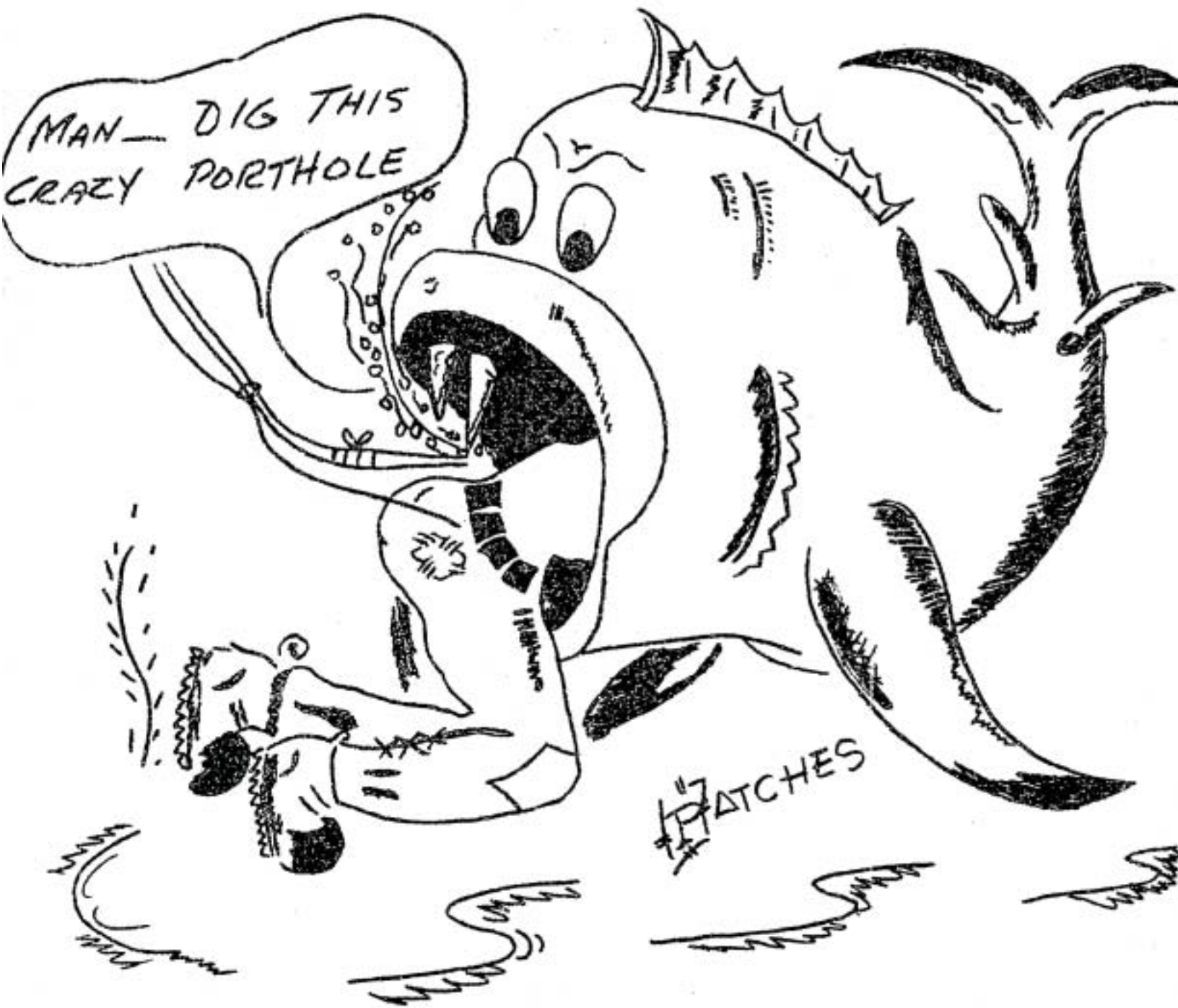


# The FACEPLATE

JULY 58



EXPERIMENTAL DIVING UNIT  
and DEEP SEA DIVING SCHOOL

DIVING SAFETY

The importance of diving safety cannot be overemphasized. Strict rules are set down in the Diving Manuals and other directives and disregard for those rules is not only unsafe but is not smart. It should be firmly kept in mind that any diving accident of consequence will be investigated, and mis-practices are certain to come to light. So if you are one of the few who don't believe in safety, perhaps you think enough of your own skin to make certain that your dives are made by the book.

SHORE DUTY

Elsewhere in this issue you will find a call for requests for duty at EDU and a run-down on the Sea/Shore program. One additional fact to help you make up your minds is that there are only enough shore diving jobs available to take care of about half the divers coming from sea. So don't take a chance on getting out of the business entirely - come to EDU!

DIVING JOBS

The School and the Unit have been very active lately in extracurricular diving jobs. School personnel recently laid beach gear and were otherwise instrumental in refloating an LST aground in the Potomac River. Two drowned boys were recovered recently also - one by the School and the other by School and Unit cooperation. Other routine diving jobs around the D.C. area never seem to end.

CROSS-TRAINING

Now that warm weather is here and the girls are waterskiing in the cove, I have finally commenced my cross-training. So far I have had my surface demolition and the LCI salvage project. SCUBA comes next and then on to the rest. The course is recommended to all hands and the nice thing is you don't even have to ask for orders to it. It's automatic.

ACTIVITY DIVING LOG

We have just completed distribution of hundreds of Activity Diving Logs, so you should have yours by now. Each major diving activity rates two and minor diving activities and diving shore stations get one. If yours hasn't arrived, let us know and we will send one. Also if you need extra copies.

REQUALIFICATION

The question has come up regarding what type of diving gear should be worn for requalification dives. While you should maintain proficiency in all types of equipment for which initially qualified, requalification can be done in any kind of equipment - even a long snorkel.

## DIVING PAY

I'm including this so you will know it hasn't been forgotten. Actually the program is moving right along and proposed scales have been set. The only major issue not yet resolved is to set rates for EOD and UDT divers. Otherwise the plan is the same as outlined in previous "FACEPLATE" issues.

## SERVICES TO CIVILIANS

It may be of interest to certain ships and stations who have been called on to provide diving aid for civilians or to treat civilians for diving accidents that a charge should be made for the services. Navy Regulations authorizes work, in emergencies, prior to payment, but indicates that charges shall be made. Information regarding ways and means and amounts may be found in the NavCompt Manual. The "emergency" basis for any work done is important in most areas as you can get into trouble with the local divers by taking any of their business.

## SALVAGE, REPAIR, OR TRAINING DIVE?

The FACEPLATE has previously published articles relating to diving pay and various conditions under which a diver may be entitled to extra compensation. In spite of these guide lines, many diving activities continue to abuse the liberal interpretations available under Article A-4202, BuPers Manual, to the extent that there is a movement afoot to eliminate the \$5.50 an hour for salvage or repair dives in order to remove temptation of fraud.

The general impression seemingly existing among divers is that "everyone else is doing it, so why not me?" The diving officers are making very liberal interpretations to provide increased incentive and improve diver morale. This is morally wrong as we all know.

It is believed that all diving is hazardous and the degree of hazard should not have to be ascertained. If this is true, a FLAT RATE of increased diving pay for each class of diver should prove equitable and acceptable to the entire diving program. At least the present inequities, where tender divers, and shore based diving activities are the only ones making additional high rates of pay, would not exist. For example, one diver is reported to have drawn over \$720.00 for a one month pay period, diving in depths of 8 feet to 55 feet; using "open sea or adverse weather conditions" as justification. This would require six dives per day, five days per week. Isn't it reasonable to suppose that the weather or sea conditions would improve over a whole month period?

These types of abuses are being investigated by the Navy Regional Accounts Officer. Let's clean up these existing abuses in order that we may present a strong case for pay increases by proving that the present scales is inadequate in not providing enough compensation commensurate with the assumed risks.

In the meantime KEEP YOUR OWN SKIRTS CLEAN! Risks of PAY CHECKAGES AND DISCIPLINARY ACTION are seldom worth the extra money or a ruined naval career. Commanding Officers and diving officers should be carefully discriminating in their certifications of ENTITLEMENT TO EXTRA PAY.

This office has on many occasions had inquiries about the procedure or policy in the assignment of Divers; i.e. Ship to Shore and Shore to Sea.

The present procedure is through the preference shown or indicated in your SHORVEY-- SEAVEY Cards that you fill out. This card is maintained and screened by the shore duty assignment desk for divers. The assignment desk maintains the requirements or needs of the various fleets (EPDOPAC - Pacific) (SERVLANT - Atlantic). EPDOPAC and SERVLANT make the decision which TYPE Commander has the greatest need for a diver and the Type Commander gives Servlant or EPDOPAC their particular needs on a given ship in their force. In going from ship to shore duty is where the divers request (as indicated on the SHORVEY Card) is given the fullest consideration for locality in so far as it is possible to do so. If you request for instance, shore duty in Washington, D.C. area (PRNC) - you will 99 times out of 100 be assigned in the Washington, D.C. (PRNC) area. This also holds true in any other request for duty in a given Naval District in so far as it is possible to do so. Now hear this all Divers!!! When you indicate in your SHORVEY Card for Instructors Duty be absolutely sure this is exactly what you want - BuPers handles and assigns you direct to a given duty, the Naval District personnel officer has no string on you.

ALL DIVER'S NOTE:

There will be at least six (6) vacancies for Diver's First Class here at the Experimental Diving Unit by 1 January 1959. The Experimental Diving Unit is Shore Duty in the PRNC Washington, D.C. Area.

EDU PERSONNEL

C.J. LEYDEN, BML(DV), USN

George W. MC CULLOUGH, GMC(DV), USN was transferred to the Fleet Reserve, at U.S. Naval Ordnance Test Station, China Lake, California on 2 June 1958. MC CULLOUGH is now a "civilian" diver with U.S.N.O.T.S. Best of luck Mc.

Paul G. PHIFER, (ENL Retired) recently turned in his white hat for that of a chief. The happy event took place on July 16, 1958. PHIFER is being transferred in the near future to the USS PIAUTE (ATF-159); congratulations on your promotion and best of luck in your new job.

William G. Fischer, BML, USN is another of our near future transferees. Fischer is bound for an ASR in Key West. This notice is intended as a warning to all the residents in the Key West Area. Good luck Fischer.

F.T. Strickland, GMC, USN was recently relieved by B.L. Powell, TMC, USN as the Master Diver in Charge, EDU. Strickland is also planning to leave in the near future, to date however, Strickland has no idea of where he is going. Good luck in your new job wherever it may be.

New Projects underway at the Experimental Diving Unit which may be of interest to you are as follows:

- a. As mentioned in the last issue of FACEPLATE we are evaluating two mouthpiece - mounted demand valves (U.S. Diver's "Aquamatic" and Rose Avention's "PRO"). A third model, by Northill, is now on the market and it is being added to the project.
- b. A lightweight, cheap hose clamp as a possible substitute for the brass, screw type clamp on the standard deep-sea diver's hose coupling is being evaluated.
- c. Three different models of lightweight, easy-to-handle underwater stud guns, velocity powered (powder actuated) are under evaluation. These guns are not intended to completely replace the old war-time MSA gear but it is hoped that they will prove safe and handy to the point that it will be feasible to issue them to all diving activities. These units are lightweight and simple to operate; they are essentially underwater adaptations of the widely used velocity powered stud driver used in carpentry and masonry work now days.
- d. Northill has worked over their Air-Lung and supposedly reduced the breathing resistance by improved internal parts. The improved units have just been received and will be evaluated in the next couple of months. This work is a direct result of reports from the field of high breathing resistance (from underwater swimmers school) and represents what can be done if you will promptly and clearly report deficiencies in gear.
- e. The Aqua-Lung tool kit, an early prototype of which was demonstrated to several East Coast Activities by Master Diver POWELL, has been redesigned and a later prototype constructed. This item should be available yet this year.

#### DIVERS LIFE LINE AND TELEPHONE CABLE

The recently issued BuShips Notice 9940 of 12 May 1958 advises that the subject cable (new type) is not yet available for issue. BuShips Notice 9940 of 17 October 1956 advised that the new 5 conductor cable being issued was defective and was being removed from the supply system. Stocks of the old conductor cable are all gone. All diving activities are cautioned to take good care of the old cables which are on hand. The new (Type DLT) cables should be in the supply system later this year.

#### SEALING COMPOUND FOR SCUBA FITTINGS

In the overhaul maintenance of scuba (open and closed circuit) an oxygen sealing compound is specified and should always be used in making up threaded joints and couplings. NavShips 394-0056 (Aqua-Lung Instruction Book), Section 6, Table 5 (corrective maintenance) calls for a sealing compound identified as "Key Absolute Type B Oxygen Sealing Compound" manufactured by Key Co., East St. Louis, Illinois.

A little back tracking indicates the above compound is in the supply system. It conforms to Military Specification MIL-T-5542B and is identified as (aviation) Stock No. R-8030-530-5234-4600. Price \$.042 per one pound tube or can. The above military specification includes physiological provisions as well as oxidization provisions. The indiscriminant use of pipe and joint sealing compounds or ordinary hydrocarbon lubricants should be carefully avoided in making up joints in diver's breathing systems, including installed air and H<sub>2</sub>O<sub>2</sub> diving rigs and all scuba. We recommend you note the stock number in your allowance lists and overhaul manual and keep a supply of it on hand.

#### REVISED PLANS FOR HELIUM HELMET

Chief B.L. POWELL, TMC(DV) has recently assisted in coordinating with BuShips on the preparation of new and revised plans for the Helium Helmet and component parts this work gets the plans up to date with the current helmet. Following are the BuShips plan numbers and titles:

1754316	Rev. A	H <sub>2</sub> O <sub>2</sub> Diving Helmet Assembly
1754317	Rev. B	Check Valve, Elbow, Aspirator Body and "O" Ring Details H <sub>2</sub> O <sub>2</sub> Diving Helmet
1895021	Rev. A	H <sub>2</sub> O <sub>2</sub> Diving Helmet Canister Details
1895022	Rev. A	H <sub>2</sub> O <sub>2</sub> Diving Helmet Location of Fittings
1895041	Rev. A	H <sub>2</sub> O <sub>2</sub> Diving Helmet Air Duct Details

Suggest all H<sub>2</sub>O<sub>2</sub> activities order and have on board a set of these plans. Order direct from BuShips.

#### UNDERWATER TELEVISION

ENS G.M. JANNEY, USNR

The underwater television team has been busy investigating optimum methods of illumination for using television in turbid water. This work proved to be of an immediate practical use last month when they were called upon to aid in the search for a downed aircraft in the Chesapeake Bay Area.

Unfortunately there was no advance notice and consequently the only rig which was available was one which was designed for stationary use in the determination of the range and resolution of underwater television systems. This rig is somewhat cumbersome and is not well suited for searching procedures.

However, by some rapid jury rigging they were able to begin searching in the area of the crash. A maximum visibility of about three feet was encountered, requiring that the camera be kept very close to the bottom. This fact plus the unwieldiness of the rigging finally resulted in a collision of the camera and lighting assembly with an unidentified object.

Fortunately none of the equipment was seriously damaged and all of it was recovered. It was however, in no condition for a continuation of the search and the television phase of the search was discontinued.

In spite of the mishap, the searching attempt was successful from the point of view of demonstrating some of the potential of underwater television, and valuable experience was gained.



At the present time the medical department at the Experimental Diving Unit has several projects on the books.

CDR J.F. SNYDER, aviation psychologist, in conjunction with CAPT G.J. DUFFNER are determining the susceptibility of divers to decompression sickness.

There is a need for adequate carbon dioxide absorbents in closed circuit, semi-closed circuit, mixed gas and helium-oxygen diving. An evaluation of all carbon dioxide absorbents available to us is to be started soon. This may pave the way for the discovery of a new efficient non-caustic absorbent to be used in all types of diving where the need exists.

DIVING SCHOOL

LCDR ULLRICH, USN

The first 26 week "all purpose" course of instruction for Diver First Class which convened on 2 June is moving along well. Graduates of the 26 week course will be designated as Diver First Class and will meet all the qualifications of the old Diver First Class plus those qualifications formerly required of Salvage Divers. Scuba training continues to be the major stumbling block. Attrition from failure to meet scuba qualifications is running close to 20 per cent. The chief difficulty seems to be lack of physical conditioning and lack of proficiency in swimming. Future candidates would do well to "get in shape" prior to reporting and to brush up on their swimming techniques. Ability to meet scuba qualifications is a "must" and those who fail to do so are dropped from the course of instruction.

Based on advance orders to the new 26 week course, it appears that the new curriculum has met wholehearted approval by the diving fleet. The class scheduled to convene on 4 August has an enrollment to date of 24, the 6 October class has 23 enrolled and advance orders of 10 men are held for the 1 December class. Graduates of the course of instruction have, almost without exception, been ordered to duty aboard diving type ships.

The new individual Diver's Log is being printed and should be available by 15 August. This log will be the personal property of the diver and will serve much the same purpose as an aviator's flight log. A record of each individual dive will be contained in this log as well as a Diving Duty Summary Sheet which will provide summation of all the diving performed while attached to a particular diving activity. Instructions for maintaining the Diver's Log are printed on the inside of the binder.

Original distribution of the individual Diver's Log and Diving Summary Sheets will be made by this activity. Future classes will be issued a Log when they commence the course of instruction. It is believed that this personal log will be a source of interest to the individual diver as well as a great aid to the Diving Officer in evaluating the ability of a diver and in assigning personnel to various diving jobs. SECNAV NOTICE 1085 of 6 May 1958 contains instructions for preparation of the new Record of Dive Form (NAVPERS 2540/NAVCOMP 2039). This form will be completed for each dive made, and a copy filed on the right side of the Diver's Log.

operation of all diving operations is limited to SEALED CONTAINERS only relative to the use of scuba gear. Commanding Officers and Officers in Charge of diving operations must insure that personnel using scuba gear in diving work, training and qualification dives, or for recreational purposes

- a. Always operate in pairs.
- b. Are indoctrinated in the "Buddy System".
- c. Are graduates of the course of instruction offered by one of those activities authorized by the Chief of Naval Personnel to train and designate scuba divers. Activities so authorized are listed in BuShips Instruction 1500.15C.

#### STAFF NEWS

A considerable change in Staff Personnel has occurred since the last issue of FACEPLATE hit the streets:

CHBOSN MORAIS has been detached, to report to USS FLORIKAN (ASR-9).

CHBOSN DOMAGALA is now aboard the USS PETREL (ASR-11).

CHBOSN HOWTON, former 1st Lt, of the Divers School is enroute to USS SUNBIRD (ASR-15). He will be replaced by CHBOSN F. L. BURNETT who will complete the course of instruction on 1 September.

LT P. E. WISE, former X.O. of USS GREENLET (ASR-10) will relieve LCDR ULLRICH as Training Officer in Early August. LCDR ULLRICH will report to the USS PETREL (ASR-11) as C.O.

Former instructors T. E. O'MALLEY, MM1, and J. G. TALLANT, EM1, were promoted to ENSIGN, IDO, on 2 July 1958. L. G. RENEGARD, GMK, was appointed Warrant Officer, W-1, on 30 June. They were co-sponsors of a fine wetting down party, and needless to say were baptized in the crystal clear Anacostia River, sans diving gear. They evaded the dunking by various devious means but all were eventually captured and tossed in. Mr. O'MALLEY is enroute to USS SUNBIRD (ASR-15) for duty. Mr. TALLANT will be detached in November to joint USS OPPORTUNE (ARS-11). Gunner RENEGARD has reported to E.O.D. School at Indian Head, Maryland for a course of instruction. Our sincere congratulations and best wishes for many future happy cruises. As is apparent, the Diving School was certainly well represented in the recent IDO and Warrant Officer selection program.

A. F. WILSON, FPC, was recently detached and will report to USS GREENLET (ASR-10). Good Luck in Aloha Land.