlined in MILPERSMAN 1220 and include a minimum of 2 tours of duty as a First Class Diver, DSWS qualifications, Diving Supervisor qualifications, and completion of the on-line Navy Diver Salvage Course via Navy E-learning.

Both Second and First Class Divers are required to qualify DSWS. Second Class Divers have 24 months from arrival at their first command with required requalification within 18 months of arrival at subsequent commands. First Class Divers have 18 months for their initial and all subsequent qualifications. DSWS qualifications for First Class Divers now require that they qualify diving supervisor at their command. Failure to complete these requirements (or requalification) could result in loss of NEC, rating, and promotion.

When a Diver becomes physically (medically) disqualified to perform his/her duties as a Navy Diver, they will appear before a board. They may become eligible for reclassification to another source rating, or in some cases, depending on his rank (E-7 and above), may be placed in a supervisory position for his/her tenure.

Candidates eligible to attend the Master Diver Course are notified of eligibility by PERS-401 DC and must submit an application to attend the Master Diver Evaluation Course. This 25 day course has been extensively revised and includes advanced instruction in the planning and management of diving, salvage, underwater ship repair operations, systems certifications & quality assurance, and extensive performance testing supervising at sea diving operations.

Captain Gary Windhorst is Commanding Officer of the Center of Explosive Ordinance Disposal and Diving (CEODD). NDCM (MDV) Dryden is currently an MDV at CEODD.

Is Certification Necessary?

By: Steve Smith

System certification is a systematic, independent review of the documentation verifying that the dive system has been designed and constructed of proper material, has been cleaned, assembled and performance-tested in accordance with engineering practices, and ensures that the maintenance manuals and operating and emergency procedures provide sufficient information to allow diving systems and recompression chambers to operate safely. Do you know where the requirements for DLSS certification come from?

A Little History

Early accidents in the 1960s of the USS THRESHER, USS SCORPION, and fatal fire at NEDU (located at WNY at the time) forced the Navy's management to take a hard look at the need for an independent assessment of quality assurance, design, material, fabrication, testing, and operating and emergency procedures for deep submergence and diving systems. In order to achieve the desired level of quality assurance it was decided that it would be best to have a third party review, independent from the design team, program manger, and Fleet operator. The premise would be that independent reviewers would follow a strict process to review all of the design, fabrication, and test documentation, ensuring designers and builders met all requirements.

The second part of this process is the witnessing of actual system operations to ensure that the system operates in accordance with the design requirements and verify that operators can safely operate the system in accordance with approved operating and emergency procedures.

Upon a successful documentation review, a thorough material condition inspection would verify the as-built configuration of the system to the drawings and a successful dive. Then and only then, would the DLSS become a certified system with specific operating parameters.

On February 11, 1969, the CNO assigned the Chief of Naval Material (NAVMAT) to run the deep submergence and diving system certification program. NAVMAT assigned Naval Ship Systems Command (now NAVSEA) the responsibility for certification of submersibles, habitats, dive systems, shipboard recompression/decompression chambers, and Diver equipment. Other accidents such as SEALAB, SEALINK, and the USS GRAYBACK reinforced the need to protect sailors and equipment by increasing the rigor of the certification process to ensure that work is formally documented.

Do you know what dive system this is? Lets hope it's not yours!

Fast Forward to the Present

Our diving systems are well-designed, solidly built, and usually sailor proof. The systems are well-maintained and Divers are trained and drilled smartly. But mistakes happen, requirements get overlooked, and safety may take a back seat to getting the job done on time. How do I know this? I am Steve Smith and I work for NAVSEA 00C4 (SCA) visiting 15-20 commands every year to inspect the diving systems, observe dives, review operating and maintenance procedures, and grant system certification.

I started this job in 2005 after a 25-year career in the Navy, 23 of which were as a Deep Sea Diver. Like some of you, I originally thought of Certification as a "pain in the A_ _" and a hindrance to getting the job done. After all, the command had me and other well trained Divers. A third party audit of our business was disrupting. Besides, just how many inspections can a sailor endure? What a horrible attitude! Fortunately, I had some excellent mentors who showed me the folly of such thinking. Many of the requirements set forth today were signed in blood. Five Divers dead on USS GRAYBACK, one Diver dead on SEALAB, a civilian dead on SEALINK, one sailor died doing maintenance on a filter housing at the dive school.

Unfortunately, I still see this attitude today at some commands. This attitude is often reflected in a command not being prepared for a certification survey. I will share some of the safety deficiencies I have found during the past year.

Common Safety Deficiencies

- A diesel compressor suction hose was hooked up to a filter housing body instead of the compressor suction. The compressor suction was less than a foot away from the diesel exhaust.
- A severely creased pipe that supplied emergency air to BIBS in the TRCS. The damage had been caused by the chamber door, but had not been noticed.
- MK-21 hat with broken dial-a-breath (gas would not stop flowing).
- Rusted out cotter key on safety shackle for diving stage.

("Certification" continued on p. 11)

("Certification" continued from p. 10)

- Missing filter in compressor suction.
- A severe crimp and crease on the bent tube assembly of MK-21.
- Missing torque specifications on NATO Flange ring.
- All CO_2 Analyzers broken/uncalibrated.
- Steady flow valve broken on MK-21.
- Bent supply valve of CAOS rack.
- Broken diffuser on TRCS.
- O_2 gage for chamber held in place with electricians tape in the control panel.
- CO wafer on Securus filter system indicating CO contamination (Compressor used to jam TRCS flasks and SCUBA bottles).
- TRC and TL had tie-ties keeping relief valve stop valve open instead of frangible wire.
- Gage is missing backing nut that holds it in place.
- Heater/Chiller ECS not bolted to frame, held in place with cargo straps.
- Filter housing installed backwards.
- O_2 clean documentation for oxygen system components cannot be located.
- Rubber hoses exceeding 12 year life.
- Umbilicals missing hydros and pull tests.

I have written exactly 20 cards since starting this job. Some of these findings were unavoidable but the majority of my findings could have been avoided by proper preparation.

Certification is necessary to help keep our sailors safe while performing an inherently dangerous job. Without it, some of the items listed above could have gone unnoticed until another wake-up call like the USS GRAYBACK jerks us out of our complacency.

Have a safe day of diving – I've got your back, shipmate.

Steve Smith is currently a System Certificaton Manager at NAVSEA 00C Diving Systems Certification Division and a former Master Diver.

Bits & Pieces

Using ESSM Diving Depot

Because this is a NAVSEA 00C contract, all direction to perform work at the ESSM facility must come from designated 00C personnel. The textbook way to use the ESSM Diving Depot is to contact NDCM (MDV) Fred Orns with a clearly defined description of the work to be performed. E-mail has worked very well for this purpose. He works with ESSM Diving Depot personnel to develop a cost estimate that is then provided to the requesting command, usually within a day or two. The command must then provide the necessary funds in the form of a NAVCOMPT Form 2276, Request for Contractual Procurement. If that is not feasible, alternate funding documents can be discussed. Please direct document to:

Naval Sea Systems Command
Attn: NDCM (MDV) Fred Orns, SEA 00C34
1333 Isaac Hull Avenue, S.E., Stop 1073
Washington Navy Yard, DC 20376-1073
UIC: N00024

Two ways to get Form 2276 to NAVSEA are by email or fax. Email a scanned copy of the document to deneen.monroe-stewart@navy.mil and frederick.orns@navy.mil or fax to (202) 781-4588 addressed to Deneen Monroe-Stewart (NAVSEA 00C11A). Once funding is received, it is placed on the contract and work is begun. It is expected that the command requesting the work provide the proper re-entry control forms for the work to be performed.

For questions regarding ESSM Diving Depot should be directed to NDCM (MDV) Fred Orns at (202) 781-2349, for funding document questions, call Deneen Monroe-Stewart at (202) 781-0757, for anticipated work call Paul Schadow at (757) 637-9000.

U.S. Navy Certification Manual, Rev 2

Nov. 2006 Revision 2 of the U.S. Navy Diving and Manned Hyperbaric Systems Safety Certification Manual was formally issued on 23 Jan 2007 and immediately cancels Revision 2 of May 2004. If implementation impairs contracts or agreements currently in effect, any changes require the direction of the Government Contracting Officer. The promulgation letter, message, and revised manual are available on www.supsalv.org. For more information review AIG 239 R 230636Z JAN 07.

Navy Diving MIPs

Mr. Kerry Duffy is the In Service Engineering Agent (ISEA) for Navy Diving MIPs. He works with Fleet units, NAVSEA, all branches of U.S. Military Divers, and commercial industry to manage our maintenance. He put together a list of websites:

To assist your Work Center Supervisor, here are some informative websites.

- To check DOT details and status of most common high pressure cylinders:
- DOT Exemptions for E10915, E11194, E10945, and E10970 can be found at www.msanet.com/prism/exemptions.htm. They should be checked periodically to ensure that most current version is available.

There is an ongoing process which does not call out MILPSPECS. These are being replaced. Please see the website below to verify you have the most current materials:

- Cost increases and manpower reductions have lead to numerous changes in our Planned Maintenance technical documentation. Documents are being converted to Performance Factors (PRF) and (QPL), Qualified product lists. Example: What used be to called Grease, Aircraft MIL-G-27617 TY II is now MIL-PRF-27617 TY III. Not all of these changes make it to the PMS deck. DODSSP website (http://dodssp.daps.dla.mil/) is a very valuable tool, especially in Spot-check situations. Go to site, click assist, click assist quick search, then enter document number.

To view the current 3M manual:

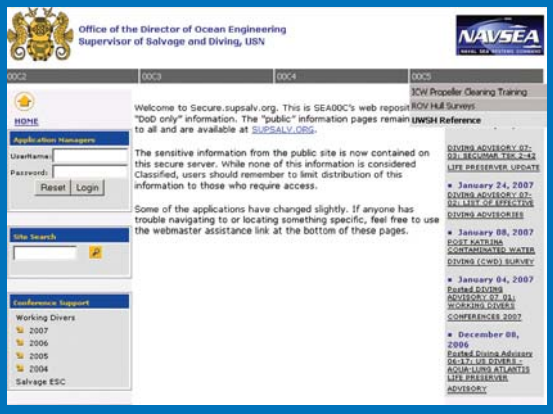
- In PMS viewer, click the "View" button on the toolbar. This drops down the OPNAVINST, which is not the most current version of the manual. Go to "My Computer", access the drive where the disks are located, click on documents folder, then 3M instruction. The only approved version is NAVSEAINST 4790.8B of 13 Nov 03.
- Tasking has been received for the development of the RCF 6500 system. A waiver has been submitted to NAVSEA 04M1 for approval. It is anticipated that a draft version of MIP/MRCs be available for review and comment at the WDC.

For PMS issues, contact Mr. Duffy at kerry.duffy@navy.mil or (850) 230-3100.

NAVSEA Underwater Ship Husbandry Reference Website Ready for Action

By: LT Jay Young

NAVSEA 00C has completed the development and testing of the new Underwater Ship Husbandry (UWSH) Reference Website which will provide working Divers with vital information and support material to complete underwater repairs in the most efficient manner. The website also provides Divers with an information repository and exchange forum for waterfront production.



The UWSH Reference Website is located on the secure SUPSALV website at https://secure.supsalv.org. Since the reference site is contained within the secure SUPSALV site, each Diver must use a U.S. Government issued Common Access Card (CAC) to gain access to this site.

Once a user has successfully gained access to the website, select the "00C5" button and "UWSH Reference" from the drop-down menu on the right-hand side of the screen, which will transport the user to the UWSH Reference Website.

After the user reaches the UWSH Reference Website, one of two steps must be accomplished. A user who has already obtained a username/password can login to the site in the upper left-hand corner. If a username/password has not been previously established, the user must first select the "Get Account" button and complete the application process to gain website access. The account application will be sent to the website administrator who will in turn activate your account. Account activation may take up to 48 hours to process.

After the user has completed the application process and successfully logged on to the UWSH Reference Website, the user will have access to a wealth of information that will continue to grow. The website is separated into four major sections described below:

The "Ships" section contains class docking plans with profile and plan views along with the list of openings corresponding to each class docking plan. The user can access each docking plan by clicking on the profile of the ship within a specific ship class. The applicable UWSH Manual chapters for each class of ship are also provided. Due to the age of some class drawings, the resolution is better on some classes than others. The newer classes have digital docking plans which have much better resolution. Some of the older ships do not have electronic docking plans, so some docking plans are not contained in the site.

The "Procedures" section contains a database of Formal Work Procedures (FWP) and work packages that can be used to streamline underwater maintenance on the waterfront. Currently, the database contains only a small number of viewable FWPs, all of which are under NAVSEA review. The goal of the database is to provide a repository for all diving commands to submit underwater work procedures to be shared with other diving commands and to be reviewed and approved by the NAVSEA Technical Authority for Underwater Maintenance. The procedures section contains two subsections: View/Manage and Add New.

The "View/Manage" subsection allows a user to search for a specific diving related FWP by ship class and/or keyword. The database will list all procedures with the following information: Submitting Activity, Work Package Number, Security Classification, Description and Ship Class. The database will also classify each procedure as *Submitted*, *Under NAVSEA Review* or *NAVSEA Approved*.

The "Add New" subsection allows each command to add procedures to the database to be shared with other dive lockers and be approved by NAVSEA. When the "Add New" button is selected, the user will be asked to complete a submission application which includes attaching the applicable procedure. Selecting the "Upload Procedure" button will complete the submission process.

The final two sections, "NSTM" and "My Account," contain applicable NAVSEA Technical Manuals (NSTM) and a means for each user to update their contact information.

The UWSH Reference Website will be a valuable tool for the Fleet Diver and the website has endless potential. Not only does the website contain useful information in the form of docking plans and technical manuals, but the site also contains a valuable procedures database.

The procedures database has unmatched potential and the extent of its value depends on the Navy Diver community. The more procedures that the Dive Lockers upload to the database, the more valuable the database becomes. Each Dive Locker will have access to all procedures and the procedures will be reviewed and approved by the Technical Authority. A win-win situation for everyone.

LT Jay Young is an Engineering Duty Officer/Diver currently working as a Project Manager at the Underwater Ship Husbandry Division at NAVSEA 00C.

NDSTC Update

By: Ed Delanoy

It all happened three years ago when MDV Kyle Gaillard went to the movies to watch the Diver flick "Men of Honor."

Kyle observed a scene in which Dive School student instruction was being conducted on a pier where ten or so student Divers were suiting up to perform timed proficiency projects on the bottom of the harbor. The key to the scene was the shear number of Divers in the water at the same time. Kyle was the Command Master Chief of NDSTC at the time. He made his best speed back to NDSTC and engaged the Engineering Department Head, Dave Sullivan, and asked, "Why can't we dive that many students at once instead of just four at a time?" That question started the ball rolling to re-establish NDSTC's Diver training ability to dive more than 4 Divers at a time out of the Pierside Support Building (PSSB).

Following the customary period of identifying a training mission need, identifying and securing funding, preliminary design, contracting for the work, performing the installation, certification for manned dive systems and the completion of testing both unmanned and manned, three years had passed. On August 17, 2006, NDSTC tested MDV Gaillards' idea to its maximum manned capability and delivered a vital training asset capable of diving 15 student Divers at the same time. This was the most Divers deployed from a single system since the opening of the Dive School in 1980.

This milestone will increase the efficiency and effectiveness of diver training by enabling the student divers to perform greater amounts of graded dives without adding training time to their already cramped schedules. The new system is configured to allow one Diving Supervisor to manage the entire evolution thus minimizing the amount of Instructor's required to be "on station."

Ed Delanoy is currently the NDSTC Hyperbarics Division Officer.

SUPSALV SENDS

("SUPSALV Sends" continued from p. 2)

ferring their knowledge to today's lockers. Also, the SUPSALV team is working with the USCG to assist in changing Coast Guard diving policy in the wake of the loss of two Coast Guard Divers from the USCGC HEALY last year. We will provide lessons learned from that incident in our annual Working Divers Conference and in a future article in FACEPLATE.

My second imperative as SUPSALV is providing Navy leadership the ability to fulfill the national salvage mission that public law vests in the Navy. SUPSALV needs to provide the backstop for the gaps in Fleet salvage capability for national leadership. Like all things in our lives, the national salvage posture needs to be reshaped in the wake of our recent experience in recovery operations resulting from disasters such as Hurricanes Katrina and Rita but, more importantly, as a result from the threats that exist today due to worldwide terrorism. Simply put, our nation's livelihood and economy are totally dependent on unobstructed access to our ports and waterways. Our enemy was effective in striking at two of the most prominent symbols of the United States during the attacks of September 11th, 2001. However, those attacks could have had far more long lasting economic effects had they targeted our maritime lifelines. The danger to the nation is that some of the United States' largest and strategically important (militarily and economically) seaports could be effectively shut down for extended periods with coordinated, even if relatively unsophisticated, terrorist attacks. SUPSALV needs to provide recommendations to national leadership to change our salvage posture to ensure that if a maritime terrorist strike occurs, we minimize the length of time that harbors and waterways are fouled.

My third priority as SUPSALV is to enable the most efficient transition of diving technology and diving techniques to the Fleet Diver to increase Diver productivity and provide diving capability as directed by the CNO resource sponsor. My team is focused on transitioning a wide range of enabling technologies but I will mention two that occupy a significant amount of my day-to-day efforts. Most relevant to the Fleet Diver is our imminent transition of the KM37 diving system to Fleet use for contaminated water diving. The urgency for this technology transition was highlighted by Navy experiences during Katrina/Rita and is especially relevant for the types of missions that may have to be undertaken in a maritime terrorism response. The second major technology transition is SUPSALV's fielding of a Fly Away Saturation Diving System for Fleet missions. This system, which is being constructed as this issue of FACEPLATE is being published, will offer another option for Navy diving to be used as a tool for national missions including salvage response.

As I close out this SUPSALV Sends, I would like to remind all Navy Divers of a mission that we all need to contribute: Diver recruiting. The Navy Diving rating is one of the few ratings facing an increased billet requirement over the next five years. The increase is slight but it is extraordinarily rare to see a Navy community plan for an increased size as the CNO is decreasing the overall Navy manning levels. Our diving community is undermanned to today's manning requirement and the Navy recruiting command has put into place the right recruiting incentives to attract new recruits to the fold. Every one of our commands needs to put forth an effort to recruit Navy Divers. Whether those efforts are performed at the command level or at the individual level, they are essential for the future of the Navy Diving community and are important mission to enable the Navy's success. Until next time, dive safe.

Command in the Spotlight

Pearl Harbor Naval Shipyard

By: CWO3 Eric Macdonald

Pearl Harbor Naval Shipyard military and DOD civilian Divers achieve excellence through regionalization, integration, and mutual respect.

Pearl Harbor Naval Shipyard (PHNSY) is currently reaping huge benefits by merging military divers and civilian civil service Rigger/Divers into three completely integrated ships husbandry dive teams. Each team has 10 Military and 3 DOD civilian divers. The combined dive team's production level, safety record and moral are at an all-time high. Injuries, procedural violations and re-work are at an all time low. More importantly, the merger has significantly increased the quality of Pearl Harbor's service to the fleet and is producing technically superb young Divers for future assignments that can perform battle damage assessment and repair on both surface ships and submarines to commands under the Navy Expeditionary Combat Command and Naval Special Warfare Command. These commands have teams forward deployed and will be the first on the scene when something goes wrong.

ND2 Griffith and ND2 Jones standing by for the dive brief.

The journey towards a fully integrated military and civil service Underwater Ships Husbandry dive locker at Pearl Harbor started in October 2003 when Commander Pacific Fleet directed all ship repair organizations to merge with PHNSY under the CNO's Sea Enterprise initiative.

The success of Pearl Harbor Naval Shipyard's merger can only be attributed to the collaborative efforts and contributions of both civilian and military personnel.

Under this plan, Pearl Harbor area units with similar missions where given a one year transition period to merge and administratively separate from their previous Commands. The diving merger plan was executed in three phases;

Phase 1: Planning the administrative shift of MDSU ONE UWSH billets and assets to PHNSY. During the transition period between October 2003 and October 2004, PHNSY's diving Engineering Duty Officers (EDO) and MDSU ONE leadership worked together to execute the smooth transfer of all MDSU's Underwater Ships Husbandry equipment and 40 Active Duty Navy Diver billets permanently to PHNSY Code 700 (Lifting and Handling department). Additionally, shipyard leadership provided the newly formed dive locker with a single Chain of Command (COC) building and a working draft Command Dive Bill.

Phase 2: Regionalization; 1 October, 2004 marked the completion of the administrative transition and the official establishment of PHNSY Code 760, Regional Diving Locker (RDL). Both the military and civilian DOD divers were located in the same building with the same leadership, instructions and equipment. The end result was 2 military dive teams and one DOD civilian team. The dive teams remained segregated for the first year (Oct 2004 to Oct 2005). This time was spent establishing a good working relationship as well as getting to know each other's strengths and weaknesses.

Phase 3: Complete Integration of military and DOD divers. After the first year ended without any major problems; it was mutually decided to completely merge the teams. Special attention was given to ensure each team had a Military and Civilian Diving Supervisor and two experienced civilian Riggers/Divers.

Several key factors enabled the smooth merger of our military and civil service Divers. First, we had solid direction from current Navy policies; The CNO's Sea Power 21 program, NAVSEA's "One Shipyard" initiative, and local process improvement tools like LEAN/Root Cause analysis. Two of the three pillars of the Sea Power 21 transformation plan for the Navy, are "Sea Enterprise" and "Sea Warrior". The goal of Sea Enterprise is to; identify and harvest efficiencies through organizational streamlining, process improvement and enhanced investment in war fighting capabilities. The goal of Sea Warrior is to provide Navy Divers the right skills, at the right place, at the right time. We received a tremendous amount of buy in from all hands by ensuring both military and civilian Divers clearly understood how executing the vision set forth in Sea Power 21 was critical to saving both of our jobs/billets from going to contractors, in light of current budget cuts. Additionally, we recognized the serious impact that shifting from Navy Working Capital funding (flexible budget) to Mission Funding (set budget) at all repair facilities would have on our dive locker. Under the Mission Funding, if the customer can get services cheaper from contracted dive teams, they will! The vision was simple "Organize our Dive Locker in a manner that ensures the most cost efficient underwater repair work for Fleet Commanders and

provide follow on war fighting Dive Commands (NECC/WARCOM) with the best qualified Navy Divers possible." Combining the Pearl Harbor civil service Divers' 20+ years of submarine and surface ship repair experience with the enthusiasm, professionalism, and attention to detail of the young Navy Divers was the obvious solution.

At the command level, the "One Shipyard" initiative was equally vital to our success. NAVSEA's One Shipyard initiative is designed to establish common work practices/policies and capture process improvements, then implement the change across all Naval shipyards as "corporate policy." This program enabled us to reach across the Pacific ocean to get input, advice, and help from our diving counterparts at our sister shipyard, Puget Sound Naval Shipyard before implementing changes. Managing a military work force is second nature for the MDV/CWO, however, we had no experience leading civilian divers. The ability to reach out to Puget Sound's military and civilian leadership to ensure we have common management policies for both civilian and military Divers was a huge

General Foreman Rodolfo Gabrillo (hard hat) reviews job procedures with (from left) ND2 Jericho Diego, ND2 Patrick Byers and Ian Hoge.

benefit. Additionally, we enjoyed 100% support from our own Shipyard leadership and from NAVSEA 00C. Having this level of Top Cover enabled us to make changes incrementally over time and not have to implement "change for the sake of change." Before moving forward we asked a few simple questions: Will this change affect safety? Will it impact the efficiency of our waterfront production work? Will this change hurt unit cohesion or unfairly impact any of our team members? If the answer to any of these questions was yes, we simply did not implement that change. Additionally, to ensure "we where not drinking our own bathwater," we applied proven process improvement tools like LEAN and Root Cause Analysis to all facets of the Dive Locker's culture and measurable performance indicators.

CAPT Camelio, Tom Glazier, and NDCM Crider receive the Federal Organization Excellence Award.

On the Deck Plate level, one last critical factor that is worth mentioning is conflict resolution. Since the two senior positions in the Dive Locker, Diving Division Head and Master Diver, are filled by a Chief Warrant Officer and a Master Chief, it would have been easy to demand blind compliance and force our vision on the civil service Divers. However, early on in the regionalization process, we discovered that the civilian Divers do not respond well to intimidation, coercive leadership, or having their years of experience discounted. They will simply wait out the three years until the military offender transfers. Recognizing that we needed 100% buy-in from all the civilian divers to execute the vision mapped out in Sea Power 21, we opted for a more democratic approach to resolving problems.

While the Master Diver retained the last say on all diving, safety, and qualification related issues, management, policy and personnel decisions are made by consensus between the Master Diver, Senior Civilian Diver (760 General Forman), and the Diving Division Head. If we can not agree, we go to the Department Head (Code 700) for the tie breaker.

In closing, for Pearl Harbor Naval Shipyard, regionalization and complete integration of our military and civilian Divers was a "perfect fit." Both individual lockers worked on the same class ships and submarines and were located less than 2 miles from each other. The end result of this merger has been amazing; the integrated dive teams are accomplishing twice the amount of UWSH work during working hours which has significantly reduced after hour (overtime) and weekend work (supports Mission Funding). Each teams Direct Labor Indicator (DLI) is approximately 80% for FY06. NAVSEA's goal for FY06 was 54%. Due to the constant civilian presence, our young military Divers are qualifying as Underwater Ships Husbandry Specialist, Diving and Salvage Warfare Specialist and Unlimited Diving Supervisors in record time. We have even had several first tour Second Class Divers qualify unlimited diving supervisor. Most significantly; our teams have not caused a diving related injury, procedural violation or re-work in over a year.

Pearl Harbor's "perfect fit" did not happen by chance. It took the determined efforts of Navy diving professionals, those in uniform and civilian together, to plan and set in place the processes to integrate different cultures together and establish mechanisms to resolve disputes.

CWO3 Eric Macdonald is currently Diving Division Head at PHNSY.

The Assistant Supervisor of Diving, LCDR Daubon and I conducted a Diving Operational Readiness Assessment (DORA) at PHNSY. During the week it became obvious that this is a unique and very professional Dive Locker. It is unique in that they have fully integrated with the shipyard civil service divers. These military trained and qualified, civilian divers have years, decades in some cases, of experience they bring to the team. This fact and the can-do attitude of the Navy Divers assigned to PHNSY have given them an excellent tack record of very technical and often first times ever completed ship and submarine repairs. If your at the point in your career where a UWSH command is in your future consider PHNSY, from what I've seen you won't regret it.

NDCM (SW/DSW/MDV) Brian Pratschner

From The Managing Editor

There is a misconception by some in the Fleet that the Office of Supervisor of Salvage is taking work away from Navy Divers and Salvors. SUPSALV has heard these concerns for many years but there was little evidence of it then or now. This Office has always worked to engage organic Navy capability wherever possible. SUPSALV can cite several recent examples from both coasts where salvage and diving jobs came into the office and were referred to the Fleet as the option of choice. With FMGS and SATFADS in the Fleet, there will be even more opportunities in the future. Unfortunately, the Salvage Navy some of us grew up in – two salvage squadrons, as many as 29 salvage ships (ATS, ARS, ASR, ATF, T-ATF), HCU/MDSUs with Reserve Dets – has gone the way of the Battleships. Our capability is reduced, however the salvage Navy is still very capable. The Navy must now rely on the TEAMWORK of MDSUs within the NECC organization, the T-ARS/T-ATFs of MSC and SUPSALV to provide the required Navy Salvage Capability. This will be a topic of future articles and dialog at the Salvage and Diving ESC.

In the meantime, here are some tools that the Office of Director of Ocean Engineering Supervisor of Salvage and Diving (NAVSEA 00C) has that can help you in your individual salvage efforts. SUPSALV has three salvage support that give us worldwide coverage. Presently Donjon Marine of New Jersey holds the Atlantic, Gulf Coast, and Mediterranean Sea contract, Crowley Marine of Seattle, Washington holds the West Coast contract, Smit International of Rotterdam, the Netherlands holds the Western Pacific and Indian Ocean contract.

There will be tasks where Divers & Salvors in the Fleet need technical and contract support. This assistance can include items like heavy or specialized equipment or barges and cranes that are not part of the Navy inventory or are not located where you need them. Through the Office of Supervisor of Salvage and Diving the services of any of the Salvors listed on the following page are available through prime or sub contracts. These Salvors are members of the American Salvage Association; an organization made up of the principal American salvage companies and Americans who have recognized skill and decades of salvage experience, including the present and all living former Supervisors of Salvage. Another resource is SUPSALV's salvage engineers who have the tools to help solve the most complex salvage problems and then translate those solutions into operationally practical language.

The above information is provided to help you understand what is available to you and assist you in the future. If you have any questions, don't hesitate to call. CAPT Mike Herb, USN (Ret.) is currently Director of Salvage Operations (00C2). CAPT Herb can be reached at (202) 781-2736 or michael.herb@navy.mil.

Jim Bladh, Managing Editor

CHARITY GOLF CLASSIC UPDATE

By: Paul McMurtrie

The 5th Annual D.C. Diver Charity Golf Classic was successful in raising over $4,500 for charity. The Navy Marine Corps Relief Society received the majority of the donations and a small portion went to the MK V memorial fund. The tournament was held at the Andrews Air Force Base West Course on Friday, October 5, 2006. This year the weather was ferocious on golf day with high winds and flooding monsoon type rain storms that were raging over the course all day. This adverse weather did not daunt the golfers in the least as Navy Divers and the folks associated with them are generally not affected by mere rain or any other type of atmospheric moisture. Those golfers that did require protection from the elements were given the opportunity to borrow their wives' umbrellas. We intended to golf rain or shine.

Unfortunately the pro at the golf course Andrews Air Force is not as stalwart a golfer and did not share our dedication to the charity event. The course was closed due to extensive flooding just prior to our tee time.

Even though no holes were played, all of the golfers assembled in the clubhouse to enjoy lunch, some socializing, and to conduct the award ceremony and hand out the prizes. This year's "Captain's Cup" trophy, the MK V Helmet that resides in the Office of the Director of Ocean Engineering and Supervisor of Salvage and Diving, will have to go to Mother Nature.

Sponsorships are essential to the financial success of the tournament, as all net proceeds from this tournament go directly to the Navy-Marine Corps Relief Society (NMCRS), www.nmcrs.org. The NMCRS has helped junior Sailors and Marines with family emergencies and assists families of Sailors and Marines when a service member is injured or wounded in the line of duty.

After all our earnings were counted out, we were honored to present the check to Mr. John Alexander Vice President of the Navy Marine Corps Relief Society. Mr. Alexander gave a very moving speech to all of those assembled, on the accomplishments of the Navy Marine Corps Relief Society past year, and assured us our efforts were for a truly noble cause.

The 2007 D.C. Divers Charity Golf Classic will again be held at the courses at Andrews Air Force Base on Friday October 5, 2007. In the next issue of FACEPLATE you will find a flyer, sign-up sheet and sponsorship form enclosed. Mark your calendars and join us for a round of golf to raise money for the Sailors, Marines, and their families in need. If you know of any potential sponsors, we would appreciate all the help we can get to increase our donation to the NMRCS.

D.C. Divers Charity Golf Classic Committee Members are: Paul McMurtrie, Al Porteus, Brendan Murphy and Mike Frey.

American Salvage Association Membership

General Members

American Marine Corporation
Honolulu, HI USA
Tel: (808) 545-5190 (24 Hours)
www.amsghq.com

Bisso Marine Company, Inc.
New Orleans, LA USA
Tel: (504) 866-6341 (24 Hours)
www.bissomarine.com

Crowley Marine Services, Inc.
Seattle, WA USA
Tel: (206) 332-8000 (24 Hours)
www.crowley.com

Donjon Marine Co., Inc.
Hillside, NJ USA
Tel: (908) 964-8812 (24 Hours)
www.donjon.com

Foss Maritime Company
Seattle, WA USA
Tel: (206) 281-3800 (24 Hours)
www.foss.com

Global Diving & Salvage, Inc.
Seattle, WA 98106
Tel: (206) 623-0621 (24 Hours)
www.gdiving.com

Magone Marine
Dutch Harbor, AK USA
Tel: (907) 581-1400 (24 Hours)
www.magonemarine.com

Marine Pollution Control
Detroit, MI USA
Tel: (313) 849-2333 (24 Hours)
www.marinepollutioncontrol.com

Ocean Group Inc.
Quebec, CANADA
Tel: (418) 694-1414 (24 Hours)
www.groupocean.com

Parker Diving Service
Forest Knolls, CA USA
Tel: (415) 331-0329 (24 Hours)
www.parkerdiving.com

Resolve Marine Group
Port Everglades, FL USA
Tel: (954) 764-8700 (24 Hours)
www.resolvemarine.com

SMIT Salvage Americas Inc.
Houston, TX USA
Tel: (281) 372-3500 (24 Hours)
www.smit.com

Svitzer Wijsmuller
Miami, FL USA
Tel: (305) 322-8891 (24 Hours)
www.svitzerwijsmuller.com

T&T Marine Salvage Inc.
Galveston, TX USA
Tel: (409) 744-1222 (24 Hours)
www.tandtmarine.com

Titan, A Crowley Company
Fort Lauderdale, FL USA
Tel: (954) 929-5200 (24 Hours)
www.titansalvage.com

Weeks Marine, Inc.
Cranford, NJ USA
Tel: (908) 272-4010 (24 Hours)
www.weeksmarine.com

Associate Corporate Members

BMT Salvage Limited (The SA)
New York, NY USA
Tel: (212) 587-9300 (24 Hours)
www.wreckage.org

Marine Hazard Response
Houston, TX USA
Tel: (281) 487-4760 (24 Hours)
www.marinehazard.com

PCCI, Inc.
Alexandria, VA USA
Tel: (703) 684-2060 (24 Hours)
www.pccii.com

Associate Members

Miles Atchison
Marine Engineer

Peter A. Barbara
McGriff, Seibels & Williams of Texas, Inc.

Lawrence Bowling
Maersk Line, Limited

Frank Boyland
Anderson Kelly

Christopher P. Constantine
Maritime Solutions, Inc.

J. Kenneth Edgar
Marine Response Consultants

Jerome Eker
Maersk Line, Limited

Stewart Ellis
Ro-Clean DESMI

Chris Errington
Maersk Line, Limited

CAPT Joseph Frohnhoefer
Sea Tow, Inc.

CAPT Tom Hurst
Budget Boat Towing & Salvage Co.

Frank Igaz
Ocean River, Inc.

William Mahaffy
MedAire

William I. Milwee, Jr.
Milwee Associates, Inc.

Bendt Nilsen
Frank Mohn Houston, Inc.

Don Patterson
Columbia Helicopters

CAPT Mark T. "Reef" Perkins
Key West Harbor Service, Inc.

Gaston Larco Pooley
Engineering & Insurance Consultant

CAPT Jack Ringelberg, P.E.
JMS Naval Architects & Salvage Engineers

Phil Risko
North Star Marine.

Brad Rosello
Engineering Systems Inc.

Paul Smith
Glosten Associates

Rik van Hemmen
Martin, Ottaway, van Hemmen & Dolan

Ann Hayward Walker
Scientific and Environmental Associates

ADM Robert E. Kramek, USCG (Ret.)

RADM Joel D. Sipes, USCG (Ret.)

VADM James C. Card, USCG (Ret.)

RADM Robert C. North, USCG (Ret.)

RADM Paul J. Pluta, USCG (Ret.)

CAPT W.F. "Bill" Searle, USN (Ret.)

CAPT Eugene B. Mitchell, USN (Ret.)

CAPT J. Huntly Boyd, USN (Ret.)

CAPT Robert B. Moss, USNR (Ret.)

CAPT William N. Klorig, USN (Ret.)

CAPT Colin M. Jones, USN (Ret.)

CAPT Charles S. Maclin, USN (Ret.)

CAPT Richard P. Fiske, USN (Ret.)

CAPT "Chip" McCord, USN (Ret.)

CAPT "Bert" Marsh, USN (Ret.)

CAPT Jim Wilkins USN (Ret)

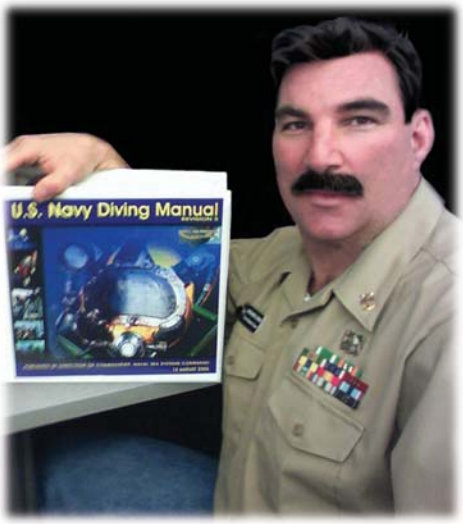
Capt Rich Hooper USN

The Old Master

Okay boys, you are probably wondering, "Wow, is Fred still up at NAVSEA?" The answer is yes! I know, I know, I keep saying "I'M OUTTA HERE!" Well not yet!

Since I have been here so long, I thought I would provide a little in-sight on using NAVSEA to your benefit. First of all, what is NAVSEA 00C? The Office of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV) is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, pollution abatement, diving program manager, policy and equipment, shipboard diving and hyperbaric system certification and technical advisors on personnel and training issues just to name a few. We are responsible for the publication and updating most of the manuals used by you each and every day. There are approximately 50 military and civilian employees at 00C. With 4 retired, 3 active duty Master Divers, Engineering Duty and SPECWAR Officers, civilian engineers, Diving Medical Officers, financial experts and even a Sea Lawyer, we have the manning to tackle almost anything. A complete break-down of all of the divisions and their functions are available on the SUPSALV website: www.supsalv.org. There is a tremendous amount of information available to you, use it!

00C is the most effective source of technical information available to the Salvage and Diving community. We are here to assist you in completing your mission. At times it seems as though it takes forever to get important issues resolved or get the equipment you need properly certified or tested to ensure that it safe for you to use. One of the biggest problems is the lack of official tasking. If you have an issue or diving related equipment that you think would benefit you, let us know. Research the equipment, or issue getting all data available. For equipment, include any documented use by the



NDCM Frederick K. Orns

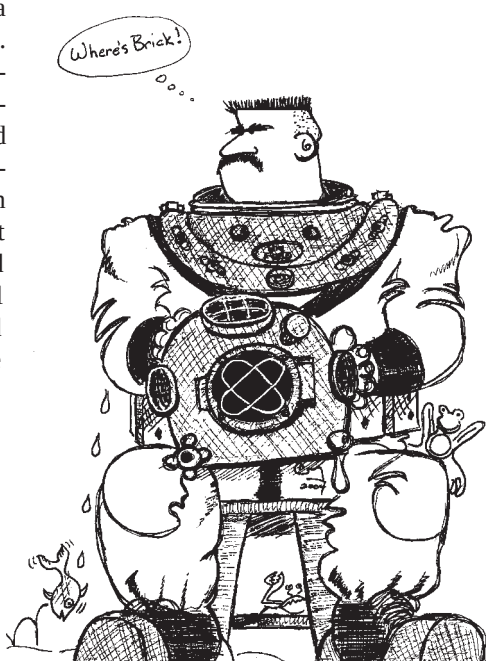
commercial industry if available. Get full support from your chain of command. Often times we will get a request from ND1 A.J. Squared-away and we don't even know if the Master Diver is supporting it. The request should come in an official letter from a command to NAVSEA 00C3. That way there is official tasking from the Fleet and it will get tracked to final resolution. Help us help you.

Another problem is insufficient follow-up on ideas. Someone can have a great idea and it gets lost in the OBE file. WDC is a perfect example of that. An action item that we leave WDC with has routinely been forgotten by whomever and when it comes to the next year, we are doing the "Dick Tudor salute," without an answer to the original idea. We need Fleet diving commands to be more involved with the issues at hand and show official command interest in accomplishing valid action items from WDC. We have made some advancement over the years and we have much more to make. Whether it is equipment or policy, we need your input and actions to get it done.

With 3 Master Divers on staff, NDCM Danny Boyd and Brian Pratschner, and myself diligently working on a multitude of programs to enable you to get the job done with the best equipment and procedures possible. Always keep in mind that NAVSEA 00C is a tool for the Fleet to be utilized to enhance your ability to complete your mission. So use them as often as possible.

Last but not least, I want to sign off by reminding you of a few phrases that we have learned from some of our Old Master Divers that have been etched in our noggins. I am quite sure most of you have heard them before, but just in case you haven't or have forgotten: See what you're looking at. Listen to what you're hearing. Say what you mean. If you don't know what you're talking about, you should probably be listening. Know the parameters of "The Box", and stay within. Where there is a will, there is a way and you can make almost anything happen if you want it bad enough. Sometimes you just have to kick down a door to get it. A man's got to do, what a man's got to do. So, don't always take "NO" for an answer. Sometimes that "NO" might mean "MAYBE." "Oh for @#%* sakes!" Want to wrestle? Talk to ya later.

NDCM Frederick K. Orns



37 Years Ago in Faceplate

Operations of the Harbor Clearance Unit-One

Those "Iron Men" of the harbor clearance units are confronted with countless situations which they consider to be "all in a day's work."

HCU-ONE performs its duties in the western Pacific where it was commissioned in 1966. Not only does it maintain many roles, but HCU-ONE partakes additionally in such tasks as the repairing or removal of vessels and land construction, which expose it to missions of varying importance.

One mission of great importance was the salvaging of the merchant vessel Sea Raven early in the life of HCU-ONE. This operation was successfully undertaken in South Vietnam. This location also set the scene for another extraordinary display of ability for the HCU-ONE. Acting as a unit, it salvaged the SS Baton Rouge Victory and its cargo worth over $500,000. Another concerted effort of the entire unit led to the salvaging of the dredge, Jamaica Bay, again in South Vietnam.

However, as in any other job, such formidable accomplishments do not make up the daily routine of HCU-ONE. Rather than efforts stemming from the unit as a whole, subdivisions or "teams", usually go out on individual missions. These missions not only involve salvaging but also include such duties as changing and cleaning propellers, cleaning sea strainers, extinguishing fires, and repairing salvaged objects of almost infinite descriptions. The types of items include barges, tugboats, fragmented aircraft, destroyed bridges and various mechanical devices.

The importance of teams in the daily work of this elite corps has already been cited. Each team is comprised of men of all abilities, each highly competent in his specialized field and all varying in rank. This kind of "complete" make-up is preferred; enabling the team to function without outside assistance. The goal of each group is to succeed independently. This is also carried over to the individual member, thus developing each man in skill and character. After completion of an initial plan or approach to a task, each team exerts its independence by utilizing whatever supplies and labor can be mustered locally for the job.

There exists, nevertheless, a central location acting as the hub of all operations, YRST-1, which is a Repair Salvage Tender. The YRST-1 is styled to perform various roles including the repair of equipment, the production of salvage patches and the supply of electrical power. Its crew is also comprised of men of diversified ranks and skills.

To compliment the exceptional background of the men exists an equally commendable line-up of sea vessels available to help them. The craft vary in size to accommodate any mission that could be encountered. Two Heavy-Lift Craft, constructed in Germany during World War II, and which are the largest of their kind in the world, could be termed the backbone of the unit. Their ability is tremendous, with a combined lift potential of 8,600,000 pounds. Despite their ruggedness, the vessels nevertheless provide ample comforts for their crews: air conditioning, excellent food and nightly movies.

Three Light-Lift Craft also join the line-up. Independent operation is their trademark, too, although they are indispensable when a major salvaging mission is to be undertaken in cooperation with the other craft. Their facilities include an A-frame derrick capable of lifting 25 tons, a ballast bow lift of 100 tons, and the equipment for welding, underwater digging, fire extinguishing, and logistic work.

Vessels of lesser magnitude are necessary because of numerous missions which occur not only in the larger bodies of water, but in narrow rivers or other "cramped" working conditions. Falling into this category are four Combat Salvage Boats, considered to be highly competent as backing for the Mobil Riverine Groups, and two Yard Diving Boats. Their maneuverability makes them a popular choice for many jobs.

Another piece of equipment HCU-ONE can be proud of is the Advanced Diving System FOUR (ADS IV) which is classified as the only fully operational deep diving system owned by the Navy. To a depth of 600 feet, it is very useful in searching and salvaging operations. Important, too, is the fact that it can be airlifted to any location in the world.

The courage, coordination and skill of the men, and the efficiency of the equipment are some of the reasons for the continued success of HCU-ONE. The word courage is not used lightly, either, since even a glance over the extensive list of medals awarded to the Salvors is impressive. Their work can be termed arduous even in "normal" conditions, but the hazards confronted in the violent Vietnamese environment compounds the difficulty of each mission. The hardy Salvors refuse to permit these circumstances to impede their work.

The IRON MEN

It's said the IRON MEN are gone
And only in sentimental song live on.
Soft living has taken its toll, they say
The IRON MEN belong to another day.
But listen now and I'll tell you true.
That IRON MEN still wear the Navy blue;
For when the cry rises to succor and save,
The Navy Salvor's – the first of the brave.
Steel ships ripped on a coral reef
Need steel men to free from grief.
Ten fathoms below a Diver grows chill,
Works with his hands, his heart and his will.
"Bring back my son from his watery grave!
Raise that boat – a fortune to save!
Clear that wreck that blocks the port!"
"CAN DO!" is the Salvors ready retort.
From the bitter freeze of the Arctic cold,
To the heartless heat of the tropic fold,
Wherever tormenting wind and sea are met,
Fare forth the Salvors with no regret.
When at last the toilsome deed is done
And the fearful struggle with sea is won,
The Salvor sighs a great… AMEN
And takes his place…with the IRON MEN!

by J. F. Madeo, Jr.
Commanding Officer
Harbor Clearance Unit-1

From SUPDIVE... CDR John Gray

Fellow Divers: If you remember nothing else from this article please take this away, **I Can Help You.** We, at NAVSEA, myself specifically, are in the customer service business. It is not a question of whether I am going to help you, it is merely how. You will hear this theme throughout my tenure as SUPDIVE. No one is more important than you and I always have time for you.

In that same regard, I believe that it is an honor to be chosen as SUPDIVE and I do not say that lightly. There are plenty of good folks out there with more bottom time than me. What I bring to the dive side is an operational planning background. Someone smarter than me thought that was a good idea so I owe it to you to deliver and I will. Recalling my basic economics classes: an item becomes valuable if it is either scarce or usable. It occurs to me that Divers are both. That's something I think about a lot these days.

I like to talk to smart people and that means you. I was recently given the opportunity by the CO of the Naval Experimental Dive Unit to sit in on a technical discussion with some of his people. Four DMOs, two Master Divers, two PhDs and two very experienced DMTs in addition to the CO himself. This is the kind of opportunity I live for. Today, I listened to a NASA scientist explain decompression issues in space and I actually understood about half of it.

The following are the top five issues I as SUPDIVE am working on. If you think I am wrong, tell me. I encourage you to get on my work list!

- Gain Saturation Diving Capability
- Update OPNAV 3150.27 B
- Update Contaminated Water Diving Procedures
- Procure/field of XLDS
- Update Navy Diving Tables (Probabilistic Algorithm)

I don't read as fast as all the PhDs that I work with up here so it is best just to tell me what you want in the first two sentences. Hopefully, I just say "sure, I can do that" and I stop reading. Everybody (particularly the Navy) wins.

I believe that any day in the gym is better than just about any other day. A close second is "any day not behind my desk and at your command with you, or better yet out in the field, is better than any other day particularly if you also have a gym." This means a lot because I have a really nice desk (best I have had in 22 years including my CO tours) and a super office (just needs some paint). By the time you read this, I will have been on about ten trips. I would like to see what you do first hand. It makes the issues come alive for me and I become a better advocate. It makes things real. Please, invite me to save me the embarrassment of inviting myself.

Decision Cycle

How we conduct the operation with stakeholder inclusion

I note that the Fleet is sending in articles to FACEPLATE and I ask you to continue to do so. You are the best authors because you are living the story. When I told my wife that part of my new job was being Editor-in-Chief of FACEPLATE, she laughed so hard that I had to call EMS to stop the convulsing. Next time she laughs that hard, she is going to 60 feet on O_2. Who would convict me? Trust me, it is better to have you submit the articles. I am more of a math/science guy. If you send in a picture, and we love pictures, please put it on the highest resolution you can (at least 300 dpi, otherwise it will look blurry).

I'd like to change FACEPLATE just a bit. I don't mind it being controversial. I would like to publish some "out-of-the-box" thinking; ideas that might normally be dismissed. This facilitates discussion among all the smart people without fear. If there is an immediate safety issue, FACEPLATE isn't the best place to read about it. We will send a message or call you. What you are doing, particularly new things in support GWOT or the Fleet, are always good for FACEPLATE.

Finally, this is what I need from you. I know you are busy. Look at the diagram. Every operational planner will be familiar with this sequence – they live it everyday. When it works, sun is warm, grass is green, and all is well. In my experience, when it breaks, it is almost always due to assessment. That's what I need from you – assessment.

A brief history of my assignments:

- I started my career on old MSOs (USS ADROIT) as an 1110. The Commodore (06) leaned over his desk and said, "John (02) you are going to be a Diver." I said, "Yes, Sir." Old Navy mentoring that really served me well. Second best decision I ever made. The first being the purchase of a port-a-potty for the van when my kids were young.
- After Dive and EOD School I spent three years at EODMU 3 in a variety of jobs deployed on USS RANGER during the war, some MMS and MCM department head.
- I took an XO ride on USS GUARDIAN deployed to Japan.
- I commanded a Reserve Center in WI
- I commanded SAFEGUARD changing her homeport to Japan
- I spent three years at COMUSNAVEUR London including over a year on a CAT (Crisis Action Team) post 9/11. This is when OPS really started to make sense.
- I spent three years at SECONDFLT working Reserves, KM and Current Operations.

The 2007 Working Diver Conference will be held at the Navy Diving and Salvage Training Center in Panama City, FL on May 15, 16, and 17. For more information please see www.supsalv.org or contact MDV Fred Orns, MDV Danny Boyd, or MDV Brian Pratschner (see p. 2 for contact information).

The 2007 Salvage Executive Steering Committee will be held at the Washington Navy Yard on April 10, 11, and 12.