



DEPARTMENT OF THE NAVY  
NAVAL SEA SYSTEMS COMMAND  
WASHINGTON, DC 20362-5101

IN REPLY REFER TO

NAVSEAINST 4740.6B  
OPR 00C  
22 MAR 90

NAVSEA INSTRUCTION 4740.6B

From: Commander, Naval Sea Systems Command

Subj: SHIP SALVAGE OFFICER PERSONNEL

Ref: (a) Naval Military Personnel Manual Article 141040  
(b) OPNAVINST 4740.2E  
(c) NAVSEAINST 4740.8  
(d) NAVSEAINST 3150.1

Encl: (1) Authorized Equipment for Ship Salvage Officers

1. Purpose. To update the management policy and procedures for all Engineering Duty (ED) Ship Salvage Officers and for salvage, diving and related ocean engineering billets in the Naval Sea Systems Command (NAVSEA), its shore activities and detachments. This is a major change to the basic instruction.
2. Cancellation. NAVSEAINST 4740.6A of 2 April 1982.
3. Definition. Ship Salvage Officer, as used herein, is defined to include all ED Officers trained in diving and salvage and who hold the Naval Officer Billet Classification (NOBC) Codes 9312 (Diving Officer General), 9313 (Diving Officer, Deep Sea, HeO<sub>2</sub>), 9314 (Ship Salvage Diving Officer), 9375 (Ship Salvage Operations Officer), and 9315 (Saturation Diving Officer). Corresponding Additional Qualification Designators (AQDs) are listed in reference (a).
4. Scope. This instruction applies to the personnel management of all ED Officers qualified in the fields of ship salvage, diving, Underwater Ship Husbandry (UWSH), and ocean engineering. With respect to the management of these officers in specific duty assignments, it applies to NAVSEA and its subordinate shore activities and detachments.
5. Background
  - a. Reference (b) established basic policy and sets forth basic management responsibilities relating to ship salvage and aircraft recovery. To carry out the responsibilities specifically assigned this command, reference (c) prescribes responsibility for the maintenance of standby salvage capabilities and the active prosecution of salvage, recovery and open sea oil spill response operations in the field.

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b. Reference (c) describes the delegated responsibility of various NAVSEA shore activities and naval shipyards, and requires the designation of a Ship Salvage Officer to handle these emergency responsibilities. Similarly, reference (d) requires the designation of a diving officer for NAVSEA shore activities having a complete diving locker. Often times ship salvage officer and diving officer assignments are made to the same individual.

c. Reference (a) describes officer diving designations, training and requalification within the Navy officer diving programs.

## 6. Discussion

a. It is a demonstrated fact that each salvage and object recovery incident is a unique and random occurrence. As such, it is often not possible for a given activity to keep its Salvage Officer trained and thereby maintain the necessary level of standby readiness and proficiency.

b. Generally, major ship and aircraft salvage and object recovery incidents require additional expert personnel to augment assigned personnel.

c. Because of the unique features of each salvage or recovery task, it is necessary to provide as much and as varied practical experience as possible to train and keep Ship Salvage Officers qualified in salvage engineering and operations.

d. Diving Officers must be intimately knowledgeable in technical and Quality Assurance (QA) requirements to support permanent UWSH repair and maintenance procedures. Emergent damage to ships may require UWSH teams to deploy on short notice worldwide.

e. All of the foregoing dictates the need for a flexible policy for the management of ship salvage officers. This policy must provide for the broadest possible training, the maintenance of current diving qualifications, and active field participation by each salvage trained officer to acquire the requisite proficiency and skills.

7. Policy. In view of the important responsibilities in the areas of salvage, object recovery, UWSH and related ocean engineering disciplines which are assigned to the Commander, Naval Sea Systems Command and to the Supervisor of Salvage, U.S. Navy, it is the policy of this command that a cadre of skilled ED Salvage Officers be trained, that they maintain current diving qualifications per reference (a), and that they be made available for emergency operations. Since there are but a few full-time Salvage

Officer billets for ED Officers, when not assigned to actual Salvage Officer billets, ship salvage trained officers are to be assigned collateral duties of a salvage, diving, and ocean engineering nature. To this end, it is the responsibility of the parent activity to provide diving equipment to all salvage trained EDs who, in the opinion of the activity, represent an emergency salvage or UWSH asset based on interest and involvement following formal salvage training, and whose diving qualifications are maintained current.

8. Action

a. Ship Salvage Officers. Because personal safety during diving operations is directly related to proficiency, all ED Ship Salvage Officers shall maintain individual diving qualifications without lapse. Should diving qualifications be permitted to lapse for any reason whatsoever, the Supervisor of Salvage, U.S. Navy, shall be notified immediately.

b. NAVSEA Shore Activities and Detachments

(1) All activities which are assigned ship salvage and diving responsibilities by references (c) or (d) will ensure that their Ship Salvage and Diving Officers are designated in writing and are offered the maximum opportunity to gain on-the-job experience on salvage, recovery, UWSH, and related ocean engineering operations.

(2) All salvage trained ED Officers are potentially available for deployment to major salvage and related ocean engineering operations. Activities should ensure that each remain qualified as a Diving Officer in accordance with reference (a), have a valid official passport, and be afforded the opportunity to participate in salvage or related ocean engineering operations.

(3) All activities should ensure that assigned Ship Salvage Officers are outfitted in accordance with the policy statement in paragraph 7 and enclosure (1). This equipment will remain in the officer's custody as professional equipment.

c. Supervisor of Salvage, U.S. Navy

(1) Maintain and periodically publish a roster of all ED Officers qualified as Ship Salvage Officers.

(2) Maintain a professional record on each ED Ship Salvage Officer covering the ship salvage, aircraft recovery and related operations in which that officer has participated.

(3) Consult with the NAVSEA Director of Military Personnel in preparing plans for detailing of all salvage trained ED Officers and filling ED Salvage Officer and Diving Officer billets. Prior

to issuance of permanent change of station (PCS) orders for each ship salvage officer, confirm to the Director of Military Personnel that the officer's qualifications are current so PCS orders may include performance of diving duty.

(4) Negotiate with NAVSEA shore activities and other commands as appropriate to arrange for the temporary assignment of ED Ship Salvage Officers to major salvage and related ocean engineering operations for purposes of on-the-job training and/or active participation.

(5) Assist the NAVSEA Inspector General in inspecting shore activities and detachments to evaluate compliance with this instruction.

  
M. MACKINNON III  
Vice Commander

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AUTHORIZED EQUIPMENT FOR SHIP SALVAGE OFFICERS

The following is a list of equipment that each activity should provide the Ship Salvage Officer. This equipment will remain in the custody of the officer who will be responsible for its maintenance. The equipment selected must be in accordance with NAVSEAINST 10560.2A.

Diving Outfit

Wet Suit (including hood, gloves, and boots)  
Fins  
Mask  
Snorkle  
Buoyancy Compensator  
Diver's Knife  
Weight Belt and Weights  
Depth Gage

NOTE: Regulators and scuba tanks should be drawn from activity locker as required. Diving watches are the responsibility of the individual ship salvage officer.

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Enclosure (1)