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From the HQ



When the Editor asked me to provide some comments on the Navy Fire & Emergency Service apparatus fleet, I willingly (foolishly?) said sure, not a problem. Of course, trying to scratch out a few minutes to put those comments to paper with the Editor reminding me of the deadline was a challenging exercise. However, with the winding down of the FY 10

apparatus procurement program and the start-up of our FY 11 program, it is a good time to reflect on where we have been and take a look at the future of this large and important fleet program.

In FY 10, we procured the following F&ES apparatus units:

- 19 pumpers including three right hand drive units RHD pending delivery	- Six aircraft rescue fire fighting (ARFF) units 1500's pending delivery	- Two twin agent units Pending award
- Two, 75' ladders/quints Pending delivery	- Two wildland units Pending award	- Four heavy hazmat/rescue units Pending delivery
- One, 100' right hand drive platform ladder Pending delivery	- Two brush units Pending award	- Seven medium hazmat/rescue units Pending delivery

The new units continue our aggressive apparatus modernization program and represents about a 7% recapitalization rate on the entire fleet.

In addition to our traditional procurements, we also procured four all-terrain vehicles that included our first use of the ultra-high pressure (UHP) firefighting technology. These new units will provide protection for a "tent city" response area and we believe they will significantly improve the response and suppression capability. The UHP technology creates much smaller water droplets, thereby increasing the effective use of the water or foam by approximately 200%.



From the HQ (Cont.)

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For FY 11, we are again planning for a large modernization effort. While the current funding status has created delays and placed some procurement actions on hold, we still hope to procure about 40 units in the program this year (FY11). This includes three twin agent units, seven ARFF units, two 75' quints/ladders, five brush units, 17 pumpers, and five hazmat/rescue units.

We are focusing on the new diesel engine environmental requirements, upgrades to improve the in-service time after delivery (installing intercom systems, radio pre-wiring, equipment mounting, additional training), developing better off-road capability for our brush trucks, utilizing high flow rate bumper turrets on our ARFF vehicles and incorporating additional safety measures in the units (rear vehicle intercom systems, hydraulic ladder racks on ARFF units, tire pressure and temperature monitoring systems and in-cab audible and visual alarms).



In addition to the new procurement program, we also have a smaller but important apparatus refurbishment program. The refurbishment program plans this year include the following:

- Upgrade of two 1000 gallon ARFF units for Isa Air Base in Bahrain
- Rebuild of two water tower pumpers and a 3000 gallon ARFF truck for Djibouti
- Adding new hazmat/rescue bodies on existing pumper chassis
- Repairs and upgrades to a platform ladder truck
- Twin agent unit conversions to UHP firefighting systems.

The refurbishment program on these units is extensive and includes inspection, overall or replacement of all major vehicle and firefighting system components.

One of our goals is to provide our Navy F&ES response personnel with effective and safe equipment to perform their all-hazard, emergency response mission. Our apparatus program strives to meet that goal by ensuring our units meet all applicable standards, include proven safety systems and incorporate new technologies to improve our response posture. However, we also know that the apparatus is only part of the equation. The vehicle operator, officer and crew must respect the vehicle, become familiar with and constantly train on all systems and follow established safety procedures. As with most systems, the equipment (apparatus) is only as effective as the operator behind it.

Stay safe!

Kevin King

Note: Please send any apparatus feedback to navyfire@navy.mil

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Last Alarms

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Last Alarms

The USFA reported 23 deaths to date in 2011. The following line of duty deaths were reported since we published our last issue:

David Eason ♥
Age: 38
West Memphis, AR

James Walters ♥
Age: 57
Parkton, NC

Antonio Jones ♥
Age: 44
Augusta, GA

Steven Auch ♥
Age: 56
Indianapolis, IN

Daniel Dare ♥
Age: 52
Avon, IL

Richard Barbour ♥
Age: 55
Smithfield, NC

Derek Kozorosky 🚒
Age: 22
Kadena AB, Okinawa

Joshua Wilkes ♥
Age: 26
Guntown, MS

Donald Lam
Age: 58
Frankfort, KY

Thomas Regan
Age: 82
Garden City Park, NY

Larry Gressett
Age: 33
Toomsuba, MS

Glenn Allen
Age: 61
Los Angeles, CA

2011 Totals

♥ 14 (60%) 🚒 2 (9%)

♥ Indicates cardiac related death

🚒 Indicates vehicle accident related

TCOoO Update



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Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation. There are currently nine DoD firefighters in the Taking Care of Own program.

Name	Location	Point of Contact
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.mil
Kurt McDonald	SUBASE New London, CT	Marc.J.Smith@navy.mil
Timothy Daniel	NAS JRB New Orleans, LA	Robert.Aliotta@navy.mil
Erin Butler	Vandenberg AFB, CA	Sean.Glaser@vandenberg.af.mil
Robin James	Navy Region Northwest	Carmen.Morris2@navy.mil
Timothy Culver	Navy Region Northwest	Carmen.Morris2@navy.mil
Jason Frazier	NAVSTA Norfolk, VA	Marc.J.Smith@navy.mil
Steven French	NAS JRB Fort Worth, TX	Jerrel.Paul@navy.mil

We have reached out to those who have participated in this vital program as leave recipients to solicit testimonials about how the program met their expectations and helped them return to duty. If you are a participant and have not been asked to provide feedback, please send me your impressions and a few lines about how the program personally benefited you.

-Rick

Derek Kozorosky

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Air Force Firefighter Killed in Vehicle Mishap



Airman 1st Class Derek Kozorosky, of Ebensburg, PA died 11 February. His mother, Lisa Kozorosky, said that her son, who was a firefighter and medic, was struck by a fire truck while training a younger firefighter.

Kozorosky later died at a Naval hospital. No one else was hurt. Kozorosky recently turned 22. His mother says the two-year veteran had graduated at the top of his class from military firefighting school. She says her son was well-liked by servicemen, and loved the job so much he was considering it as a career.

Gerard Britton



Retired Naval Academy Chief Answers Last Alarm

Gerard Bennett Britton, a resident of Edgewater, MD since 1970 and previously of Lexington Park, MD died 13 February.

He was born June 8, 1944, in Leonardtown, MD and worked for the U.S. Naval Academy Fire Department, retiring as Assistant Fire Chief after 30 years of service.

In lieu of flowers, memorial contributions may be made to the SPCA of Anne Arundel County, P.O. Box 3471, Annapolis, MD 21403.

Matthew Moreno



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NAS North Island Firefighter Taken Suddenly

With a heavy heart we are sad to report the passing of a Navy F&ES brother.



Commander Navy Region Southwest Regional Fire Chief Jaimie Wood reports NAS North Island firefighter Matthew Moreno (26) passed away at his home 15 February 2011 from an undetermined cause.

Firefighter Moreno had been with the CNRSW San Diego Metro F&ES Department since 2008.

George Wilder

Verne Witham

Two Army Fire Chiefs Answer Last Alarm

On January 2, 2011 George Wilder died at home. His passion was fire fighting and he dedicated his services throughout his life. At the time of his death, he was the Pacific Command Fire Protection Specialist for IMCOM.

On January 29, 2011 Verne Witham died after a long battle with cancer. Verne was the Ft. Carson (CO) Fire Chief for many years. After his retirement, Verne served as the City Manager for Manitou Springs, CO.

Chief News

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Navy Fire Chiefs on the Move

EURAFSWA Welcomes New Regional Fire Chief



Frank Montone recently assumed the Regional Fire Chief post for Commander Navy Region Europe, Africa, & Southwest Asia. Frank comes to EURAFSWA from NAS Key West where he served as Fire Chief. He previously served as Technical Services Chief at Naval Forces Japan Regional F&ES. He is a member of several professional organizations including the International Association of Fire Chiefs, Safety, Health and Survival Section as the DoD Fire & Emergency Services representative, South Eastern

Association of Fire Chiefs, Safety and Health Committee member and Texas A&M Emergency Services Training Institute, Adjunct Lead Instructor.

Chief Montone and his wife Lori; have two children, Dominick and Adriana and currently make their home in Naples, Italy.



Navy Region Northwest Under New Management



Bruce Kramer was recently promoted to Regional Fire Chief for Navy Region Northwest after serving as Regional Deputy Chief since 2008. Starting his Navy F&ES career as a firefighter at Norfolk Naval Shipyard, he transferred to Puget Sound Naval Shipyard in 1990. Bruce also served as the agency's Accreditation Manager. He successfully managed a team to address all the requirements of the Commission on Fire Accreditation International. As a result of two years of hard work, CNRNW F&ES was awarded Accredited Agency

status in February of 2008.

Chief Kramer is happily married and has been blessed with two beautiful, albeit very energetic children, ages 11 and 9.



CNRSW Regional Fire Chief Earns Civilian Meritorious Service Award



RADM William French, Commander Navy Region Southwest recently awarded Regional Fire Chief Jaimie Wood the Navy Meritorious Civilian Service Award. Her citation read in part; "Displaying unrivaled ingenuity, she obtained structures, aircraft, drill platforms, construction equipment and supplies at no cost...to construct the first Navy F&ES Regional Training Center..."

It continued to say, "Mrs. Wood's exceptional contributions and unflinching commitment to excellence reflected great credit upon herself, Navy Region Southwest, and upheld the highest traditions of the United States Naval Service and the United States Civil Service."

Congratulations Jaimie!

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On the Job - Norfolk

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Technical Rescue Incident in Norfolk



were stuck in an aerial lift on the side of the USS Nassau.

Commander Navy Region Mid-Atlantic (CNRMA) Engine 11 was returning to quarters in the early morning hours of 5 February 2011 when they were flagged down by civilian contractors who said two people

The CNRMA Engine 11 crew found two contractors stuck approximately 50 feet up in the basket of an aerial lift operating in the parking lot at the head of Pier 9. The aerial lift was leaning on the bow of the vessel and was straddling the quay wall.

The engine crew made verbal contact with the stuck contractors from the ground and were advised they were removing the flight deck safety netting from the bow of the ship when they lost total hydraulics, causing the lift basket to fall. The basket fell against the bow of the ship and slid down approximately 4 to 5 feet, becoming wedged against the ship. Quickly assessing the life safety concerns, the company officer requested additional resources. Assistant 1, Battalion 14, Tower 11, Squad 11, Rescue 12 and Medic 11 were dispatched. Assistant 1 assumed command from Engine 11 and assigned them to rescue operations. Engine 11 deployed rope and rigging equipment on the deck of the ship to safely secure and anchor the lift basket, preventing it from sliding down the brow any further and possibly collapsing into the water below.

The rescue operations officer confirmed the two contractors had on harnesses and did not have any injuries or medical conditions requiring immediate treatment. Tower 11 and Squad 11 were assigned as the extrication team and extended the bucket of Tower 11 to the aerial lift basket to rescue the victims.

Quickly assessing the gravity of the situation and taking decisive action rescued two civilians and prevented the aerial lift from falling an additional 50 feet into the freezing waters below.



Stupid is as Stupid Does

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Forrest Gump in the Bureau

By Ronny J. Coleman

I don't know if there is a single human being in the world who hasn't seen the movie "Forrest Gump." There are quotations used all the time in idle conversation that came out of that movie. Has anybody ever forgotten "Life is like a box of chocolates"? The movie made simple observations into world class clichés.

I had the opportunity the other day to see a statement that sort of falls into that category. I will even tell you where it was. I was visiting a fire department in the Bay Area in California. It was the Fremont Fire Department. Some of you who know me may recall that I spent some time there as an interim chief. I particularly like going back to that department to visit because I enjoy the nature of the culture of that organization.

However, that is not the cliché I am talking about. The fire chief took me into a newly remodeled portion of the headquarters. There are a couple of display cases that he had delegated to the different divisions to decorate as part of the theme as you enter the building. That is when I observed a saying that I think is priceless.

The fire prevention bureau had built a display that says, "Remember! Initial attack starts with fire prevention." How profound. I was totally unable to find out who actually coined the phrase. I am not sure that they actually coined it themselves, but I do know that they put it in their display cases.

I don't know a better cliché to explain the validity of why fire prevention is part of the arsenal of a modern and competent fire department. Without a fire prevention bureau, many of the things that we take for granted in buildings would simply not exist or begin to deteriorate to the point where they might as well not exist. Everybody in fire suppression owes a debt of gratitude to a plan checker to make sure the access to the building is correct. Every fire pump operator owes a debt of gratitude to a plan checker who makes sure that the fire hydrants are within the right distance to the building and and/or are protected from damage.

Every captain who has to force entry into a building and is provided with a key box on the outside of the building should be appreciative. I could go on and on about the components of a building, but the simple fact is that 90 percent of built-in fire protection is there because somebody in the bureau made sure it was there and that it continues to operate.

In other columns I have mentioned a term called "graceful degradation." I would like to raise it here as part of the phenomenon that fire prevention bureaus are being exposed to here today. Many communities find that it is reasonable for them to start eliminating fire prevention personnel because they lack new growth in development. That is a shame. Because no matter what you put into a building 20 years ago, it may not be there when you return if you don't inspect it on a routine basis.

Gump (Cont.)

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Many fire departments have downscaled or, for that matter, even eliminated their company fire inspection programs. That means that many of the opportunities for degradation that were caught by fire suppression companies are now being allowed to exist because there is no one else to go in and look. It is a statement of fact that in most communities the building department has never looked at a building once it is completed unless it is a tenant improvement. A fire code is a maintenance code. Maintenance means visitation. Visitation means staff commitment.

To reiterate a phrase of one of our patron fire chiefs Benjamin Franklin, “A penny saved is a penny earned.” By eliminating fire prevention personnel to make sure that those built-in devices are there functioning we may well be saving pennies and wasting dollars.

A fire officer responding in a million dollar fire truck to a building that is almost booby trapped with failing fire prevention mechanisms is on the wrong path.

I didn't get a chance to talk to the bureau that day when I was visiting with the fire chief. Hopefully, this column will be read by many other fire prevention bureaus. Hopefully, it will give you the support you need to remember that you, too, are part of initial attack. America's fire problems are made better, one inspection at a time. While fire loss is made worse, one violation at a time.

The longer we allow a building to be in existence without someone taking a close look at the mechanisms that were put in there to protect it, the closer we are to the next firefighter injury or mortality.

Ronny J. Coleman is president of the Fire and Emergency Television Network (FETN). He is the former California State Fire Marshal, past president of IAFC, and currently serves as chairman of Board of Trustees for the Commission on Fire Accreditation, International and the NFPA Committee on Fire Protection in the Motion Picture and Television Industry. Coleman was honored as AFSA's 1989 Henry S. Parmelee Award recipient.

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Scholarship



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Military Firefighter Heritage Scholarship

This scholarship is for high school seniors, upcoming college sophomores, juniors and seniors that have been accepted into an undergraduate program in a U.S. accredited two year, four year, or vocational school during the 2011-2012 academic. Applicant must be an immediate family member of a member of the DoD Fire & Emergency Services, (this includes, Active Duty, Reserves, Guard, and Civil Service DoD Firefighters) or immediate family member of a DoD Firefighter listed on the DoD Fallen Firefighters Memorial, located at Goodfellow AFB, Texas.

The Heritage Foundation Scholarship Committee will award one \$5000 scholarship and one \$2500 scholarship.

Visit <http://www.militaryfirefighterheritage.com/scholarship.html> for application forms and complete application details. The recipient will be announced August 26th at the DoD Fire & Emergency Services Conference in Atlanta.

Innovative Hoosiers

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NSA Crane Firefighter Improves Decon Safety

Naval Surface Warfare Center Crane



Technology invented at Naval Support Activity Crane (NSA Crane) set for commercialization by Fishers, IN based Decontamination Quick & Easy (DQE) will offer "first responders" safer hazmat decontamination.

The Hazardous Materials Decontamination Platform invented by NSA Crane Fire Captain William Smith is a portable, re-usable, elevated platform that provides a large, non-slip, grated surface on which an individual wearing a fully-encapsulated, hazardous materials suit may stand, and turn as needed to ensure thorough on-site decontamination.

"I saw the need to provide a viable system for decontamination that was lightweight, compact and reusable. Previous methods were primitive and didn't protect the firefighter," said Captain Smith. "I drew up the plans and had a couple of units built for our use at Crane. The NSA Crane technology transfer team saw the potential of the platform, stepped in and was instrumental in getting me through the patent process."

Naval Surface Warfare Center, Crane Division (NSWC Crane), a tenant of NSA Crane, acts as a catalyst for economic development through partnerships with area entities and businesses such as DQE to afford opportunities like the commercialization of the Hazardous Materials Decontamination Platform through its technology transfer program.

The platform comprises a top grate and two folding/pivoting support leg assemblies. The elevated design of the platform allows for the collection of the hazardous material runoff in a containment vessel deployed underneath.

Fabricated of impervious, strong, lightweight materials to prevent absorption of any hazardous materials and to provide sufficient structural strength while keeping its overall weight reasonable, the design is simple and straightforward, and can be economically manufactured.

Currently, DQE is working to further enhance the functionality of the platform and move through the prototyping phase, which includes exploring modifications and multiple applications for its use.

"The research team from NSWC Crane contacted us with this technology that they believed aligned with our products and mission, the process has been seamless and we look forward to making it available for commercial use," said Dr. Howard Levitin, DQE President and CEO. "This platform is incredibly important because the biggest risk our first responders face should not be decontamination."

NSWC Crane is an economic engine by engaging in numerous programs to develop inventions into practical and broad applications. NSWC Crane has more than 175 inventions available for licensing and collaboration.

Cookbook

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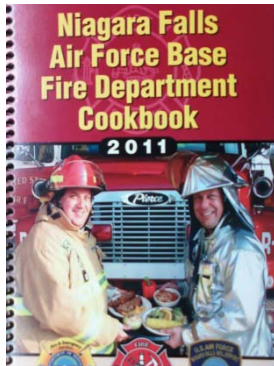


NFA Expands EMS Offerings



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Firehouse Cookbook to Benefit Hungry



The 914th Fire Emergency Services department at Niagara Falls ARS, NY is reaching out to the community in a special way. Two of their members created a fire house cookbook with recipes from both active and retired department members and their families. This book is being sold for \$20.00 with all of the proceeds going to the local food pantry to help feed the hungry.

This was the idea of Firefighter William Tiedeman, who does a great deal of meal preparation for his shift and has a passion for cooking. He is assisted by Fire Inspector John Schultz, who has been involved in several charity projects through the years to include the annual *Ride for Roswell* bike ride for Cancer research and treatment.

If you're interested in purchasing a cook book and helping those in need, contact Mr. John Schultz at DSN 238-6351, or via email at john.schultz.3@us.af.mil. Indicate how many you would like with contact name, phone number and address. Shipping costs are free.

First of Six New EMS Courses Developed

The U.S. Fire Administration's (USFA) National Fire Academy (NFA) has completed development of the first two new Emergency Medical Services (EMS) courses in response to the U.S. Fire Administration Reauthorization Act of 2008. An additional six courses are in the process of development or revision. The Reauthorization Act included direction for the National Fire Academy to provide advanced EMS training.

"In recognition of the value that fire-service based EMS provides American communities, the USFA's NFA is revising and improving the EMS program to meet the needs of EMS agencies," said NFA Superintendent Dr. Denis Onieal. "The EMS curriculum now offers courses specifically identified as gaps in EMS education that prepare today's EMS leaders to better manage their system's response abilities and organizational quality control."

The two new EMS courses are Emergency Medical Services Quality Management (EMS QM) and Emergency Medical Services Functions in the Incident Command System (EMS FICS). EMS QM is a six-day course offering to be conducted on the NETC campus, while EMS FICS is a two-day course offering to be conducted either on the NETC campus or locally through partnerships with State and metropolitan fire service training organizations.

For more information about the new EMS curriculum or other USFA programs and offerings, visit www.usfa.dhs.gov. You can also follow USFA updates on Twitter at twitter.com/usfire

On the Job – Cherry Point

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New Fire Station Under Construction

Lance Cpl Scott L Tomaszycski, MCAS Cherry Point

On January 5th Marine Corps Air Station Cherry Point Fire Department officially broke ground for a new facility to replace Fire Station 4 and improve the capabilities of their emergency medical services. Fire Station 4 opened in 2005 to take over EMS capabilities from the Halyburton Naval Hospital as per an initiative from Headquarters Marine Corps. It was a temporary facility built from an empty house. The new building will be a 16,480-square-foot facility with state-of-the-art technology and is purpose-built for the EMS mission.

“I cannot express to all of you how incredibly excited I am knowing that where I stand today, in just under a year, our firefighters and paramedics will begin operating in a modern state-of-the-art facility,” said Kenneth R. Lavoie, chief of the MCAS Cherry Point Fire Department during his speech at the event. “This five bay, 16,480 square foot facility will more than adequately serve the air station for many years to come.”



Photo by Lance Cpl Scott L Tomaszycski

From left to right, retired Fire Chief Thomas C. Mylett, Chief Kenneth R. Lavoie, Fitz Chavis, Cherry Point's commanding officer Col. Philip J. Zimmerman, Lt. Col. Brian E. Kuhn, Maj. Terrence Fox, Chris Newton and Assistant Chief James P. Johnson officially break ground.

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According to retired Chief Thomas C. Mylett, there was no money to build new facilities and meet the requirements to complete the EMS mission. Fire Station 4 was a temporary solution, so Mylett and the station facilities department worked hard to create a permanent solution. Mylett expects the new facility to be a great asset and help improve EMS abilities.

“It really is a reflection of the dedicated efforts of people like Chief Mylett and the facilities department that take the time, find the money, source the contracts and get it built. It's really their accomplishment,” said Col. Philip J. Zimmerman, commanding officer of MCAS Cherry Point. “It's important that we expend the resources and build these facilities. I hope it's everything that we want it to be.”

The facility will have more than 7,000 square feet of space for storing vehicles and equipment. It will house 10 personnel and cost \$5.3 million to construct. The station is scheduled to be completed Oct. 22, 2011.

On the Job - Barstow

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Bystander Humor



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Low Angle Rescue Off-Road Accident

Submitted by Tommy Thompson, Fire Chief, MCLB Barstow



On the evening of January 29th, MCLB Barstow Rescue team, R-402 and Engine Company, ME-402 were requested via CALFIRE Dispatch for mutual aid assistance for an SUV off-road accident. MCLB Barstow assets were first on the scene and provided an initial assessment of three injured and one trapped down a 50' steep ravine. Firefighter Paramedic Ryan

Tworek, along with Firefighters Sean Longlee, Josh Estes, Timothy Yonta, Engineer John Lee, and the Incident Commander, Station Captain Domingo Duran handled this rescue seamlessly. Scene safety, vehicle stabilization, assessment of patient injuries, method of extrication, and the transport of the injured went without error. This incident is the seventh off-road rescue that the department has responded to in the last 10 months. This specific incident was challenging due to the steep incline. In 2010, the department certified the entire operations division in low angle rescue with in-house instructors. The high desert region in California brings many off-road enthusiasts, who operate both motorcycles and off-road vehicles. MCLB Barstow has the training, equipment and staff to handle these types of emergencies.

Barbecue Forks

As the coals from our barbecue burned down, our hosts passed out marshmallows and long roasting forks.

Just then, two fire trucks roared by, sirens blaring, lights flashing. They stopped at a house right down the block.

All twelve of us raced out of the back yard and down the street, where we found the owners of the blazing house standing by helplessly.

They glared at us with looks of disgust.

Suddenly, we realized why.....

We were all still holding our roasting forks with marshmallows on them.

Perfection is not attainable. But if we chase perfection, we can catch excellence.

- Vince Lombardi



On the Job - Pendleton

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Emergency Responses Keep Camp Pendleton Busy

Submitted by Jeff Wilkerson, Acting Fire Chief



Over the past several weeks, Camp Pendleton has been busy with a number of very unique responses.

Swift water and engine crews made several rescues of occupants who were trapped in their vehicles by the rising flood water. One swift water team

responded to assist CAL FIRE and the North County Fire Department on a rescue involving three people trapped in a creek. All victims were pulled to safety with no injuries. Another swift water rescue team responded to assist CAL FIRE in Highland, California on Christmas night with flooding waters that devastated the San Bernardino County area.

In a water rescue incident unrelated to the flooding, Camp Pendleton F&ES, along with six dive teams from the surrounding area responded to an AAV that sank in the boat basin with four personnel onboard. Three personnel were able to escape the vehicle, but one person did not. After three hours, he was located and pulled from the vehicle, then flown to a local hospital. Unfortunately, he did not survive the incident.

A motor vehicle crash on Interstate 5 required a response from multiple units from Camp Pendleton. Two medic units, two engine companies, two chief officers, two rescue units and the hazardous materials team responded to an eight vehicle crash that occurred when a wrong-way driver entered the freeway going southbound in the northbound lanes. One patient was transported and the freeway was shut down while crews worked to clear the incident.

Camp Pendleton's Hazardous Materials Unit, along with one Engine Company recently assisted the San Marcos fire department in a rather unique situation. A home was found to be laden with explosives and response crews initially began cleaning up the site. After several weeks, it was determined that that site was too dangerous to continue with the clean up, so the decision was made to burn the home.

Within the past month, Camp Pendleton's EMS crews delivered babies on two separate occasions. It has been reported that both babies and their mothers were doing fine.

Warm weather has returned to Southern California this past month, along with several episodes of Santa Ana winds. The weather and winds have contributed to seven vegetation fires in the last two weeks. Two fires started late one night burned into neighboring Orange County. A large and rapid response by both agencies limited the fires to three acres.

Tough Times

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Trying Times for Labor Management Relations

By William "Shorty" Bryson

These are trying times for positive labor-management relations. What's the reason? It's one simple word—money!

Cities, counties, states and the feds are all in trouble. The worldwide recession hit hard and the fire and emergency service is feeling it. There are budget cuts, restructurings, raids by the private companies and reductions in salaries and benefits across the country.

When the economy is stable and rolling along, it's much easier to have a positive and productive relationship between labor and management. It's easier to find common goals and find mutual ground on increasing services.

That's obviously not the case in these times. In these times, relationships can be destroyed because it's hard to work together when it's time to cut services or reduce budgets.

After saying all that, there are still great opportunities for developing and maintaining relationships that result in positive outcomes. When I say positive outcomes, I don't necessarily mean outcomes that either side sees as an improvement, but the best outcome for both sides considering the circumstances.

Take for example the fire chief, who communicates to the labor-management committee that the city manager has determined that the fire department will have to reduce the budget by 5%. Definitely something neither side wants, but by brainstorming and working together, solutions may be developed that both sides find acceptable.

There are many departments that have done just that. They have agreed on ways to adjust to these trying times that were less detrimental on employees and the citizens than decisions made by just one side. There have been joint solutions across the country that include, brown outs, pay cuts, cutbacks in overtime and many onerous things that were solutions to funding issues.

These solutions usually are agreed to as the lesser of two evils.

For instance, the city manager may have originally thought of firefighter layoffs and the fire chief may have thought about permanently putting one or two units out of service in a slow area. At the same time, the union might have proffered a plan where funds could be saved by cutting some overtime and browning out a unit when necessary, thus not losing anything permanently. If the last solution accomplishes what the city manager wants—to make the budget work—then management and labor have succeeded with the best idea for a bad situation.



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In places where there is an adversarial relationship between labor and management, the typical posture of labor is to fight any changes with whatever tools they can muster. The biggest problem with this posture is that when money is scarce, something has to give. When all sides know the situation is real and it must be dealt with, just resisting it usually leads to the worst solution for the members of the department.

When management and labor work together in these bad times to develop joint solutions to funding issues, they benefit when good times return. Their relationship is stronger and there is mutual respect generated on both sides.

I have always found that the best way to achieve a goal, whether on the labor or the management side, is to generate solutions that make sense and solve the issue in the best possible manner.

William "Shorty" Bryson retired as chief of Miami (Fla.) Fire-Rescue. He's a facilitator for the IAFC/IAFF Labor-Management Initiative.

Combs Cartoon

Heavy Responsibility



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Readers will find that this book is more than a collection of 156 fire service editorial cartoons. Paul Combs is a gifted artist who uses his talent as a tool to express his passion for making a difference in the fire service, the greatest job in the world.

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EMS Corner

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Navy F&ES Ambulance Update

By Lewis Moore and Tim Pitman, CNIC HQ

In July 2009, CNIC F&ES, working in partnership with the Government Services Administration (GSA), established a standard list of ambulance specifications and options to serve Navy F&ES Emergency Medical Services (EMS) program at our installations. These specifications were developed with feedback and input from the EMS Advisory Board (EMSAB) to ensure the present and future EMS transport needs for the Navy F&ES EMS program could be met, begin to move the overall program toward standardized equipment requirements, and allow adequate flexibility to ensure future program changes at our Installations, all while remaining good stewards to the taxpayer by reducing overall program costs for the ambulance fleet.

The process used to develop and implement this initiative is in line with the CNIC F&ES Strategic Vision:

- The integration of technology—optimizing infrastructure location, design, and the standardization of apparatus and equipment—will be critical in successful implementation of CNIC F&ES Vision.
- Equipment will operationally support the overall risk strategy and integration of EMS. Department of the Navy involvement in the development of new ideas and technology will ensure equipment specifications will support the operational environment.
- Ensure apparatus, equipment, and staffing are properly aligned in accordance with mission requirements and government directives



The new standard includes a Ford F-450 Super Duty chassis with a large patient compartment to manage heavier payloads for our firefighter/Emergency Medical Technicians and Paramedics. The larger capacity allows personnel staffing the ambulance to safely secure their firefighting gear while providing the capacity

to carry all the appropriate EMS equipment and supplies our system demands.

The end result is a streamlined process for Navy F&ES fire departments to place an order for a new ambulance with large enough range of options to meet unique installation or Region needs. Some of the options available include the choice for 4WD, automatic snow chains, modular interior customization and storage upgrades. As of February of this year, 19 ambulances have been identified and ordered using this new standard, and includes a process to validate orders with Region and Installation EMS Managers and GSA Fleet Services to ensure what is ordered by GSA is what is expected to be delivered to the Installation.

EMS (Cont.)

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The nineteen ambulances ordered and slated for delivery will find their new homes at the following Installations (not in any particular delivery order):

- NAS JRB Ft. Worth, TX (2 Units)
- Commander Navy Region Hawaii (5 Units)
- NSA Annapolis, MD (1 Unit)
- NSF Dahlgren, VA (1 Unit)
- NSA Indian Head, MD (1 Unit)
- NB Norfolk (1 Unit)
- NSB Groton, CT (1 Unit)
- NAS Jacksonville/NS Mayport, FL (1 Unit)
- JRB New Orleans, LA (2 Units)
- NAS Pensacola, FL (1 Unit)
- NB Bremerton, WA (2 Units)
- NAS Lemoore, CA (1 Units)

To date, CNIC F&ES has received significant positive feedback from the Installations, Regions and GSA Fleet Managers on the new process for reviewing orders prior to final order submission. CNIC F&ES wants to thank all who participated in the conference calls as we worked to finalize your fire department's ambulance orders as it eliminated many challenges in previous year orders. We expect the use of standard specifications and standard order forms will continue mature and allow all parties to know what options are available and to reduce the overall work involved with placing an ambulance order.



A new initiative undertaken by the EMSAB's Equipment Subcommittee is to develop an order pamphlet explaining what each standard item is, and what options are available, when placing an ambulance order. Additionally, this pamphlet will include pictures of standard items and options with descriptions so the fire departments fully

understand what the item and overall order will feature. The Equipment Subcommittee hopes to have a product available in the next several months as coordination with all parties involved is complete.

As we continue to transition and grow our EMS Program, and further enhance and establish greater standardization in EMS, CNIC F&ES will remain diligent to the needs and requirements of the EMS providers who daily make a positive difference to the Navy and mutual aid communities we serve and protect. Through your commitment and dedication, we can continue to deliver exceptional care, and live up to our motto of, "Protecting Those Who Defend America."

Employee Benefits

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Personal Statement of Benefits

Have you ever needed a statement of benefits that includes:

- Value of your life insurance
- Cost of your health insurance
- Optional retirement benefits
- Disability retirement benefits
- Survivor benefits
- Value of your annual leave, if you leave federal service

All this and more is available in the Employee Benefits Information System (EBIS) Personal Statement of Benefits (PSoB). The PSoB is also an important source of information for your next of kin in the event of your death. Additional information is available in Benefits Bulletin 2011-2, Personal Statement of Benefits available at

<http://www.public.navy.mil/donhr/Benefits/resources/Pages/Default.aspx>

If you have questions about your PSoB or need help accessing EBIS, call the Benefits Line at 888-320-2917 and select menu option #4 to speak with a Customer Service Representative (CSR). CSRs are available from 7:30 a.m. until 7:30 p.m., Eastern Time, Monday through Friday, except on federal holidays. The TTY number for the deaf and hard of hearing is 866-328-9889.

CAC Scam Alert



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Phishers Asking for PIN Changes



It has been brought to our attention that there is an email being forwarded around right now telling users that there has been a change in policy that requires them to change their CAC PIN to a 10-14 digit number. The email then directs users to a .com web site to change their PIN. This is a SCAM; no such change in policy has been announced. The NETWARCOM-

NETOPS and NCDOD teams are both investigating this scam, to include ways to protect our users.

Users should never attempt to change their CAC PIN via a .com web site.

Users who think their PIN may have been compromised can change their PIN using the middleware installed on their computer.

Your pin is secure, unless you went to the .com site.

If you are concerned, you can right-click on the ActivClient icon in the system tray and then click on "PIN Change Tool." If the PIN has been locked, then you must return to a RAPIDS workstation (e.g., PSD) or a CAC PIN Reset (CPR) workstation.

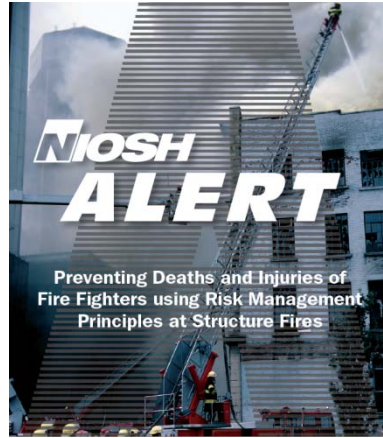
For questions or concerns contact NMCI at 1-866-843-6624.

NIOSH Alert

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Risk Management at Structure Fires



The National Institute for Occupational Safety and Health (NIOSH) requests assistance in preventing deaths and injuries of U.S. fire fighters working in or around burning structures. The mission of the U.S. fire service is to save lives and property. While it is recognized that fire fighting is an inherently hazardous occupation, established fire service risk management principles are based on the philosophy that greater risks will be assumed when there are lives to be saved and the level of acceptable risk to fire fighters is much lower when only property is at stake. Interior (inside a structure) offensive fire-fighting operations can increase the risk of traumatic injury and death to fire fighters from structural collapse, burns, and asphyxiation. Established risk management principles suggest that more caution should be exercised in abandoned, vacant, and unoccupied structures and in situations where there is no clear evidence indicating that people are trapped inside a structure and can be saved. When the incident commander (IC) has determined that there are no lives to save and the property can no longer be preserved through offensive operations, defensive tactics should be initiated in order to decrease the risk to fire fighters.

This Alert describes four incidents that resulted in the deaths of five fire fighters and injuries to 10 others during operations in and around structures with considerable fire involvement where there were indications that the buildings were unoccupied. NIOSH recommends that fire departments review their occupational safety and health programs, risk management plans, training programs, and standard operating procedures and guidelines (SOPs/SOGs) to ensure that they include appropriate safe-work practices and policies to avoid the loss of fire fighters' lives when civilian lives are not in immediate danger.

NIOSH requests that the information in this Alert be brought to the attention of all U.S. fire departments and fire fighters. To bring the recommendations in this Alert to the attention of the fire service community, NIOSH requests help from fire commissioners, fire chiefs, state and local fire district administrators, state fire marshals, incident safety officers, trainers, fire investigators, unions, professional organizations, trade associations, insurance companies, and editors of trade journals and other publications.

To read this Alert in its entirety visit <http://www.cdc.gov/niosh/docs/2010-153/pdfs/2010-153.pdf>.

Enjoy life. There's plenty of time to be dead.

- Anon.

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Privacy Concerns

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SSNs to be Removed from ID Cards

By the DON CIO Privacy Team

<http://www.doncio.navy.mil/ContentView.aspx?ID=2105>

This Privacy Tip provides answers to frequently asked questions regarding upcoming changes to the Department of Defense identification cards. The questions and answers below were reproduced from a recent DoD memo. Changes include the removal of both the sponsor and dependent Social Security number (SSN), the addition of a DoD benefits number for DoD beneficiaries, and the removal of the SSN in the card bar codes. The DoD ID number will be used to support Geneva Convention requirements, as well as other DoD operations and business processes. These DoD ID card changes are consistent with the overall DoD policy to reduce the use and exposure of the SSN and thereby decrease the likelihood of identity theft.

Why is the SSN being removed from DoD ID cards?

These changes are consistent with the overall DoD policy to reduce the use of the SSN and reinforce the growing DoD culture of protection for personally identifiable information (PII). Consistent with this, the planned changes are designed to reduce the risk of identity theft to the DoD ID card populations, while maintaining continuity of DoD business processes.

What is changing on the card?

SSNs will be systematically removed from DoD ID cards. When current cards expire, they will be replaced with new cards having a DoD ID number printed in the Social Security number field. In addition to the DoD ID number, DoD beneficiaries will have a DoD benefits number printed on their card.

What is the DoD identification number and its purpose?

The DoD ID number is a unique 10-digit number that is assigned to every person with a direct relationship to the DoD (as determined by having a record in DEERS). It is a number that already exists and is commonly known as the Electronic Data Interchange Person Identifier (EDI-PI). Dependents have their own DoD ID number. The DoD ID number will be used to support Geneva Convention requirements, as well as other DoD operations and business processes.

Who will have DoD ID numbers on their ID cards?

Every DoD ID card will have a DoD ID number printed on it. Dependent ID cards will not have the DoD ID number of their sponsor, just their own number.

What is the DoD benefits number?

DoD beneficiaries will also receive a DoD benefits number that will enable improved access to their benefits while reducing reliance on the SSN. The DoD benefits number is an 11-digit number that will be used to determine eligibility to receive benefits. The first nine digits are common to the sponsor. The last two digits identify the specific person. The DoD benefits number will be printed only on ID cards that convey benefits. The DoD benefits number is not in either the bar codes or the integrated circuit chip.

Privacy (Cont.)

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Will the SSN still be in the bar codes?

The SSN will continue to be in the bar codes for now. The SSN Reduction Plan calls for the SSN to be removed from the bar codes beginning in 2012.

When should I go get a new ID card?

Individuals will receive a new card upon expiration of the current card. By the end of May 2011, ID card issuance facilities will begin issuing DoD ID cards without the SSN appearing on the card. Please note that until the cards expire, current cards will remain active and will not need to be replaced.

Will I be able to use these new numbers once I get a new ID card?

The transition to the use of these new numbers, away from the use of SSNs will take place over time. Because cards will be replaced upon expiration, it will be approximately four years until all cards are replaced with the DoD ID number, and where applicable, the DoD benefits number. The key is to ensure that there is no lapse in service to DoD personnel during the transition period.

Where can I get a DoD ID Card?

Individuals eligible for a DoD ID card can contact the nearest ID card issuance facility (a Real-time Automated Personnel Identification System (RAPIDS) site) or go to www.dmdc.osd.mil/rsl/owa/home to find the nearest location. More than 1,500 RAPIDS sites with over 2,250 workstations worldwide issue identification cards.

What documentation is required to receive an ID Card?

Two valid original forms of ID from the OMB I-9 document list are required. One must be a federal or state issued photo ID. Visit www.formi9.com for more information.

Where can I use my new ID card?

The new ID card can be used at all locations where current ID cards are accepted.

Will my ID be rejected without a visible SSN?

No, your ID should not be rejected without a visible SSN; however, you may be asked to verbally state your SSN.

My doctor's office always uses my ID card with SSN as proof of my TRICARE eligibility. How will my doctor validate my eligibility?

The 11 digit DoD benefits number is currently associated with the beneficiary's SSN within DEERS. Medical providers will use the DoD benefits number on new ID cards. DEERS will recognize this number and the process will be transparent to both the beneficiary and the provider.

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Useless Knowledge

What Song is This From?

Last month was obviously too easy (35 correct guesses). The song was Crosby, Stills, and Nash's *Anything At All*. Try this;

Don't hate me because I disagree...

Good luck!

Wellness & Fitness

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Exercise and Type 2 Diabetes

The incidence of type 2 diabetes is on the rise, which experts largely attribute to the rise in obesity. Type 2 diabetes, which is responsible for 90 percent to 95 percent of all diabetes cases, is more common in adults, but as rates of childhood obesity increase, more young children are being diagnosed with the disease. The good news is that simple lifestyle changes can prevent and, in some cases, counter the course of this disease.

Type 2 diabetes explained

Following digestion, a hormone called insulin is released into the blood from the pancreas. Among insulin's primary roles is its ability to allow carbohydrates (absorbed in the form of glucose) and proteins to enter muscle cells, where they are stored or used for energy. With type 2 diabetes, some insulin is produced, but the body does not effectively use it. This condition is known as "insulin resistance" and prohibits glucose from entering the cells. In turn, blood glucose rises to abnormal levels in the blood. If unchecked for extended periods, elevated glucose levels lead to heart disease, kidney failure, blindness and nerve dysfunction.

Type 2 diabetes is strongly linked to lifestyle factors, especially diet and exercise. People at highest risk of developing type 2 diabetes have a family history, as well as other cardiovascular risk factors, such as high blood pressure, high cholesterol, obesity and a sedentary lifestyle.

However, the same techniques that are used for prevention of this disease – a healthy diet and regular exercise – can be used to control and possibly reverse its progression.

Exercise can help

The latest research has put exercise at the forefront in the prevention, control and treatment of diabetes because it decreases insulin resistance. Following regular exercise training, cells can better respond to insulin and effectively take glucose out of the blood and into the cell. Exercise also helps to decrease the risk of cardiovascular disease by decreasing blood pressure, cholesterol levels and body fat.

Exercise recommendations

If you have type 2 diabetes, you should adhere to the following exercise guidelines:

- Always consult with your physician before starting any exercise program to determine the potential risks associated with exercise.
- Cardiovascular exercise – Strive to accumulate a minimum of 1,000 kcal expended through physical activity each week. Pending current conditioning levels, this may require three to seven days per week of low-to-moderate intensity exercise for 20 to 60 minutes (walking and other non-weightbearing activities such as water aerobics and cycling are good choices). Daily exercise is highly recommended.

Wellness (Cont.)

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- Resistance training – Perform resistance-training activities at least two days per week, targeting the major muscle groups. Complete a minimum of one set of 10 to 15 repetitions of each exercise at a low-to-moderate intensity.
- Flexibility – Perform stretching exercises at least two to three days per week, stretching major muscle groups to the point of tension (not pain) for 15 to 30 seconds. Complete two to four repetitions of each stretch.
- The ultimate goal is to expend a minimum of 1,000 calories per week via physical activity for health benefits, or 2,000 calories per week for weight loss. Keep in mind that these are goals that you should work up to gradually over time.

What are the precautions?

If you have type 2 diabetes, you must monitor your glucose before and after exercise to understand how you respond to certain types of activities. Also, exercising with a partner and wearing an ID bracelet indicating one's diabetic condition are very important.

Finally, don't forget to check with your physician prior to beginning a physical-activity program and return regularly to assess the diabetic complications. If complications of the eyes, kidney or heart are present, your physician should provide you with clear boundaries regarding the intensity of any physical activity.

Fit Facts are taken from ACE FitnessMatters® magazine. Want more information like this delivered directly to your home? ACE FitnessMatters, a bimonthly magazine, is the source for the most accurate, up-to-date fitness information you need to live a healthy, active life. Subscribe to ACE FitnessMatters online at <http://www.acefitness.org/fitnessmatters> or call 1-800-825-3636.

New Fire Chiefs



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Promotions at NAS El Centro and NAS Fallon



Jose Oropeza was recently promoted to Fire Chief at NAS El Centro with a surprise promotion party highlighted by his father, a retired El Centro Fire Captain, pinning on his new badge.

Willie Youles culminated his rise through the ranks when he was selected as the new Fire Chief at NAS Fallon. Both promoted from in-house.

Congratulation Chiefs!

Spending Cuts

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GOVEXEC.COM

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Travel Humor



GOP Seeks To Freeze Bonuses, Step Increases

By Emily Long elong@govexec.com

House lawmakers want to take the two-year civilian pay freeze a step further by canceling any increase in compensation this year.

Rep. Darrell Issa, R-CA, introduced an amendment to House spending legislation that would deny federal employees step increases allowed under the General Schedule. A similar amendment to the continuing resolution from Rep. Todd Rokita, R-IN, would prevent any appropriated funds from being used for federal employee salary increases.

President Obama in November announced a two-year pay freeze for all federal civilians, a provision supported in his fiscal 2012 budget proposal. The president's freeze, however, would not apply to promotions, step increases or awards.

Union leaders on Wednesday expressed opposition to the amendments.

"Taking steps to deny federal employees salary adjustments to correspond with promotions and performance awards, the only means through which an employee can receive a pay raise over the next two years, exacerbates the financial strain already shouldered by these public servants," wrote Federal Managers Association National President Patricia Niehaus in a letter to lawmakers. "Headlines painting feds as overpaid, underqualified and completely insulated from the recession score points through the promotion of falsehoods based on biased data manipulation. To see lawmakers latch onto these reports as 'fact' is truly disheartening."

Colleen Kelley, president of the National Treasury Employees Union, called the amendments onerous and poorly-drafted. The proposals single out federal employees and would have a negative effect on government's recruitment and retention efforts, as well as agency missions, she said.

The proposals come on the heels of legislation aimed at freezing federal hiring. Rep. Cynthia Lummis, R-WY, late last week introduced a bill that would reduce the size of the federal workforce by attrition, adding only one hire for every two employees who retire or leave government service.

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Baggage Problem

The flight attendant watched a passenger try to stuff his hopelessly overloaded bags into the overhead bin. Finally she informed him that he would have to check the over-sized luggage.

"When I fly other airlines," he said irritably, "I never have this problem!"

She smiled and said, "Sir, when you fly other airlines, I don't have this problem either."

ESAMS (Cont.)

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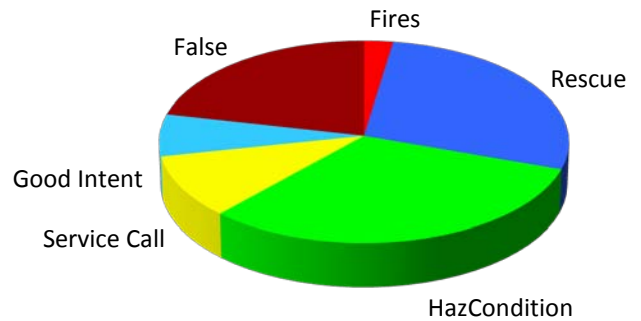
ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

January 2011 Statistics

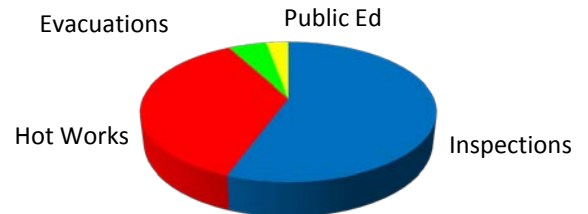
Operations

Total Incidents – 6,221
 Fires – 150
 Rescue & EMS – 17,27
 Hazardous – 1,942
 Service Call – 620
 Good Intent – 413
 False Alarm – 1,333



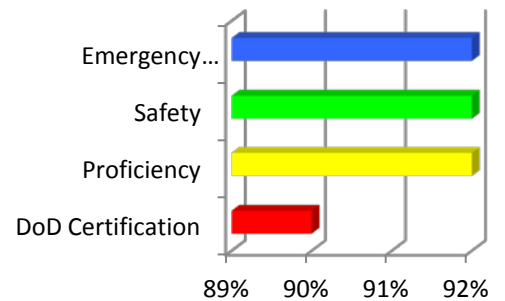
Prevention

Fire Inspections Completed – 4,239
 Hot Work Permits Issued – 2,782
 Building Evacuation Drills – 383
 Public Education Contacts – 219



Training

DoD Certification – 90%
 Proficiency, Skills, & Practice – 92%
 Safety Training – 92%
 Emergency Management - 92%



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F&ES On Duty Mishaps Report

Mishaps Reported – 17
 Total Lost Work Days – 63

Navy F&ES POCs

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Navy Fire & Emergency Services (N30)

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Washington Navy Yard, DC 20374-5140
<https://cnicgateway.cninc.navy.mil/HQ/N3/N30/default.aspx>
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News Distribution

To receive this newsletter automatically, e-mail ricky.brockman@navy.mil to be added to the *What's Happening* distribution list.

Interested in becoming a DoD firefighter? Follow these links;

OPM: <http://www.usajobs.opm.gov>
Army: <http://www.cpol.army.mil>
Navy: <http://www.donhr.navy.mil>
Marines: <http://www.usmc.mil/>
Air Force: <https://ww2.afpc.randolph.af.mil/resweb/>

Job Links

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