



FACEPLATE

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

Volume 24, No. 1 / May 2020



"From the seafloor to space, from the blue water to the littorals"



In This Issue...

Cold Water Ice Diving

Center for Excellence Under Pressure

CTF 56 Divers Deepen the Readiness Standard for FIFTH Fleet

From Deep Sea to Deep Space Part II

FACEPLATE

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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ND2 Kubichan and HM1 Stuart going up and over with the diver stage to conduct an enclosed space dive.



MDSU 2 Diver places ice skew into the ice. Picture taken by NDCM Dumke.



USS JOHN P MURTHA making the final approach. CRRC team verifying all connections are intact.



Explosive Ordnance Disposal Technician 2nd Class Kramer prepares to enter the water. (U.S. Navy photo by Navy Diver 2nd Class Elijah Olson)





SUPSALV SENDS...CAPT Jay Young

As I write this article on the last day of March 2020, we are living in a very different world now than we were just a couple of months ago. For the first time since 2014, the college football national champion is a team other than Alabama or Clemson, we did not have the joy of “March Madness” and a Final Four where the Duke Blue Devils would have won their 6th National Championship, and many of us are on lock down in our homes because of the 2019 novel coronavirus, aka COVID-19. COVID-19 has forced us to live and work in an entirely new normal, and I hope and pray this letter finds you and your families in good health. As we come through a challenging few months that forced us to look at new and creative ways of maintaining operations, please account for what we have all learned from this period personally and professionally. Crises are a fact of life, and we need to be prepared for any challenges that come our way. Navy Divers are the most resilient group of people I know, and I encourage you to find the opportunities in this current crisis and make your dive lockers and our diving community stronger as a result of it.

COVID-19 aside, the virus has not stopped the men and women of our diving community from effectively accomplishing our mission. Our diving and salvage teams have continued to execute their missions, functions, and tasks to keep our Navy prepared to defend our great nation.

Salvage – In January, we held our 4th Annual Salvage Staff Talks with our Republic of Korea Navy (ROKN) partners in Chinhae, South Korea. The week of talks provided us a means to assemble and communicate our salvage lessons learned from the past year and plan our joint diving and salvage exercises for the year to come. We have built a strong relationship with our ROKN partners, and we will be ready to dive and work together when called upon to



do so. Ironically, while we were holding our salvage staff talks, the Fleet lost an MH-60S off the coast of Okinawa, Japan which resulted in a deep ocean search in March. Within the first week of the search operation, our SUPSALV team located the MH-60S in more than 18,000 feet of water (more than 3.4 miles deep). Our SUPSALV team will return to the site later this year to recover the MH-60S; so stay tuned to future issues of Faceplate to the rest of the story.

Diving – Replacing the legacy MK-16 UBA with the next generation closed circuit UBA continues to be a top priority throughout our diving community and specifically with our EOD Divers. Last fall, the Navy Experimental Diving Unit completed unmanned and manned testing and evaluation of three prototypes in Panama City, FL, and many of our EOD brothers had the opportunity to dive and assess all of the new UBAs. We are working with PMS 408 to select the most capable UBA and get back to certification testing. Although we had to postpone the MDTC scheduled for 5-7 May where you would have learned more about the next generation UBA status and many other diving related topics, we are waiting for the travel restrictions to lift, and we will get the MDTC back on the schedule.

Underwater Ship Husbandry – Our UWSH experts on the waterfront continue to safely and effectively execute underwater repairs on ships and submarines. In just the first three months of 2020, we have successfully avoided 34 dry dockings through waterborne repairs. I had the awesome opportunity to visit our dive lockers at SRF Yokosuka and SRF Detachment Sasebo in January and to meet with the divers and see first-hand the great work they do on a daily basis. MDV Howe, MDV Buschner and all of the Deep Sea Divers at our SRF dive lockers are absolutely critical to keeping our Seventh Fleet operationally ready. Keep up the great work.

On the CONUS front, our SUPSALV / MARMC team is hard at work replacing the Port CPP Hub on USS WINSTON S CHURCHILL (DDG 81). This is the first DDG hub replacement operation since 2014, and our team in Norfolk is doing a tremendous job. Be sure to check back later this year for the full UWSH story on this great operation. Please continue doing what you do best to improve Fleet readiness.

We are living and working to maintain a sense of normalcy in a time that is completely abnormal. I know all of you are doing everything in your power to continue to focus on our diving and salvage mission to support our Warfighters, and I truly appreciate your effort and perseverance. I believe there is a silver lining in every dark cloud; so look at it this way: the Navy has postponed the PRT for six months and relaxed grooming standards, for those of us waiting for the return of beards in the Navy...maybe it is coming, but I doubt it. Keep leading, stay motivated, and please continue to take care of yourselves, your families, and your teammates during these challenging times. Stay safe and keep washing your hands. I look forward to seeing all of you on the waterfront. Hooyah, Deep Sea!

From *DEEP SEA* to *DEEP SPACE* Part II



By: NDC Brandon Wiggins

The Aquanauts of Mobile Diving Salvage (MDS) Company 3-1 are slowly establishing a proud tradition with their participation in America's manned spaceflight program. "We are ready for any given scenario," said ND2 Jason Hohl, as we posture to support Human Space Flight Support detachment three and Exploration Ground System during Underway Recovery Test (URT)-8. Ensuring recovery procedure timelines are validated as NASA plans to

launch astronauts around the moon. Our mission is to stage a salvage team, ready to recover the capsule within two hours of splashdown in the Pacific Ocean.

Originally planned for August last year and rescheduled because of hurricane Dorian. Now it is finally coming to fruition as stars align ten miles west of Del Mar basin. The U.S. Navy Divers boarded the amphibious transport dock ship USS JOHN P MURTHA (LPD 26) and departed Naval Base San

Diego on March 12, 2020. The team executed the first full-mission profile recovery of the crew module ever to take place. This multi-agency mission is in support of NASA's Orion program to finalize techniques and procedures as ARTEMIS-1 approaches the corner.

"This is an extremely complex mission and is not to be taken lightly," said ND1 Rory Fagan, LPO of the MDS company. Plenty can go wrong with multiple events taking place simultaneously.



Small boats prepositioned on the waters-edge as CRRC teams get ready to deploy.



Helicopter air support providing observation reports to the LPD 26 crew.



ND1 Robinson, ND2 Alexander and ND2 Franklin attaching the STBD side towing line to the space capsule.



USS JOHN P MURTHA making the final approach. CRRC team verifying all connections are intact.

The entire LPD 26 crew worked well together as a team, from Navy Divers in the water to the Coxswains of ESU-1 providing precision boat maneuvers while helicopters are hovering nearby providing air support for documentation and observation of the recovery.

The fruitful efforts of NDCM (RET) Shawn Murray finally transpired. Known as the first U.S. Space Force Master Diver, he organized the rehearsals and coordinated actions during the open-water movement evolutions. The success of this mission greatly depended on close, effective cooperation between the Navy and the National Aeronautics and Space Administration team that dated back to the early days of the program.

The priority of the ARTEMIS mission is not just to simply launch a craft into outer space. The crew will also have to make it back to Earth alive. The men of Mobile Diving & Salvage company 3-1 assumed the responsibility for developing and providing solutions for this critical phase of the recovery. It is certainly possible that U.S. Navy Divers will again be called upon to support our manned space exploration programs.

MDS Company 3-1 ROLL CALL:
 CWO2 LONN TRINIDAD, MDV ADONIS PATRICK, NDC BRANDON WIGGINS, NDC BEAU LONTINE, NDC SWIST, ND1 TUCKER LUDY, ND1 JUSTIN SMITH, ND1 RORY FAGAN, ND2 JASON HOHL, ND2 JACOB ASTON, ND2 ANTHONY KUBICHAN, HM1 SHANE O'BRIEN, ND1 KURTIS ROBINSON, ND2 TROY ALEXANDER, ND2 BRANDON FRANKLIN, ND2 MATT GUZMAN, CM1 LEDISI DUBE, ND2 KEVIN MACMINN, ND2 NEIL LAPLANT, HM1 ERIC STUART

ESU-1 ROLL CALL:
 MMC WENDELL DUFEAL, MM3 ROGER CALDERON, EM2 JOSHUA EBRA-LIN, EM2 LEON SAMUEL, EN1 KYLE THOMAS, EM3 ROBERT HARLESS, MM3 TERRIAN COPELAND

Chief, Navy Diver Brandon Wiggins is currently serving as the Leading Chief Petty Officer for EODMU THREE, Mobile Diving & Salvage Company 3-1.

Article cover photo: NDC Wiggins directing the line attachment evolution while he communicates with the 11 meter RHIB.

CENTER for EXCELLENCE UNDER PRESSURE

By: CW02 Lonn Espinosa Trinidad

The west coast deep-sea divers of Explosive Ordnance Disposal Mobile Unit THREE are back at it again and with much enthusiasm diving in headfirst. The Iron Men of Mobile Diving Salvage (MDS) Company 3-1 is working alongside the Training Evaluation Unit (TEU) to provide solutions in helping advance our existing capabilities and help maximize training effectiveness for future forces to follow.

Battling logistical constraints, undermanned crews, and flexing with unpredictable schedules, the diving cadres of TEU showed their skills in accomplishing the mission with less than optimal conditions. Leadership has been working to address these constraints. They have always been known to adapt, to get the job done. Fortunately, their tireless efforts paid-off by allowing the MDS company to get underway in one of the most sophisticated support vessels in the world.

The final events of unit-level training conclude with the Field Training Exercise (FTX) taking place onboard the USNS GRASP. The operational-training area is outside southwest of San Diego bay. Company leadership is tasked with the challenge, and supplied mainly with a warning order. A project to be recovered from the ocean-bottom proved to be an event that stood the test of time. The exercise will incorporate training aids

to add realism to each setting. Legacy scenarios were taken from previous operations and has paved the way for developing the new training methods.

Thanks to the resourcefulness of the training staff, a deployable training module also known as the “mud-monster” was acquired. It simulates an aircraft cabin outfitted with passenger seats, a flight data recorder, and the flight crew remaining inside. The mud-monster feels and closely resembles the real thing, allowing the company to be in an immersive environment. The team proceeds through each phase of the recovery to test their problem-solving skills, communications, and other essential abilities. The mud-

monster incorporates realistic consequences for their actions, multiple events will occur, and it will ALL be evaluated.

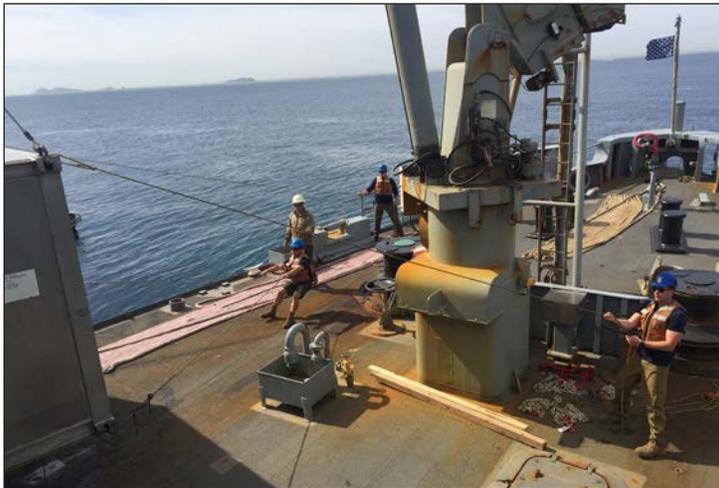
The mission begins by deploying a side-scan sonar/remotely operated vehicle team to locate the crash site and attaching a buoy to the project. Following with splashing divers to conduct the initial survey for data collection used for planning. The field training exercise has always been the capstone event, designed to put pressure on the supervisors while assessing teamwork and the application of individual skills. Culminating with the retrieval of human remains, classified material and the aircraft from the murky depths of Davy Jones’ locker.





(top, left to right) NDCS Hardin, CWO2 Trinidad, ND1 Smith, ND1 Ludy, ND2 Kubichan, ND2 Laplant, CM1 Dube, ND2 Macminn, HM1 Stuart, ND1 Robinson, ND1 Fagan, ND2 Laethem, ND1 Bailey. (bottom, left to right) NDC Lontine, HM1 O'Brien, ND2 Alexander, ND2 Guzman, ND2 Hohl, ND2 Franklin.

ND1 Bailey providing direction to ND2 Alexander, ND2 Macminn and ND2 Laplant.



ND2 Aston and ND2 Franklin rigging to transfer the load from the capstan to the crane.

It will not be an easy task, as the company will encounter numerous casualty responses from faulty machinery that can lead to omitted decompression compounded with trauma-related injuries. The team-drills will seem like an unachievable goal with a sense of urgency, driving everyone to fall back on lessons covered in the earlier phase of training. Ultimately, keeping in mind to “work as a team”, relying on one another to get the divers back safely.

In the end, the team emerged triumphant from completing this type of comprehensive exercise. It enabled us to pool our resources to create a truly challenging and realistic environment in which to train together. This is considered another critical milestone signifying mission readiness. Truly a team effort, several long nights and extended hours were put in by all personnel, both military and civilians assigned to USNS GRASP. There is still a way to go with more follow-on training ahead. “I am confident that they will be able to handle anything that is thrown their way,” said NDC Swist, the longest standing resident diver of EODMU THREE.

MDS Co 3-1 Roll Call: CWO2 Lonn Trinidad, CWO2 (SEL) Beau Lontine, NDCS (MDV) Adonis Patrick, NDC Brandon Wiggins, NDC Mike Swist, NDC (MDV) Mike Tuft, ND1 Rory Fagan, ND1 Tucker Ludy, ND1 Justin Smith, ND1 Kurt Robinson, HM1 Shane O’Brien, CM1 Ledisi Dube, ND2 Brandon Franklin, ND2 Jake Aston, ND2 Jason Hohl, ND2 Troy Alexander, ND2 Matt Guzman, ND2 Anthony Kubichan, ND2 Kevin Macminn, HM1 Eric Stuart.

TEU 1 Roll Call: NDCS (MDV) Mike Hardin, NDC Josh Underwood, ND1 Mike Bailey, ND1 Gab Butler, ND2 Brock Laethem, ND2 Josh Feehan, ND2 Ben Ching.

CWO2 Lonn Espinosa Trinidad is currently serving at Explosive Ordnance Disposal Mobile Unit THREE as the Commander for Mobile Diving & Salvage Company 3-1.

Article cover photo: ND2 Kubichan and HM1 Stuart going up and over with the diver stage to conduct an enclosed space dive.

Dave Sullivan

October 14, 1944 – January 21, 2020

*U.S. Navy Saturation Diver,
Mark V Monument leader,
co-founder U.S. Navy Diver Scholarship program,
recipient HDS USA Nick Icorn Diving
Heritage Award*



George D. “DAVE” Sullivan, (Whomp Jaw) MMCS/SS/DV (Saturation) was born on October 14 1944 in Lowell, Mass., to Ernest and Rita Mae Sullivan. Later, the family moved to Fort Lauderdale, Florida, where Dave entered the US Navy in February 1964. He attended Great Lakes Recruit Training from February to May 1964 and followed on with MM ‘A’ school. His first ship was the destroyer escort USS HARTLEY (DE-1029) where he made several deployments in support of the Vietnam conflict. After his tour on the HARTLEY, Dave transferred to the destroyer USS LLOYD THOMAS, (DD-764).

After his tour on the LLOYD THOMAS, Dave applied for scuba diver training in Key West Florida, in February 1972. His first Dive locker was at Naval Air Station Pensacola, from May 1972 to January 1974, and while there he went to Second Class Diving School, and then back to Pensacola. His next command was the submarine tender USS FULTON AS-11. While on the FULTON Dave applied for First Class Dive School in Washington, DC, in January 1975, and then followed up with saturation training. His first saturation command was COMSUBDEVRU ONE SEA DETACHMENT, Mare Island, California from July 1975 to April 1978. During this time he was submarine qualified, earning his Dolphins, at the same time he deployed on numerous classified missions involving saturation diving, and on two separate occasions was awarded the Legion of Merit for his actions. This was the real deal, not something out of television or the movies. Dave and the shipmates he worked with then are some of the unsung heroes of the Cold War.

Dave’s next command would land him in Panama City, Florida, at the Naval Experimental Diving Unit (NEDU) from April 1978 to November 1980. During that time, he met, and after relentless pursuit of her, married his wife Judy. I was not there, but that is what I heard. From Panama City they would transfer back to Alameda, California, where based on constructive time earned, he retired in August 1983. After retiring Dave and Judy opened a SCUBA Diving shop for a short time, training divers and running a hull cleaning service called HY-DROSPACE. However, his calling was still the US NAVY, and as a civilian he went to work at Mare Island for a few years. However, Dave missed Florida and moved back to Panama City, where he returned to the Experimental Diving Unit from 1989 to 1998. Dave was always looking for a challenge and came to work at the Naval Diving and Salvage Training Center from 1998 until this past Tuesday, January 21, 2020. He was the Engineering Department Head, supervising the diving Navy’s greatest collection of retired US Navy Hairy Chested Diver and civilian hooligans. His leadership and management skills, as well as humor, were tested on numerous occasions with this special group of men, but to the very end, he always defended them and bragged to any audience he could find of their accomplishments and dedication towards Navy diving.

The Mark V “Jake” Monument in front of the Panama City base dive school was made possible by the efforts of Dave, Bob Barth and Paul Giver, who traveled here from the United Kingdom. After selling 300 miniature “JAKE STATUES” to raise money to complete “JAKE”, they started a Navy Diver’s Scholarship Program with the money that was left over. After the first year, they decided to open the scholarship to all military divers, seeing how all five branches of the armed services are on the pedestal of the statue. Several thousands of dollars have been awarded to dependents of military divers over the last 7-8 years. To keep funds coming in and the scholarship program going, Dave and several of his friends would set the mark V Monument both up at Underwater Intervention in New Orleans, the Beneath The Sea show on New Jersey, and other diving events, selling MK V memorabilia to help support the scholarship program. Dave lived and breathed the MK-V Monument Project and Navy Diving to the very end.

If you asked Dave why he wanted to be a US Navy Diver he would answer because, “I watched Sea Hunt and Mike Nelson as did most people in that time era. It looked like a cool thing to do.” Dave’s military awards include the aforementioned Legion of Merits, Vietnam Service Medals, and a number of other personal and unit awards.

Dave leaves behind his wife Judy, and daughter Katie, three grandchildren he loved dearly, and JAKE, his loyal German Shepherd, along with numerous friends, shipmates and fellow divers from across the globe. Dave will truly be missed in the Diving Community. In closing, surface supplied divers always give a bottom report to the dive sup when they reach the ocean floor and before they start their task at hand. If asked, based on where he is now Dave’s report would read, “Solid bottom, unlimited visibility, no current, and comfortable temperature.” The dive sup, Saint Brendan, patron Saint of Sailors would then respond, “Go to Work Red.” For the divers in the audience you know what that means, for the non-divers it means the diver is ready to do what he was trained for, what he lives for, and what he loves to do. Hooyah! Deep Sea, and Hooyah! Dave Sullivan.

Written by: Joseph R. “JR” Fowler, who was Dave’s friend, and who he mentored during JR’s navy career



NAVFAC EXWC Seabee Divers Conduct Diamond Wire Saw Testing to Support Ship Salvage Efforts

By: **LT Reece E. Comer III, P.E.**

Seabee Divers from the Naval Facilities Engineering and Expeditionary Warfare Center (NAVFAC EXWC) Dive Locker conducted testing and evaluation of the Husqvarna Diamond Wire Saw (DWS) in support of Mobile Diving Salvage Unit (MDSU) ONE salvage efforts of the MICRO DAWN this past December in CHUUK, The Federated States of Micronesia (FSM).

The MICRO DAWN is a 185-foot steel hull cargo vessel weighing approximately 900 tons that sank pier-side in Weno Harbor, Chuuk State, FSM during a 2006 typhoon. In 2017, FSM requested U.S. Department of Defense assistance in removing the wreck, and MDSU ONE was tasked to begin salvage operations in July 2019. After initial evaluation, it was determined that the most feasible salvage plan would include cutting the ship into multiple pieces, and subsequently dragging, floating or heavy-lifting the individual pieces to a location where they would no longer be a hazard for navigation.

Typical cutting methods employed during similar efforts have included steel-tubular, Broco, oxygen-acetylene, and Kerie cable cutting. However, in an effort to investigate new tools and technologies that can increase efficiency of port clearance and salvage operations, MDSU ONE requested support from the EXWC Dive Locker in evaluating the Husqvarna Diamond Wire Saw.

The EXWC Dive Locker has been developing the Diamond Wire Saw (DWS) for military use since 2016 with the primary mission of developing a highly portable, effective means to execute surface and subsea demolition and salvage cut-

ting. Previous efforts by EXWC have focused on waterfront structure demolition in support of Underwater Construction Team (UCT) missions; however, in an effort to expand development and support to all Navy Expeditionary Combat Command (NECC) units, EXWC initiated ship salvage testing and evaluation as well.

The EXWC team traveled to Chuuk and joined MDSU ONE in early December, where they completed two major cuts during their stay. The first section of the Micro Dawn cut was the forward superstructure. The cut cross-section was approximately 8-feet by 22-feet, and weighed 25 tons. The section took 10 hours to cut and contained multiple compartments and hatches, with dozens of fuel and hydraulic pipes, valves and wire looms. There were also sections that were inaccessible by divers of which the contents were previously unknown. While cutting through an inaccessible section, the team discovered a hydraulic accumulator corroded to the bulkhead that was still pressurized with high-pressure gas, a surprising fact given that the ship had sank more than a decade previously. If a diver had inadvertently cut into this by hand, he or she could have been seriously injured, but since the team was utilizing the DWS, the cylinder wall was breached and the gas was released in a safe and controlled manner.

The second and largest cut made took place over a five-day period and was designed to cut the Micro Dawn through its entire beam, including the deck and keel. The cross section of the cut was 15-feet by 35-feet and weighed over 90 tons. The keel was comprised of

double walled steel and contained many pipes and compartments. The total cutting time over the five-day period was 14 hours. A relatively similar cut made months earlier took the MDSU company seventeen days to complete utilizing conventional cutting methods. The use of DWS resulted in approximately 340% gain in operational efficiency, despite the inherent trial and error involved in the initial testing of new technology.

The testing and evaluation of the Diamond Wire Saw on Chuuk proved that the technology has the capability to significantly increase the speed of ship breaking while also reducing potential risks to divers. However, there is still a lot of work to be done in developing the tactics, techniques and procedures for diamond wire saw cutting in salvage operations. There may be more capable saws and better techniques that can be utilized, but this first proof of concept evaluation was extremely successful, showing a lot of promise for utilizing this technology to increase the speed and agility of our warfighters in the future.

LT Comer is the Officer in Charge at Naval Facilities Engineering and Expeditionary Warfare Center Dive Locker in Port Hueneme, CA. LT Comer is a registered professional engineer, a member of the Defense Acquisition Corps, a qualified Seabee Combat Warfare Officer, and Dive Officer.

Photo Caption: Seabee Divers from the Naval Facilities Engineering and Expeditionary Warfare Center Dive Locker conducted testing and evaluation of the Husqvarna Diamond Wire Saw in support of Mobile Diving Salvage Unit ONE salvage efforts of the MICRO DAWN. Photo Credit: SW2 Tyler Ault

Cold Water



Ice Diving

By: NDCM Joshua Dumke

I was very fortunate to participate and observe the United States Coast Guard (USCG) Cold Water / Ice Diving (CWID) course of instruction and MDSU TWO's ICEX 2020. Taking part in these important events was instrumental in revising The Guide to Polar Diving Tech Manual. NAVSEA 00C anticipates the revised guide be released to the Fleet in FY21.

NAVSEA and USCG worked very closely to make sure that the whole US Armed forces work together in cross-training and becoming a stronger inter-operational diving teams. The Coast Guard holds a very limited number of seats to fully train their personnel for this operational requirement. We were very fortunate that this year, the Navy was able to secure 4 seats.

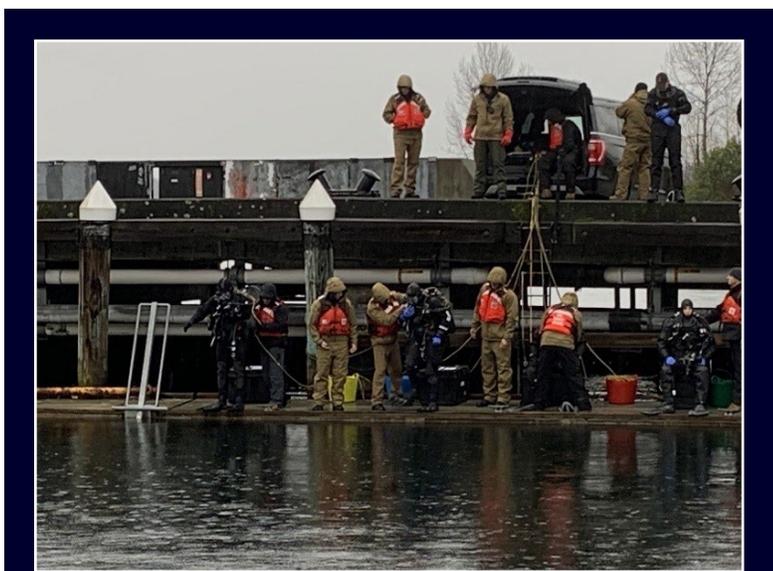
The USCG started its course in Seattle, WA, at the National Oceanic and Atmospheric Administration (NOAA) Dive Center. 17 Divers from three different forces, including the U.S. Coast Guard (USCG), Navy and Army, came together and became one team in direct support of a training initiative critical to our nation's Arctic, Security, Defense and Military Strategies.

The USCG trainers began by completing a full day of classroom training geared toward the establishment of common operational and technical baselines.

The utility of the Coast Guard's crawl, walk, run philosophy was evidenced in the seamless interoperability of the diverse team. The crawl phase kicked off with dry suit-clad trainees immersed in a 30-foot dive tank chilled to 38 degrees in which they completed the required shake out dives that included the performance of various emergency procedures including the dry suit inverted "Kick Out", managing a free flowing Mk20 and assisted ascent without a mask. On the second day of the event, USCG trainers took the divers to the freshwater of Lake Washington where they dove in a controlled open water environment in order to further develop diver comfort with the dry suits and ancillary equipment they would later utilize when the class shifted to the Canadi-

an side of the border, and to an elevation of 3,700 feet at Lac Des Roches near Lone Butte, British Columbia.

On completion of the initial USCG training, I shifted my tend to Fort Riley in central Minnesota where I met up with MDSU TWO to participate in their 2020 ICEX. MDSU TWO and EOD-TEU TWO qualified 80 divers in three weeks with the assistance of Jeff Morgan of Dive Rescue International's Cold and Ice Diving class. Dive Rescue International's three-day course provided the



Divers from USCG, Navy and Army conducting open water cold water dives. Picture taken by NDCM Dumke.

divers a day of classroom instruction followed by comprehensive training on the ice. During the class, the contracted cadre provided instruction on the discrete, yet numerous, differences between a typical dive side and one established in support of a cold water and/or ice diving operation.

Fort Riley provided perfect training environments where dives were completed on two different lakes, Lake Ferrell and Lake Rapoon, both of which are situated above 1,100 feet in elevation. As a proof of concept, upon completion of the course of instruction, MDS Co 2-1 was given a quick action warning order in response to a possible real-life scenario for training. With NDC Ryan Conley and ND1 Ryan Levins in the lead, the company was



Dive Team for ICEX 2020 on Lake Rapoon at Fort Riley, Minnesota.



Master Diver Dumke conducting in water checks. Picture taken by NDCM Watterson.

able to muster at 0700 and, within four hours, convoy 20 miles on less than desirable roads to Lake Rapoon, cut entry and emergency holes in the ice, erect a base camp and commence diving operations.

At the end of the exercise, ND3 Steinheimer was asked, “What did you like about the ice diving class?” to which he replied, “The ice diving course was a great experience that I learned a lot from. Aside from gaining confidence in using the equipment necessary for ice diving, such as a dry suit, or a SCUBA regulator in 38-degree water, the biggest takeaway for me was all the planning, logistics and

in the future?” NDC responded by saying, “This class strengthened my abilities as a diver, giving me additional knowledge and some tools that I didn’t have before. I feel it also increased my and my team’s capabilities by adding another spectrum of diving to our capabilities. I feel that we could go out and safely and effectively perform a mission under ice.”

The amount of information that was introduced from the three weeks of instruction and diving was invaluable to the revision to the The Guide to Polar Diving. Seeing differences and similarities between two different programs (military

effort it takes to run a diving side under ice. Being able to run through a full setup and breakdown of an ice diving mission was incredibly valuable.” To continue the discussion, NDC Conley was asked, “How do you see it affecting your abilities and capabilities

and civilian led) will assist in creating the best of both to benefit all. One of the biggest aspect that was noticed is the operational planning on how to consolidate the information and not underestimate logistics and the logistical lines required for a successful extended operation.

I want to thank the US Coast Guard, EODTEU TWO, MDSU TWO, Dive Rescue International, NOAA and Camp Ripley for allowing me to train alongside the most professionally trained divers in the world. Every entity I engaged throughout the course of aforementioned events was absolutely vital to mission efficiency, safety and effectiveness. Some great information was gained for cold water and ice diving operations. The future of this type of operation is getting more and more attention in the current climate of resurgent Great Power Competition and strategic direction to expand our warfighting advantage in newly-contested arenas.

Article cover photo: MDSU 2 Diver places ice skew into the ice. Picture taken by NDCM Dumke.

Master Diver Dumke is currently stationed aboard NAVSEA SUPSALV where he’s re-writing The Guide to Polar Diving. Any and all questions and inputs are welcome at joshua.w.dumke@navy.mil.

Navy Expeditionary Combat Forces Central/Task Force 56 Divers Deepen the Readiness Standard for FIFTH Fleet

NDCM (DWS/SW/EXW) Charles Kevin Parsons Jr.

Looking back, 2019 was another busy and productive year for U.S. Navy Divers assigned to Commander, Task Force 56 (CTF 56). Teams supported all facets of operational diving across the U.S. 5th Fleet area of operations, which encompasses approximately 2.5 million square miles and includes the Arabian Gulf, Red Sea, Gulf of Oman, parts of the Indian Ocean, and 20 countries.

CTF 56 kicked off the year with one of its biggest training endeavors, Exercise Nautical Defender (ND) 20, which represented the first ever capstone bilateral maritime exercise between U.S. Navy, Marines, Royal Saudi Naval Forces East Fleet, and special forces. ND 20 built and sustained warfighting capabilities for a key regional partner in order to support long term regional security and enhance military-to-military interoperability between the U.S. and Kingdom of Saudi Arabia.

During a fast-paced and dynamic period, Explosive Ordnance Disposal Mobile Unit 11 (EODMU 11) and Expeditionary Support Unit 1 (ESU) Sailors deployed to Bahrain in April and immediately began to make an operational impact when they directed eight personnel and two tons of diving equipment to busy seaports in two different geographic locations in Oman. This allowed U.S. 5th Fleet surface combatant's uninterrupted access to these vital and strategically important port facilities.

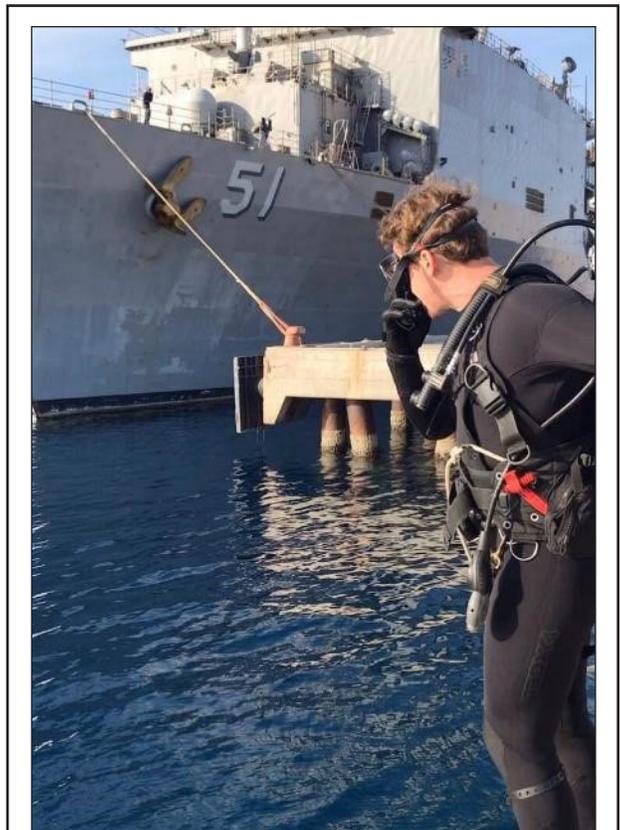
Once the foothold in Oman was established, Chief Warrant Officer 2 Chris Whitman and his task unit divers performed a myriad of diving operations and recompression chamber support in Bahrain, Arabian Gulf, and Red

Sea. From supporting the installation of an underwater sensor system ensuring that all ship berthing's were vetted prior to arrival, they safely and proficiently executed over 243 complex diving operations at 14 locations in six countries.

As tensions with Iran began to escalate in the summer of 2019, the team was tasked with providing their expertise to support the salvage and demolition of an explosive laden watercraft near Jizan, Saudi Arabia. Master Diver Tony Greico and his team provided on-scene salvage support and recommendations, which allowed for the safe and expedient demolition of the 35 foot watercraft, providing critical reassurance that U.S. Navy personnel are ready to deploy where it matters, and when it matters. After a successful six month deployment, the team returned 23 personnel and over 15 tons of mission equipment back to San Diego, California, earning well-deserved praises and accolades for a job well done.

Without skipping a beat, Mobile Diving Salvage (MDS) Company 2-4 and EODESU 2 Sailors deployed to Bahrain in October and picked up right where their predecessors left off. Led by the stellar leadership of Chief Warrant Officer 2 Chris Timothy and Master Diver Bro-

die Kraft, incoming divers literally hit the ground running. During the first month of deployment, they provided relief-in-place for all four recompression chambers in theater, assumed all local and fly away anti-terrorism force protection diving operations, and conducted hard hat diving on the assessment and identification of mine susceptibility testing platform. Their efforts provided continuity of operations at all U.S. 5th Fleet ports, uninterrupted regional recompression chamber coverage, and facilitated the evaluation



Explosive Ordnance Disposal Technician 2nd Class Kramer prepares to enter the water in Aqaba, Jordan. (U.S. Navy photo by Navy Diver 2nd Class Elijah Olson)

of the forward deployed naval force mine countermeasures vessel vulnerabilities, as well as the physical security of the base and surrounding civilian facilities.

The team continued to increase U.S. Naval Forces Central Command (NAVCENT) presence in the Red Sea by supporting U.S. port visits to Yanbu and Duba, Saudi Arabia, and to Safaga, Egypt. These port visits increased NAVCENT's operational flexibility at infrequently used port facilities and opened previously unused or underutilized safe harbors.

Moving into 2020, dive teams responded during heightened regional tensions in January to ensure uninterrupted mission readiness for the 5th Fleet Commander. In preparation for tasking, the team loaded 11 tons of battle damage repair (BDR) and salvage equipment aboard USNS Catawba to ensure that the fleet had a ready BDR and salvage asset capable



Navy Diver 2nd Class Mitchell Lafave uses a Shark Marine to search for an object at the bottom of the water along a pier at Naval Support Activity Bahrain (U.S. Navy photo by Chief Navy Diver Timothy Casey)



Explosive Ordnance Disposal Technicians from the U.S. Navy and Royal Saudi Naval Forces (RSNF) conduct a helo extraction recovery exercise out of an MH-60S Sea Hawk helicopter during simulated mine detonation as part of exercise Nautical Defender 20 (ND) in Jubail, Kingdom of Saudi Arabia. (U.S. Army photo by Pfc. Christopher Cameron)



Explosive Ordnance Disposal Technicians from the U.S. Navy and Royal Saudi Naval Forces (RSNF) use a floating mine training aid during a subject matter expert exchange as part of exercise Nautical Defender 20 (ND) in Jubail, Kingdom of Saudi Arabia. (U.S. Army photo by Pfc. Christopher Cameron)

of deploying on extremely short notice.

Simultaneously, the task unit executed a time-sensitive hydrographic survey of the restricted waterway adjacent to Mina Salman Pier on Naval Support Activity Bahrain to support the installation of a maritime security barrier. They conducted 18 hours of side scan and diving operations and identified seven underwater obstructions that would hinder installation. Their efforts ensured the on-time completion of an urgent force protection requirement to ensure the safety and se-

curity of all surface combatants and merchant vessels.

As MDS Company 2-4's deployment nears its end, the team has logged 84 hours of bottom time during the incident-free completion of 308 underwater vetting operations at eight U.S. 5th Fleet port complexes.

The stellar performance of both MDS Companies over the past two rotations to NAVCENT highlights the readiness and lethality our dive teams provide every single day to buy down risk for our national

leaders. They epitomize the initiative, innovation, and dedication that define all of the hard-working Sailors assigned to CTF 56. HOOYAH, DEEP SEA!

Master Chief Master Diver Parsons is currently assigned to Navy Expeditionary Combat Forces Central/Task Force 56 in Bahrain. He is responsible for diving and salvage operations in the FIFTH Fleet. Master Diver Parsons has a significant role in Theater Security Cooperation, working directly with numerous countries increasing diving capability and building partner relationships.

Diving Officer's Perspective

By: CW04 Jason Potts, USN

“Own it.”

From this era of resurgent Great Power Competition, to a pandemic slamming into our cities with unprecedented force, emerging challenges continue to prove the inherent utility of well trained, operationally ready military forces prepared to conduct full spectrum operations in support of broader war fighting objectives.

In the macro context, our nation's deployable battle force operationalizes the fighting spirit of a free people in defense of peace, security and prosperity around the world. On the micro scale, units of action train, operate, and train again, all the while learning as they seek to hone their skill sets in myriad occupational and mission specialties. In this perpetual readiness cycle, we are often reminded of the absolute necessity of learning in the highest velocity and the contrasting, dire state of atrophy those that fail to learn far too often find themselves in, often once it's much too late.

In concert with our undoubtedly hard earned culture of excellence, dive teams face an especially daunting barrier to learning: success. Indeed, success, as great minds the likes of Bill Gates often remind us, is a terrible teacher. Although it's certainly hard earned, the sweet success of a wreck refloated, strike group put to sea, or national-level task silently executed doesn't teach us nearly as well as our failures will, time and time again, with seemingly little effort. It is our own success, in fact, that quietly ushers in a loss of core skills and gradual acceptance of abnormal conditions to the extent where they're no longer abnormal. This second paradigm, normalized deviance, is an especially crippling cultural disease in our unique profession as it erodes

the very standards that constitute who we are to our Navy and Nation, alike.

Fortunately, as a pioneer and world leader in diving technology, policy and practice, we have, over time, realized the intrinsic necessity of consultation, both internal and external. Internally, consultation is alive and well in the administrative controls established to self assess readiness, sample maintenance practices or simply audit the reentry control log to ensure nothing's missed. Externally, we apply consultation in the form of Diving Operational Readiness Inspections (DORIs), survey visits, Diving Safety Assessments (DSA) and the recently introduced Quality Assurance Surveillance Program (QASP - see OPNAVINST 3150.27 and notification posted on secure.supsalv) to ensure peak levels of materiel, personnel, training and administrative readiness are perpetually maintained throughout the force.

Our responsible stewardship of the consultation programs we own is absolutely essential to our continued viability. When we cheapen or individualistically seek to avoid them, we actively destroy ourselves and our ability to provide the services our people depend on. Although there are those external entities that will gladly pickup our slack, sometimes on our own waterfront, in peaceful, capital-rich climates when we allow our readiness and capacity to slump, this country simply cannot afford to lose the capabilities we are sworn to provide. Internal and external consultation, no matter how well they're framed out, no matter how many detailed requirements we write for them, will not do what they're designed to do unless we dedicate the time and caring effort to make them

count on a weekly, if not daily, basis.

On a few occasions, we've failed to respect and cultivate our own consultative mechanisms, blindly toppling the backstops we, ourselves and our predecessors, had installed in response to tragedy. Subsequently, the ever present bureaucracy we're quick to push back against starts to apply its own consultation, all of it far beyond our control. As anyone wearing sea horses will admit, the time to apply the consultations we own count is long gone by the time the bureaucracy imposes its own, much less wieldy, processes.

The balance on the scales of profession and bureaucracy belongs to us - we own it. We own our inspections, assessments, certifications and surveillance programs. They're ours. They belong to the profession. We also own our standards at the individual, team, activity and program levels. However, if we choose to disown the very consultative mechanisms we have invented, the scales will quickly tip as the weight of bureaucracy once again bears down on us following the unplanned event or events that will undoubtedly follow. What we do is simply too technical, too high risk to let our standards slip.

What are you doing to make internal and external consultations work for our profession? How are you disrupting normalized deviance in your own locker? What do you do to ensure you and your teammates are earning your dive pins by learning from imperfect success every single day?

How ready are we? We own it!

CWO Potts is the Fleet Diving Officer at NAVSEA 00C.

RMCs Supporting the Deployed Fleet

By: ND1 Meyers

Forward Deployed Regional Maintenance Center (FDRMC) Detachment Bahrain's mission is to provide intermediate-level and depot-level maintenance for 14 forward deployed naval force ships, including CNO and Continuous Maintenance (CMAV/CM) availability, planning, execution, and oversight. To support this mission, a rotating contingent of Navy Divers comprised of members from Regional Maintenance Centers of the Mid-Atlantic, South-West and South-East have for the past four months performed Underwater Ship's Husbandry ranging from routine cleaning and inspections, to emergent propeller removals in response of escalating tensions with our Middle-Eastern neighbors.

VADM Thomas Moore recently recognized these efforts with a "Bravo Zulu" to FDRMC Detachment Bahrain, "for a recent demonstration of outstanding teamwork and a sense of urgency. Over the holidays with limited manning, and with three CNO maintenance availabilities, four CMAVs, and two Windows of Opportunities (WOO) already underway, FDRMC Detachment Bahrain was directed by Commander, Naval Surface Squadron Five (CNSS-5) to prepare 12 of the 14 homeported Coastal Patrol Crafts (PC) and Mine Countermeasure (MCM) ships for emergent underway contingency operations due to escalating geopolitical tensions. Working hand in hand with CNSS-5 and Fleet Logistics Center (FLC) Bahrain, FDRMC employ-

ees identified the critical maintenance path and necessary contract mods to get the ships safely underway." This included, in no small measure, the waterborne removal of two Patrol Craft propellers in order to provide unrestricted speed which otherwise would have been limited. Now, as tensions with Iran ease, Divers have systematically been re-installing these propellers to coincide with other ships

In December, FDRMC Detachment Bahrain and TRF Kings Bay Divers, supported by NAVSEA and CTF 69, undertook the forward and aft Outboard Transducer Array Assembly (OTAA) replacements and Trash Disposal Unit (TDU) Flange install and testing for USS FLORIDA (SSGN 728). The waterborne troubleshooting, removal, and replacement of both the forward and aft WSQ-9 OTAA pier-side and aft OTAA cable in Souda Bay, Crete, was impressive in both coordination and execution. The tireless efforts of TRF, CTF 69, NAVSEA, civilian and active duty components resulted in USS FLORIDA OTAA successful testing and return to full mission capable within an extremely narrow window of availability of one week.

FDRMC was established to meet the Navy's expanding need for Forward Deployed Naval Forces (FDNF) ship repair. In recent months, this need has been demon-

strated in routine and emergent scenarios. Accumulating 137 hours of incident free bottom time over the course of 74 dives; including weekends, holidays, and nights. MARMC Divers, supporting FDRMC, have continually shown a determination to exemplify FDRMC's mission of fixing ships and keeping the fleet mission ready.



FDRMC Det Bahrain with TRF divers and NAVSEA representatives following successful removal and installation of FWD and AFT OTAA. (Crete, Greece)

internal repairs and return these vessels to an unhindered state of readiness.

Additionally, Divers have been providing sustainment, fleet technical assistance and voyage repair to naval ships and craft operating within the FIFTH and SIXTH Fleet areas of responsibility. This has entailed three fly away trips to Rota, Spain supporting Navy Cruisers and Destroyers and more recently the emergent cable replacement of the Secondary Propulsion Motor (SPM) for Virginia Class Submarine, USS WASHINGTON (SSN 787).

ND1 Meyers is a First Class Diver at Mid-Atlantic Regional Maintenance Center Dive Locker. He is currently the Divisional LPO and has made multiple deployments in support of forward deployed UWSH tasking.

“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*





The Old Master

Hola Amigos



NDCM (MDV) Dave Gove

After being in the Navy for a few decades, I have been able to observe many changes to the military and the way it does business. We have gone from blue water to brown and in many ways are returning back to blue. An example of a major change is if you look at the design of ships which went from big grey hulks which included masts with items like radars and antennas exposed, to the current ships that look like badass in water stealth bombers..... the Navy continues to transform itself over the long term which is a good thing because the bad guys never sleep. The same thing is true for the Navy Diving community where we went from the classic and successful junk boat days to where we stand today. What many people do not realize is that we had 1172 ND personnel in 1990 and 1301 personnel today. The Deep-Sea community is not shrinking, it is simply changing its direction due to the nature of warfare shifting. There is an old saying that we maintain and lubricate the weapon and make a recommendation to which direction it should be fired; it is for the bigwigs to actually pull the trigger. Personally, I am very proud in regards to what the cogs on our wheel (E4 thru E7) are doing out there today and am equally impressed with how our E8s, E9s, and CWOs have been able to expand the community. We are one of the few communities without true "O" representation yet we continue to grow due to our high demand.

As a community, we can get things done with or without outside support, which says a great deal about the work ethic of Navy Divers. While I have heard the argument that we can no longer weld or rig, my thought is that if an HT or BM can become a diver but a diver cannot learn to rig or weld, what is

that saying? We are very good at constantly coming up with new ways of doing things and implementing them to include operations and training. We are effective because we are in close-knit teams that allow everyone's input towards the main objective, which is not common throughout the fleet. A few younger guys may assume that we aren't doing that much compared to the good old days, but that is just not true. Because I like analogies.....comparing this to a football field - the more junior you are the more short-term you see, say only 10 yards out, this is a normal and good thing for the community. The older you become the further down the field your view expands because of various positions you have held and you realize some of the really cool operations, taskings, and jobs that we have been doing over the last 20+ years.

At the end of the day, each of us are paid to dive from the shore down to the deepest depths of the ocean....which is about as cool as it gets. Take away all the NKO, e-Learning, QA, etc. and our job is to put on very technical diving rigs and do what others could only dream about. Having compared other communities to our own, I cannot think of any others who have the freedom to choose billets, the comradery, or the care for our own than those who wear the magical MK-V helmet. The ones that are cited occasionally are EOD, which hats off to them but you can cut your own red wire (tick-tock, KaBoom!) as well as the SEALs. Having worked with the SO community they deserve all of the credit they receive but at the end of the day you have to look at sea shore rotation and reconcile with taking out bad guys, something that bothers you the older you get; I say this due to a few of my retired friends having such issues. I have also seen other community's advancement and the opportunity to travel and once again the ND rating is at or very near the top of the list. As denizens of the deep, we can dive any rig in any environment, work on highly technical systems and do things that would not be believed if it were showcased in a movie.

I was told recently that I am the new Copper Collar, which is simply the amount of time that you have been a Master Diver. For me, this job entails serving you by providing some form of leadership info that could assist each of you as well as teaching some of the Navy Diving History that shows us where we have been. My first lesson on leadership is that it is ok to make an honest mistake, it is, in fact, a very important lesson which prevents it from happening again. Last analogy (I swear) is a quote by the greatest basketball player of all time Michael Jordan (sorry, LeBron "flopzilla" James), "I've missed more than 9000 shots in my career. I've lost almost 300 games. 26 times, I've been trusted to take the game-winning shot and missed. I've failed over and over and over again in my life. And that is why I succeed".

For those about to rock we salute you.....





SUPDIVE SENDS ...CAPT Thomas P. Murphy

I would like to open this SUPDIVE sends, by welcoming NDCM (MDV) Jeff King, CWO4 Jason Potts, and Mr. Rich Schoenwiesner to the NAVSEA 00C3 team. MDV King brings a great deal of experience from the ship husbandry and Navy Expeditionary Combat Command (NECC) communities with his last assignment being the Command Master Chief at Expeditionary Support Unit (ESU) TWO. Additionally, MDV King will assume the responsibility as the Chairman of the Diving Senior Enlisted Advisory Team (SEAT). Warrant Officer Potts is back within the diving community lifelines after completing his tour as an instructor/class officer at Officer Training Command in Newport, RI. He also has had a great deal of diving experience in ships husbandry and mobile diving and salvage. He has quickly taken on the roll as Chairman of Diving Chief Warrant Officer advisory team (CWO-AT) and is diving into identifying issues. Mr. Schoenwiesner is coming to us from his certification position within 00C4 where he supported the Special Operations Command (SOCOM) programs. In his earlier civilian career, he worked with in both the Diving and Underwater Ships Husbandry (submarine systems) Divisions in 00C. Prior to his civil service appointment, he served as a Submarine Officer, a Naval Academy Instructor, and in the Naval Reserves as an Engineering Duty Officer. He has recently assumed the position as our new Diving Division Head (00C3), Rich, I look forward to working with you as we deliver diving equipment and diving technical support to the Fleet.

I would also like to congratulate and wish both NDCM (MDV) Neil Wolfe and Mr. Ryan Webb "Fair Wind and Following Seas". As MDV Wolfe begins his retirement after 32 years of service within the Navy and Diving Community. Neil has been a tremendous source of community knowledge within NAVSEA 00C3 and as the Chairman of Diving

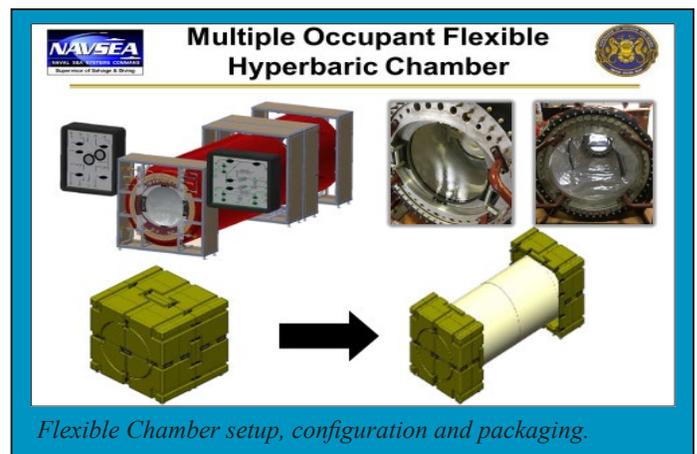


Senior Enlisted Advisory Team (SEAT). I have greatly appreciated his counsel and advice over the last two years. Mr. Webb recently transitioned to a new position within NAVSEA 05, he has been with 00C for the last 16 years with a large portion of that assignment as the Diving Division Head (00C3). As our Diving Technical Authority his leadership and foresight within our organization has led to enhanced diving capability like the Flexible Chamber, Diver Augmented Visual Display (DAVD), and regulator cold water testing standards just to name a few. Neil and Ryan both your efforts will have a lasting effect within the diving community for years to come. I owe both of you a great deal of gratitude and would like to give you a big HOOYAH!!!! On behalf of the Diving Community!

I hope that everyone is staying safe and taking proper protective measures to prevent the spread of COVID-19 virus. Our Diving Operational Readiness Inspec-

tion (DORI) schedule for this coming year has been delayed due to the current travel restrictions; continue your preparations and we'll work with you to reschedule once those restrictions have been lifted. This year OPNAV directed NAVSEA 00C3 to initiate and supervise the DORI Quality Assurance Surveillance Program (QASP), for the purpose of standardizing and improving DORIs throughout the fleet. Additionally, QASP will improve sharing of best diving practices across multiple warfare diving commands. In May, we will initiate our first QASP review of SUBPAC diving units by reviewing their DORI program. More information to follow as we gather more information on the QASP this summer.

On the systems development side of 00C3. In February, we released a Request For Proposal (RFP) to industry and are currently reviewing those proposals to make a determination on which computers we will move forward in testing with our dive table algorithms. We expect to begin the unmanned testing of these new dive computers in the 1st Quarter of FY21 and a follow on NDC purchase decision by the 3rd/4th Quarter of FY21. The Flex Chamber is continuing on schedule with the completion of the ancillary equipment design in April and an expected delivery of the first RDT&E prototype chamber in June





NDSTC KM-37 dive helmet configured with the Diver Augmented Visual Display (DAVD) system to support a NAVSEA 00C3 user evaluation on March 12, 2020.

2020. Over the next year, we will be working on finalizing the technical manual and beginning certification testing with an expected fleet delivery of the first chambers in the 3rd Quarter of FY21.

In early March, MDV Dumke and I were able to conduct a user evaluation of the Generation 1 DAVD system within the murky waters of the Alligator Bayou at NDSTC. The evaluation conducted in zero visibility allowed the diver to quickly locate the project using the system's compass and active sonar imaging feed. Once the project was located, the sonar image was turned off and a list of task was provided visually to be performed. The tasks consisted of opening and closing valves in numerous different configurations. This allowed the diver to see a picture of the required configuration settings and then perform multiple iterations of the task on the project quickly and efficiently in a zero visibility environment. Additionally, the demonstration allowed NDSTC Helmet and Dress to evaluate the DAVD technical manual and provide valuable feedback on its development as they worked to install the DAVD system within one of their KM-37 helmets. The first six Generation 1 systems of the DAVD system are ready for fleet delivery. The first system was set for delivery to Mobile Diving and Salvage Unit (MDSU) ONE in March but

has been delayed due to travel restrictions placed on the initial training team from the COVID-19 virus. As soon as travel restrictions are lifted, these systems will be delivered to MDSU ONE/TWO, Underwater Construction Units (UCT) ONE/TWO, and Regional Maintenance Centers (RMC) in a planned rollout.

Before we make a determination to add the Aqua Lung MTX and Interspiro RS4/Mk II regulators to the ANU list, we are conducting additional testing of these two regulator in an EGS configuration for the KM-37NS. This will assure full capability in cold water environments for any new regulators in multiple configurations prior to being added to the ANU list. These tests are scheduled to start this June and completed by September 2020. Additionally, we are beginning preliminary testing the KM-97 EGS in modified configurations in an effort to resolve the restrictions set forth in AIG 19-09. These preliminary tests will hopefully allow the restrictions in cold water diving to be lifted and improve the KM-97 system.

OPNAV N97 (Deputy Dive) has been working various updates to Navy Policy and international interoperability agreements, the first being to the OPNAVINST 3150.27D (Navy Diving Policy) which has been submit for formal routing. The new Diving Policy should be easier to use as tables have been added to simplify, some areas have been reworded to align with higher headquarters' (DoD and SECNAV) policy. Additionally, OPNAV N97 has revised the periodicity on DORI to every 36 months, not to exceed 42 months, with an offset with the Diving Safety Assessment (DSA) at the eighteen-month point; see Diving Advisory 20-05 DORI and DSA Periodicity Change. This change will align policy with the draft 3150 currently under review and reduce the administrative burden on operational commands. MDV Klukas, the Navy Diver Enlisted Community Manager, has a revision up to OPNAV N13 for final approval that will shift diving requalification from four dives every six months to eight dives annually. This will not only assist in requalification's during the COVID-19 pandemic for the 2020 requal period, but will also have a considerable reduction in

paperwork annually. On the interoperability side, the US/UK agreement is continuing to be routed. This agreement will allow U.S. divers to use U.K. gear and U.K. divers to use U.S. gear worldwide.

I have continued to look for opportunities to engage with fleet divers on future diving systems and enhancements that will be introduced to the fleet within the next two to three years. These engagements allow me time to brief, answer questions and interact with divers to ensure that I stay in touch with their concerns and needs. Since this Fall, I have continued to update the community on our program advances with update briefs to Underwater Construction Team (UCT) ONE, Mid-Atlantic Regional Maintenance Center (MARMC), and the Naval Undersea Warfare Center (NUWC) Keyport dive locker.

As always, we value your feedback and ideas so please keep them coming, especially if you have ideas for future Faceplate articles.

FACEPLATE FEEDBACK

FACEPLATE appreciates feedback on our entire publication. So if you want to sound off about something we have published, please do!

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<http://www.navsea.navy.mil/Home/SUPSALV/00C3-Diving/Faceplate-Magazine/>



Diving Advisories

- 20 - 08 UNDERWATER BREATHING APPARATUS SANITIZATION
- 20 - 07 CANCELLATION OF INSPECTION PROCESS/INSTRUCTION 006
- 20 - 06 MILITARY DIVERS TRAINING CONTINUUM/(MDTC) 2020 CANCELLATION NOTIFICATION
- 20 - 05 DIVING OPERATIONAL READINESS INSPECTION AND DIVING SAFETY ASSESSMENT PERIODICITY CHANGE
- 20 - 04 INTERSPIRO DIVATOR DP SURFACE SUPPLY APPARATUS CHECKLIST REVISION JAN 2020
- 20 - 03 DIVING OPERATIONAL READINESS INSPECTION (DORI) QUALITY ASSURANCE SURVEILLANCE PROGRAM (QASP)
- 20 - 02 MILITARY DIVERS TRAINING CONTINUUM/(MDTC) 2020
- 20 - 01 LIST OF EFFECTIVE DIVING ADVISORIES
- 19 - 18 RELEASE OF NAVSEA GUIDANCE FOR DIVING IN CONTAMINATED WATERS, REVISION 2
- 19 - 17 US NAVY CHIEF WARRANT OFFICER ADVISORY TEAM (CWO-AT) AND SENIOR ENLISTED ADVISORY TEAM (SEAT) ANNUAL DIVERS MEETING

For more information on effective diving advisories, go to
<https://secure.supsalv.org/home.asp>