

# CNIC

★ FLEET ★ FIGHTER ★ FAMILY



# What's Happening

*Navy Fire and Emergency Services Newsletter*

*Protecting Those Who Defend America*

February 2012

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Email the Editor:

[Ricky.Brockman@navy.mil](mailto:Ricky.Brockman@navy.mil)

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## *From the Director*

When Petty Officer Smith dials 911 on NAVSTA Anywhere, she expects a certain level of service from the emergency responders. If there is a fire, she expects fire trucks to show up and firefighters to put out the fire. If there is a medical emergency, she expects an ambulance, with one or two paramedics, to arrive quickly and administer whatever care is needed.

Those expectations are based on years of receiving, or watching others receive, a specific level of emergency response. This is not an unrealistic expectation.

That level of service could be evolving at many Navy shore installations in the coming years. As budgets continue on a downward slope, we will be forced to seek more efficient ways of providing emergency response or possibly reduce services.

One of our challenges will be to shift Petty Officer Smith's expectations to align with our budget.

It is still too early for speculation, but there is no question Navy F&ES will need to adjust annual expenditures to closer align with projected budget controls. It is apparent Navy F&ES will not be spared in future fiscal changes to Navy budgets. As budgets change, our fire and emergency services will need to adjust as well. We will certainly look for opportunities to become more efficient, but we expect changes in our scope of services and capabilities will become necessary.

Not only are we going to be forced to adjust the way we think and perform on the emergency scene, it is critically important that we let our customers know that they have to adjust their expectations as well.

While our goal is to maintain our compliant response times, we may not get to emergencies as quickly as we did before; and we will need to be sure the customers understand that they will play a larger role in workplace safety and fire prevention. Occupants will need to step up their awareness and become more familiar with fire extinguishers, alarm stations, and automatic external defibrillators.

We anticipate some fairly significant changes over the next five years based on current budget forecasts. We will almost certainly be limited to working on one event at a time so, if we are on a medical call, it will take us longer to get to a fire alarm, and if we are on a fire call, it will take longer to get an ambulance, as expectations and services are adjusted. While our resources will be stretched, we believe this increased risk is in alignment with Navy policy as budgets are reduced.

## *From the Director (Cont.)*

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CHINFO News Item: U.S. Secretary of Defense Leon Panetta laid out a plan for a “smaller and leaner” military that would cut \$487 billion in defense spending over the next decade but promised it would remain “agile, flexible, rapidly deployable and technologically advanced” Panetta said. “In this budget environment, we simply cannot ... sustain the infrastructure that is beyond our needs or ability to maintain...we are going to take extra risk.”

While there are a million considerations from an operational point of view, the customer often gets lost in the shuffle in these scenarios, sometimes with heartbreaking results. Our transition plans must include a strategic communication plan that will inform ALL of our stakeholders about the changes being made and what impact those changes are going to have on them.

If NAVSTA Anywhere is one of the places where changes happen, Petty Officer Smith should understand that she may see some changes in emergency responses; while we will do all we can to manage the risk, some changes will occur.

Navy F&ES is not expected to deliver world-class service, but we are expected to deliver the best possible emergency response for the value. That will be tough for some of us old timers to accept, but we can ease that discomfort by talking to each other throughout the evolution of our emergency response capabilities.

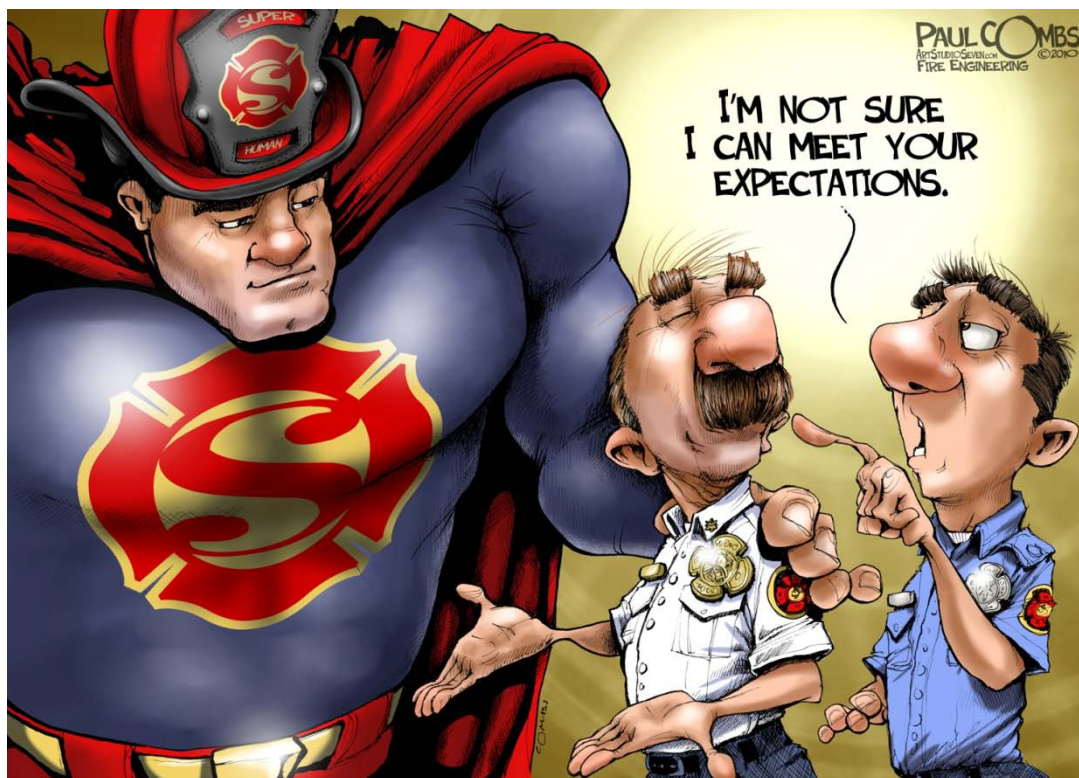
- Carl

## *Combs Cartoon*



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## *High Expectations*



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## Last Alarms

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## Last Alarms

The USFA reported 12 deaths to date in 2012. The following line of duty deaths were reported since we published our last issue:

<b>Brandon Little</b> 🚒	<b>Doug Haase, Sr.</b> ♥
Age: 19	Age: 60
New Oxford, PA	St. Charles, MO
<b>Duane Ibarra</b> ♥	<b>David Flint</b> 🚒
Age: 50	Age: 49
Kahului, HI	Edinboro, PA
<b>Bruce Turcotte</b> ♥	<b>Zachary Whitacre</b> 🚒
Age: 58	Age: 21
Hopelawn, NJ	Gore, VA
<b>Walter Sumner</b> ♥	<b>Jeremy Tighe</b> 🚒
Age: 49	Age: 18
Cranesville, PA	Evansville, IN

### 2012 Totals

♥ 6 (50%) 🚒 5 (42%)

♥ Indicates cardiac related death

🚒 Indicates vehicle accident related

## TCOO 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 11 DoD firefighters in the Taking Care of Own program.

	Location	Point of Contact
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.mil
Erin Butler	Vandenberg AFB, CA	Sean.Glaser@vandenberg.af.mil
Jason Frazier	NAVSTA Norfolk, VA	Marc.J.Smith@navy.mil
Jason Thompson	Niagara Falls ARS, NY	Marilyn.Ruszala@us.af.mil
Ernest Gilbert	Navy Region Northwest, WA	Carmen.Morris2@navy.mil
David Hamback	NAS JRB New Orleans, LA	Taffy.Ponvelle@navy.mil
Brittany Proulx	NAS Jacksonville, FL	Mark.Brusoe@navy.mil
Matthew Champney	Camp Lejeune, NC	Kathleen.A.Johnson@usmc.mil
Thomas Robinson	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Juan Martinez	NAS Corpus Christi, TX	Elizabeth.Atkinson@navy.mil

## Ronald L. Williams



## Marine Corps ARFF Firefighter Passes Away

Marine Corps Staff Sergeant Ronald L Williams, an ARFF Marine with the working aboard MCAS Futenma, passed away recently in his home aboard Camp Kinser, Okinawa Japan. He leaves behind his wife and two sons.

"No words can be offered to his surviving family that will alleviate the hurt that assails them now." said Colonel James G. Flynn, Marine Corps Air Station, Futenma Commanding Officer.

## New CNIC

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## CNIC Welcomes New Commander

By Patrick Foughty, Commander, Navy Installations Command Public Affairs



Vice Admiral William D. French relieved Vice Admiral Michael C. Vitale as Commander, Navy Installations Command (CNIC) at a change of command ceremony at the Washington Navy Yard on 3 February 2012.

Vitale has served as the chief officer leading the Navy's entire shore infrastructure for nearly three years and was the third commander in the history of CNIC. The CNIC enterprise; includes 11 Navy regions, 70 installations, and 127 Naval Operations Support Centers, and is responsible for 31 business lines and 122 critical shore capabilities across three major categories; operations, quality of life, and facilities management.

Vitale praised the numerous accomplishments of the personnel under his command and of the entire CNIC Enterprise; "The personnel here at the headquarters, and throughout the entire enterprise have faced growing numbers of issues and challenges," said Vitale, "I've had the pleasure of witnessing this Enterprise solve complex and dynamic problems, some self-imposed, some caused by outside forces, and forge a way ahead toward a model of shore integration that has forever changed how we do business and provide service the Fleet, fighter and family."

French thanked Vitale for his wisdom and guidance and spoke briefly about his optimism and vision for the future of CNIC.

"During the last six years I have been with the CNIC enterprise I have learned that we have some of the best, brightest, and most talented professionals in the Navy," said French. "Under Vice Admiral Vitale's leadership the CNIC team has set the example for how an enterprise should function and have established immense credibility on how you are meeting customer needs. I'm honored to be taking command at this point in the history of the command."

French was promoted shortly before the event after having a successful tour at Navy Region Southwest in San Diego where he accomplished major milestones toward energy and water conservation and numerous other green initiatives. French, the son of an Air Force officer and native of San Antonio, is a graduate of Vanderbilt University where he received commission through the Naval Reserve Officer Training Corps program in May, 1979. He earned a Master of Science degree from Naval Postgraduate School in 1985 and a Master of Arts from the Naval War College in 1999.

A career submarine officer, French has served on a number of submarines and commanded USS Salt Lake City (SSN 716) and Submarine Squadron 3 in Pearl Harbor. His prior flag officer commands include tours at Navy Region Northwest, Navy Region Marianas in Guam, and Navy Region Southwest.

"I am proud to be part of such a superb organization, and look forward to working with you over the next few years," French said.

CNIC oversees a \$10 billion budget, more than 83,000 facilities and 58,000 personnel, all managed from a single unified enterprise.

## *On the Job - Japan*

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## *CNRJ Firefighters Conquer One Peak Challenge*



Two firefighters from Commander Navy Region Japan Fire & Emergency Services recently competed in the inaugural One Peak Challenge held in Tokyo, Japan. One Peak is designed to test firefighters' mental and physical stamina, and is similar to the firefighter challenges in the United States.

Approximately 25 professional firefighters from municipal departments throughout Japan negotiated an extensive external selection process before the real challenge began. Firefighter Miura and Fire Captain Miyazato (2 of 3 DoD firefighters) were selected to represent CNRJ F&ES in this nationally televised event. Firefighter Miura revealed his deep motivation when asked later. "My father is from the Tohoku area that had the earthquake. Because his family and friends didn't give up, neither did I in this event. I wouldn't have been able to complete this competition without this kind of feeling. I hope to encourage the Tohoku people by showing my best."

The course consisted of 4 timed events that required competitors to navigate, climb and cross demanding obstacles. The first station encompassed climbing a three-story building utilizing a retrofitted roof ladder, ascending from one window sill to the next, followed by rappelling to the ground floor on the opposite side of the structure. The second station comprised of deploying a hand line and knocking down simulated fire targets, followed by pushing a 15-pound ball up a slope into a basket with the fire stream. The third station consisted of creating a rope harness, tying it around a 75-pound mannequin, climbing up a ladder to the roof of a six-story building, and ultimately hoisting the mannequin up the entire vertical height. After the hoist, the competitor crossed a high-line and pulled the victim to safety. The last station included crawling through a 150-foot maze in order to rescue a victim from a confined space, and deploying a hand line to extinguish a small kitchen fire.

At the end of a very long day, Firefighter Miura was one of only three to complete the challenge and was named "One Peak."

As we all know, firefighting is an honorable profession with many challenges. One Peak Challenge gives firefighters an opportunity to practice fire ground skills, enhance professional connections, and strengthen our brotherhood without borders. One Peak Challenge is also part of CNRJ F&ES' extensive outreach program that is the cornerstone in the Region's mission to strengthen our United States-Japan Alliance.

## *On the Job – New London*

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## *On the Job - Crane*



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## *Thoughts on Size Up*

By NRMA F&ES D-6 Fire Captain Jeffrey Post



Navy Region Mid-Atlantic Fire & Emergency Services, Submarine Base New London responded to a structure fire recently. Heavy black smoke was visible in a high vertical column and was reported to be in the rear of a 2<sup>1/2</sup> story wood framed row housing complex.

The first due engine reported a fire in the rear of the building. A long lay was anticipated due to the set back of the building and the location of the car ports, however, size up revealed the fire to be on an end unit and as a pre-connected cross lay was appropriate for fire attack. After

confirming the fire location, the Captain called for water and the fire was quickly knocked down. The ladder company arrived on scene shortly after attack began, coordinated with the first due Engine Company and conducted a quick primary search of both floors. No occupants were found.

Some important points from this fire include the need to conduct an in depth and ongoing size up. Size up is not limited to the height and type of building; it should include the time of day, water supply needs, exposures, the occupancy (not to be confused with building construction), location of the fire, location of subsequent apparatus and many other factors. Not all of these points are intended to be reported over the radio, but each officer and firefighter is responsible to assess and make these factors part of their fire ground orientation.

## *NSA Crane Civilian of the Year 2011*



NSA Crane Commanding Officer, CDR Paul Spohn recently recognized Fire Captain Michael Malone as NSA Crane's 2011 Civilian of the Year. Captain Malone was recognized for his outstanding work ethic and willingness to go beyond expectation.

Capt. Malone was also cited for his professionalism. He is a respected member of the fire department, carries

himself with professional bearing and serves as a role model for other firefighters.

He also serves his community on the local volunteer fire department with additional duties as a youth and adult educator. He also worked part time with the local ambulance service as an Emergency Medical Technician.

## *Back in the Day*

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## *Buffalo Fire Appliance Company*

By Tom Shand

The Buffalo Fire Appliance Company was organized during 1922 and was the successor to the Buffalo Chemical Fire Extinguisher Company.

During its 26 years of existence Buffalo Fire Appliance was noted for manufacturing not only fire extinguishers but a complete line of motorized fire apparatus. The Buffalo fire apparatus built beginning in 1939 introduced a streamlined body with fully enclosed fire pump, hard suction and ground ladders. The curved front grill flowed into the large front fenders which resembled automotive styling of that era.



One of the designs that made the Buffalo Fire Appliance apparatus of that era unique was the fully enclosed cabs with full height doors with seating for up to eight fire fighters. While other manufacturers were promoting their open cab designs with traditional tailboard rear steps, the Buffalo apparatus were chosen by many departments such as Cleveland, Ohio and Saint Paul, Minnesota. Powered by Hercules engines with Hale fire pumps these custom apparatus were in great demand for their pumpers, quad and service ladder apparatus. While small by today's standards the 935 cubic inch Hercules engines were some of the most powerful engines of that time rated at 204 horsepower that could easily power a 1000 gpm fire pump.

With the outbreak of World War II the Buffalo Fire Appliance plant shifted their production to supply apparatus and trailer pumps for both the U.S. Army and U.S. Navy. Between 1942 and 1945 more than 680 pieces of apparatus were built to protect military installations. Apparatus built for the U.S. Navy were largely the full size custom rigs using both open and fully enclosed cabs.

Some of the more interesting deliveries included a pumper equipped with a carbon dioxide system and a city service ladder truck for the Philadelphia Naval Shipyard, a pumper with an overhead ladder rack for the Seattle Naval Station and an open cab pumper for the Naval Operating Base in Kodiak, Alaska. It is unclear how the determination was made as to whether a particular installation would receive an open cab or fully enclosed cab apparatus. The personnel who operated the open cab Buffalo in Kodiak must have been well protected from the winter elements with heavy clothing and gloves as the windshield alone would not have provided much relief from the winter weather.

One of the most famous Buffalo pumpers built was produced for the Mattydale, New York fire department in 1939 and in later years was modified by Chief Burton Eno who installed a home made wooden hose tray over the fire pump to accommodate a preconnected 1.50 inch attack line. This configuration was later adapted by many departments has become known in many areas as the "Mattydale Hose Bed".

## *In the Day (Cont.)*

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Tom Shand

## *Ribbon Cutting*



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While the postwar era saw resurgence in the number of communities looking to improve their apparatus fleet, Buffalo Fire Appliance was competing against much larger

manufacturers such as American LaFrance, Mack and Seagrave. While not considered to be a regional builder, Buffalo Fire Appliance found it difficult to financially compete and ceased production during June of 1948. Shortly after this date the assets of Buffalo Fire Appliance were acquired by the Young Fire Equipment Corporation and another innovative fire apparatus builder continued the tradition of building fire apparatus in Western New York.

Photos courtesy of Fire Trucks at War website

## *New Fire Station at Cabaniss*

By John Morris, Fire Chief, NAS Corpus Christi



NAS Corpus Christi F&ES celebrated a ribbon cutting of the new \$1.3 million dollar fire station at Cabaniss Outlying Landing Field (OLF) on January 26, 2012.

Built as an Unspecified Minor Construction design build project, the station has a combination living, dining, and training room, a fully equipped kitchen featuring GE Café appliances, two dorm-rooms and a Captains office with a "Murphy Bed." A fully equipped fitness room is also included to support the NASCC F&ES Fitness and Wellness Initiative, as well as a two bay apparatus garage, storage, and other features to include 100% generator backup.

The station is fully sprinkled. One of the other key elements is the facility was designed and built to the exacting "Leeds Silver" standards, ensuring it is energy efficient, sustainable, and presents minimum impact to the environment.

Many thanks to the NAVFAC Team and the DLP Group who paired up to complete a project that provides significant operational and quality of life improvements for NASCC F&ES personnel. Cabaniss OLF personnel support an average of 400 daily flight ops at this field in support of the CNATRA/TRAWING 4 mission.



## ***Fitness & Health***

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### ***Firefighter Obesity 'Higher than General Public'***

Rates of overweight and obese individuals in the fire service are higher than those found in the general public, ranging from 73% to 88% of firefighters, according to the study.

The National Volunteer Fire Council (NVFC), with support from the U.S. Fire Administration, has partnered with the HOPE Health Research Institute to conduct a study on obesity in the fire service. With the growing epidemic of obesity throughout the country and in the fire service industry, this study provides information for firefighters and EMS personnel to learn more about the causes of the problem and what they can do to reverse this potentially life-threatening trend.

*Addressing the Epidemic of Obesity in the United States Fire Service* looks at the impact of obesity, the scope of obesity in the fire service, and why obesity has become an epidemic. It highlights innovative trends in nutrition and fitness that firefighters can use and presents recommendations for combating obesity and increasing fitness.

Obesity is a major risk factor for potentially life-threatening illnesses such as heart disease, diabetes, high blood pressure and cholesterol, sleep apnea, and cancer. Obesity can also have a negative impact on a firefighter's job performance. In addition, heart attacks are consistently the leading cause of on-duty firefighter fatalities.

The following statistics appear in the study:

- Rates of overweight and obese individuals in the fire service are higher than those found in the general public, ranging from 73 percent to 88 percent of firefighters.
- Research demonstrates that a large percentage of firefighters do not meet minimal standards of physical fitness.
- Occupational factors may place firefighters at high risk for weight gain, including shift work, sleep disruption, unhealthy eating patterns in the firehouse, and the absence of fitness standards for firefighters.
- Overweight and obese firefighters have been shown to suffer from a large number of problems compared to their colleagues, including hypertension, higher risks for cardiovascular disease, low fitness, reduced muscular strength, and more frequent cardiac events.
- Overweight and obese firefighters are less fit to perform their jobs and cost fire departments significantly more than firefighters with a healthy weight.

Several initiatives have attempted to address the high levels of overweight, obese, and unfit firefighters, including the International Association of Fire Fighters/International Association of Fire Chiefs' Wellness/Fitness Initiative.

Download *Addressing the Epidemic of Obesity from the United States Fire Service* at [http://www.nvfc.org/files/documents/Obesity\\_Study.pdf](http://www.nvfc.org/files/documents/Obesity_Study.pdf)

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## Sage Advice

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## *If It Ain't Broke, Don't Fix It*

By Ronny Coleman

Last month I talked about acts and omissions being a potential liability for use in the fire service. This month I would like to continue that discussion as an element of firefighter safety. How does maintenance relate to firefighter safety? Well, let me ask you this question: Have you ever heard of the phrase “If it ain't broke, don't fix it”? There is a corollary to that phrase. If it is broken and you can't use it now, it might as well not even be there. If it's broke when you need it, it doesn't exist.

When we install a fire protection system we have most likely given up something else that was in place before we installed the system. For example, how about the idea that if we put in sprinklers we reduce fire resistance requirements? What about the idea that if we put in sprinklers we increase distances for evacuation by occupants? The whole idea of trade-offs is based upon the concept that what we put in must work, or the trade-off now becomes a liability. If we have a fire in a larger area, and the sprinklers don't work – what do you think that is going to do for firefighter safety?

That is why we ought to consider maintenance a firefighter safety issue. We can't just install systems and hope for the best. In a previous column in Sprinkler Age, I described a concept called “graceful degradation” that relates to this concept. What that term describes is the day-to-day minor and often insignificant things that begin to go wrong with a system. Taken as individual problems, they may not compromise the system's performance. But over time, these minor problems can accumulate to the point where they will cause failure. And, when do you think they are likely to fail the most catastrophically? Right. Just when we have a fire. Graceful degradation is not to be taken for granted. The longer a system is allowed to experience lack of maintenance, the more the potential for failure occurs.

Let me give you another word for failure – malfunction. Little tiny details can lead up to a malfunction that can render an entire system useless. And, going back to the opening phase, there is no time to fix it.

A firefighter who is on the way into a burning structure is not going to have the time, the tools or the inclination to try and fix something that isn't working. In addition, that same firefighter is now going to have to make up for the lack of whatever was given up to help compensate for the economics of the installation.

You might be wondering what kind of malfunctions I am referencing. My files have examples of turned off sprinklers, disconnected standpipes, fire alarm disconnects, cache room vandalism, blocked exits, firewall breeches, etc. The list goes on forever. Examples of having fire protection systems that have not been tested, validated and maintained, unfortunately, creates a long and diverse list.

Could it happen to you? Could it happen to one of your crews? You tell me.

## *Ain't Broke (Cont.)*

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Chief Ronny J. Coleman

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What do you know about the care and maintenance of every system that you have mandated to be put into place in your jurisdiction? Are they actively inspected on an annual basis? If you have an active and effective code enforcement program it is likely that you have caught those minor discrepancies, but if your program is intermittent or superficial, then possibilities of potential malfunctions begin to occur.

I have two suggestions for you to follow. The first of these is to start this process during initial plan check. In my opinion, the time to set the criterion for maintenance is when you require it in the first place. The more complicated the installation, the more you should focus upon the game plan to assure its reliance in the future. Work closely with the building owners to give them the motivation to keep the system in functional order all of the time, not just when it comes time for the annual inspection.

As mentioned last month, make sure that any fire protection system that you have installed has an adequate record-keeping system to keep track of all of the detail of the system's maintenance activity. This includes, but is not limited to the accurate review of when and where the system has been tested, certified and validated by third-party organizations. The second is make absolutely sure that your fire suppression crews are up-to-date with what has been installed in your buildings and that fire suppression crews know exactly how to use the systems when they are activated. Their preplans should include contingencies that will be invoked if there is a system malfunction. These two actions are like two sides of the same coin. One does not assure reliability without the other. Failure to maintain any system increases its possibility of failure. Failure to use a system properly increases the possibility of failure, too.

Have you ever noticed how excited people get when things don't go right? Well, if you want to see anybody get excited at the scene of a fire, then let something that the firefighters thought was going to be there to help them not work. A hydrant with no water can cause a major reaction. A standpipe that is damaged or has its threads destroyed can turn an offense into a defense in a heartbeat. A fire door blocked open – watch for fireworks on the fireground. Once things start to go wrong the usual direction for the whole operation is downhill.

To complicate things just a little more, one of the problems is that many times the occupants of a building cannot, or will not, pay attention to the systems to see if they are ready to perform. That is our job. The only recourse the occupants have is to blame the fire service if it doesn't work. Many building owners view maintenance as an overhead cost that they would just as soon dismiss as irrelevant. Tell that to the firefighter who is facing a fire without the tools to do the job. Maintenance is just as important to the firefighter as safety belts are on the way to the call.

So, don't wait until it's broke to fix it – Make sure it's working all the time.

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Ronny J. Coleman has served as fire chief in Fullerton and San Clemente, Calif., and was the fire marshal of the state of California from 1992 to 1999. He is a certified fire chief and a master instructor in the California Fire Service Training and Education System.

## *New Award*

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## *On the Job - Barstow*



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## *Marine Corps F&ES Lifesaving Award*

By Tom Ruffini, Director, Fire & Emergency Services, Marine Corps Installations Command

Major General James A. Kessler, Commander MCICOM recently signed a policy letter establishing the Marine Corps Fire & Emergency Services Lifesaving Award Program.

After several years of attempting to get the program off the ground, we are pleased to announce the program became effective December 29. We are working on the logistics, but the intent is to provide recipients with a lapel pin or similar award to the Navy F&ES Lifesaving Award program. All awards will be accompanied by a letter and certificate from COMMCICOM.

This is an exciting time for Marine Corps F&ES, as personnel will now be formally recognized for their lifesaving efforts.

## *Barstow F&ES Resuscitates Employee*

On the morning of February 3, Barstow F&ES was notified of a man down on the golf course. One Medic Ambulance, an Engine, and two Assistant Chiefs responded and were advised the person was on a remote area of the course that required passing through a small tunnel.

Firefighter/Paramedic Kristofer Laugtug took the cardiac monitor, oxygen cylinder, and ALS bag and rode with Assistant Chief Donald Simard, as his was the only vehicle that could fit into the tunnel. The remaining vehicles had to use an access road through the nearby town of Daggett.

Two Marine Corps Community Services (MCCS) employees were found performing CPR on a co-worker who had collapsed. Chief Simard and FF/PM Laugtug took control and defibrillated the patient. The patient was intubated, had an intraosseous line established, and was administered cardiac resuscitation medications.

During transport to Barstow Community Hospital, the patient regained a pulse. While at the hospital, Barstow F&ES personnel continued to assist with patient care. The patient was transferred to St. Mary's Regional Medical Center for definitive care, with FF/PM Laugtug and EMS Assistant Chief Ryan Tworek assisting Desert Ambulance with the transport.

The patient was discharged from the hospital and is expected to make a full recovery. This incident was an example where the components of the chain-of-survival came together to save a life and provide this individual with a second opportunity.

Assistant Chiefs Donald Simard and Ryan Tworek, Captain Adam Rickwalt, Lieutenant Michael Mihalko, Firefighter Paramedic Kristofer Laugtug, and Firefighters Marvin Torgeson and Levi Randolph, along with the two MCCS employees are commended for a job well done. They will be nominated for the USMC F&ES Life Save Award that was recently authorized by Commander MCICOM Major General James Kessler.

## Pay & Benefits

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### ***Fed Pay Benefits Remain at Risk***

By Kellie Lunney [klunney@govexec.com](mailto:klunney@govexec.com)

Government employee advocates remain concerned over possible cuts to federal pay and benefits, as the debate over financing the yearlong payroll tax holiday resumes next week on Capitol Hill.

House and Senate conferees are scheduled to begin discussions soon over how to finance a 12-month payroll tax cut extension past February, and those talks likely will include proposals to prolong the federal pay freeze and reduce the retirement benefits of government employees and lawmakers. Congress agreed to a two-month extension before it left for recess in December.

That deal did not include any provisions affecting federal worker compensation, but the House-passed bill contains several such measures and some or all of them could find their way into the conference committee's final deal. Among the provisions under consideration:

- A one-year extension of the current two-year pay freeze for federal civilian workers and lawmakers.
- *An increase* in the amount federal employees and members of Congress contribute to their pensions. The increase would total 1.5 percent and be phased in over three years beginning in 2013.
- Elimination of the Federal Employees Retirement System minimum supplement for individuals not subject to mandatory retirement starting in 2013. Individuals subject to mandatory retirement include certain categories of employees such as law enforcement, firefighters, air traffic controllers and nuclear materials couriers.
- Changes in the retirement structure for new federal employees hired after 2012 and with fewer than five years of creditable service for retirement purposes. Federal workers in that group would contribute 4 percent to their pensions the employee contribution for special occupational groups and lawmakers would increase by a total of 3.2 percent, from 1.3 percent to 4.5 percent.
- A high-five average salary calculation for annuities for new hires rather than the current high-three average pay calculation. Existing Civil Service Retirement System and FERS employees still would operate under the high-three calculation.

The House bill estimates the proposals reducing federal pay and benefits would save about \$65 billion.

The National Active and Retired Federal Employees Association is focusing its energies on House and Senate payroll conferees, said Julie Tagen, the group's legislative director. The group met last week with staffers in some of the conferees' offices. Tagen said, "no one had anything specific," to say on provisions affecting federal workers, but she believes everything included in the House bill remains on the table as negotiations resume. The Senate's payroll tax holiday legislation did not include cuts in federal pay or benefits.

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## EMS Corner

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## Refuting the Myths About Resuscitation

By Greg Slusser

Just as in any medical field, researchers in resuscitation science continually search for new knowledge that can lead to better patient care. In the workplace, the latest discoveries in resuscitation science can be applied to CPR training and to automated external defibrillators (AEDs) used to treat victims of sudden cardiac arrest. Untreated sudden cardiac arrest is a leading cause of death in occupational settings, according to OSHA, with the agency estimating about 10,000 sudden cardiac arrests occur at work each year.

To communicate the latest knowledge about resuscitation for application in emergency situations, the American Heart Association (AHA) in 2010 updated its Guidelines for Cardiopulmonary Resuscitation and Emergency Cardiovascular Care Science for implementation in 2011.

In these most recent guidelines, AHA emphasizes the importance of chest compressions at a rate of 100 per minute. This "hands only" method of providing CPR was recommended after medical studies demonstrated that fast, 2-inch deep chest compressions to adult victims are associated with survival with good neurologic function. While the 30:2 ratio of chest compressions to rescue breaths is still recommended, the emphasis now is on initiating chest compressions before rescue breathing, delivering them without interruption, and allowing full chest recoil after each compression.

Another guideline that often goes unnoticed is that the AED should be used as soon as possible, rather than after CPR. Previous guidelines directed rescuers to provide one and a half to three minutes of CPR before placing the AED pads on the victim. "Shock first" is now recommended because "speed to shock" is associated with higher survival rates. About 90 percent of sudden cardiac arrest victims shocked within the first few minutes after arrest survive, and survival rates decline with each passing minute. Only about 10 percent of victims shocked after 10 minutes survive.

The guidelines help to further refute a few common myths of sudden cardiac arrest, CPR, and AEDs still alive in many workplaces.

**Myth 1: CPR alone can save a sudden cardiac arrest victim.** CPR should be provided only until the time an AED is available because only an AED can determine whether or not a patient's heart is arrhythmic and provide defibrillation. CPR alone cannot save a sudden cardiac arrest's victim's life; it can only buy time.

**Myth 2: An AED is not needed; just call EMS.** While EMS personnel have the knowledge and tools needed to save a sudden cardiac arrest victim, they often simply cannot reach the victim quickly enough. According to a *USA Today* investigative report, EMS responders usually take from six to 12 minutes to treat a sudden cardiac arrest victim. For the best chance of survival, a victim should be treated in less than three to five minutes. Most untreated sudden cardiac arrest victims die within 10 minutes.

## EMS (Cont.)

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**Myth 3: AEDs malfunction often.** The Food and Drug Administration has recognized the effectiveness of AEDs in saving lives. According to *The New York Times*, Dr. Bram D. Zuckerman, director of the division of cardiovascular devices in the FDA Office of Device Evaluation, said that "there's no question these are life-sustaining, life-saving devices." The number of device malfunctions is small compared to the number of the times AEDs are used without malfunction or to save a sudden cardiac arrest victim's life. An estimated 15,000 to 20,000 Americans have their lives saved by an AED each year.

**Myth 4: AEDs are complicated instruments that are difficult to use.** A University of Washington study demonstrated that the average sixth grader can operate an AED successfully. Non-medical volunteers, including workplace response teams, represent the largest group of people using AEDs, according to a study by the Resuscitation Outcomes Consortium. Indeed, several scientific studies have demonstrated that public-access AEDs used by non-medical responders are increasing the numbers of sudden cardiac arrest survivors more than any other kind of medical intervention.

### Recent Medical Studies Drove Changes

Before the publication of the 2005 AHA Guidelines for CPR and ECC, two studies suggested a potential benefit of providing CPR before providing a shock with an AED. However, prior to the publication of the 2010 guidelines, two newer studies found that CPR prior to defibrillation was not associated with a higher survival rate. And in August 2011, a study published in the *New England Journal of Medicine* showed that extending the time CPR was provided prior to AED treatment did not improve outcomes.

In many real-life rescue situations, one rescuer can provide CPR while another person retrieves the AED. In this way, CPR can still be provided pre-shock without delaying the speed to shock. Rescuers should initiate chest compressions before giving rescue breaths, following the 100 compressions per minute and 30:2 ratio of compressions to rescue breaths, the guidelines advise.

Consistent with the emphasis on chest compressions, the "look, listen and feel for breathing" guideline was removed from the CPR sequence in the 2010 guidelines. The CPR sequence now begins with compressions if the victim is unresponsive, not breathing, or only gasping; after the first set of chest compressions, the airway is opened and the rescuer delivers two breaths. There is no timeframe for providing CPR prior to AED treatment. Responders should continue to provide CPR until an AED or EMS arrives. The AED checks the heart rhythm and provides a shock if the heart is arrhythmic. After each shock, the rescuer should provide CPR for two minutes before the AED checks the heart rhythm and provides another shock if necessary.

### Defibrillation Waveforms and Energy Levels

The latest guidelines also clarify an industry debate by declaring it is not possible to recommend a definitive biphasic energy level for first or subsequent shocks.

## EMS (Cont.)

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The guidelines state, "Data from both out-of-hospital and in-hospital studies indicate that biphasic waveform shocks at energy settings comparable to or lower than 200-J monophasic shocks have equivalent or higher success for termination of VF (ventricular fibrillation). However, the optimal energy for first-shock biphasic waveform defibrillation has not been determined. Likewise, no specific waveform characteristic (either monophasic or biphasic) is consistently associated with a greater incidence of ROSC (return of spontaneous circulation) or survival to hospital discharge after cardiac arrest."

### Training and Equipping Response Teams

Your AEDs' audio and video instructional prompts must match the latest guidelines. Make sure your AED manufacturer offers software updates that can make an AED's audio and video prompts current. For example, your audio and video instructions must direct users to provide compressions before rescue breaths and to use the AED as soon as possible.

In addition, refreshing your response team's CPR/AED training certification will bring them up to date with the latest knowledge about resuscitation incorporated into the five-step chain of survival: call 911, early CPR, rapid defibrillation, effective advanced life support, and integrated post-cardiac arrest care. For example, they will learn how to do 100 deep chest compressions per minute and how to fit the appropriate amount of rescue breathing into an emergency response.

Some AED manufacturers produce AEDs that can serve as training aids, with one model providing video and voice coaching and on-demand video help. This feature enables the workplace response team to practice after receiving certification training and to gain confidence before responding to a real-life emergency.

Because many incidents of sudden cardiac arrest occur in the workplace, it's important for employers to have up-to-date AED/CPR programs. To accomplish this objective, each workplace should have a point person who is responsible for making sure AEDs are properly maintained. This program manager also should make sure that response team members are certified and re-certified with refresher courses and that the program meets all other state and local requirements. In addition, a medical professional with expertise in emergency response, such as a physician, nurse, or EMS professional, should oversee your AED program.

It's likely that the American Heart Association will update its guidelines again either in or before 2015 as new knowledge about resuscitation science is discovered. By that time, AEDs will be even more commonplace and expected by your employees and customers. Now is the time to implement or update your AED program, before a sudden cardiac arrest occurs in your workplace. By being prepared, you can turn a tragedy into a celebration. Rather than having to deal with the unpleasant aftermath of an employee's death, you can experience the satisfaction that goes along with saving a colleague's life.

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Greg Slusser is a vice president of Defibtech, which designs and manufactures the Lifeline™ and ReviverR™ families of AEDs and related accessories. Visit [www.defibtech.com](http://www.defibtech.com) or call 866-DEFIB-4-U (1-866-333-4248).



## Retirement

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## NAVSTA Great Lakes Fire Inspector Retires



Naval Station Great Lakes Commanding Officer Captain R. J. Lynch (Left) thanks Fire Inspector Perry Pace for his service

Naval Station Great Lakes Fire Inspector Perry Pace retired January 31, 2012 after 20 years service. Perry began his federal career at General Mitchell, AFB, Milwaukee, WI in 1991 and worked as a Firefighter/Lieutenant, until the base closed in 2006. Perry then joined Great Lakes Fire Department in July 2006 as a firefighter and transferred to the Fire Prevention bureau in March 2008. Perry touched the lives of the military community he proudly served. He not

only went above and beyond, but spent time at the daycare centers where the children idolized him. He was known as "Harry Potter". Good luck in your future endeavors.

## Vehicle News



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## New Remote Access Fire Fighting Units



Two Ultra High Pressure Remote Access Fire Fighting Units on Polaris 6X6 UTV chassis are the way to Naval Support Activity Naples, Italy and Naval Air Station, Sigonella, Italy.

The remote access firefighting units will provide protection for remote areas of the two bases that are not currently accessible by standard fire fighting and emergency response vehicles. These units are equipped with a 100 gallon water tank, 10 gallon foam tank and a 20 gpm ultra high pressure pump.

The two units were manufactured by Max Fire Apparatus in Castle Rock, Colorado.

## Modern Problems

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## You Can Remain Reliable and Viable

By Glenn Gaines



During the 1990s, local and state governments struggled to stay afloat during a recession that required fire and EMS departments to rethink their corporate structure and redefine their roles in government. New terms were created, such as downsize, right size, and delayer, all used to identify strategies that reduced cost. Now we find ourselves in the midst of another more severe recession that has the public and ultimately the media criticizing firefighter salaries and retirement systems. Many fire service leaders wonder why the focus is now on fire departments. The fact is we had been given a mulligan for the first few years of the recession. Many public-safety departments were not significantly harmed during the early stages of this recession. But now, most options for reducing government costs have been exhausted, taking us to this point where every agency, every contingency is on the table. Simply, it is our turn.

With less cash on hand, and possibly even less revenue in the future, it is evident that we have to identify our role in local risk reduction and consider what we can no longer afford to provide as a core service. Closing fire stations and/or restricting the public-education and code-enforcement efforts of a fire department have consequences, e.g., longer response times, that could increase fire losses and risk lives.

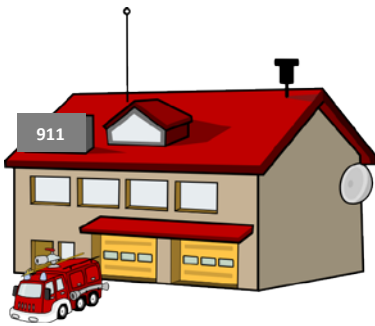
The formula for making these determinations cannot be based on a national boilerplate solution. Local risk, demographics, all-hazards death and injury rates, and property loss data all must be considered. These decisions must not be made in a vacuum, inside the walls of the fire station or fire chief's office. City hall staff, political leaders and community representatives have to be included in analyzing risk and developing strategies that improve efficiencies and reduce costs, while ensuring that the most at-risk and underserved populations are identified and made a high priority.

When planning for downsizing, or reducing/eliminating levels of service, some very fundamental considerations must be addressed and hard questions have to be answered during the process, such as:

- How severe is the projected revenue shortfall for your department and the city/community in the coming year and beyond?
- How are other agencies in your local government impacted by this condition?
- How will changes in demographics — e.g., age, socioeconomic status, unemployment and ethnicity — impact service demand?
- What are the expectations of the political leadership, the community and other agencies in terms of fire and emergency-medical service levels?

## *Modern Problems (Cont.)*

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Examples of stakeholder expectations for service include not only response times for fire and EMS, but incorporate other lines of business as well, such as hazmat intervention, technical rescue, wildland firefighting, vehicle extrication, public education, and code compliance for business, industrial and multifamily occupancies. However, before implementing any changes to current services, fire-service leaders should measure expectations against actual service demand experience trends, such as determining whether motor vehicle accident injuries are increasing, decreasing or remaining stable in number.

In addition, there are strategies that can be implemented to hold the line on life and property loss due to all-hazards incidents, or stemming from increased risks borne of reduced revenue.

Potential solutions include:

- Challenge community leaders on their expectations.
- Regionalize services whenever possible.
- Be clear in defining the level of specialty services to be undertaken; for example, first responder versus full technical capability.

During the last recession, while I was serving as fire chief, I was asked if we really needed “all those fire stations.” My response was simple yet direct: “Well, how long do we want these fires to burn, how large do we want them to become and how long do we want to wait for emergency medical aid — these are the deciding factors.”

We just do not know what the economic future will bring. The environment fire departments will face in the future is uncertain and to some degree unpredictable. Most forecasters (economic, political and others) now shy away from predicting beyond three to five years. However, we can expect to see certain consistencies.

Interesting dynamics playing into the current situation include the infusion of a large immigrant demographic, 80 million senior citizens from the baby-boomer population, and increasing competition from private fire and EMS corporations.

Technologies in all disciplines will change and provide opportunities for the fire service and EMS to work more effectively and efficiently. Coupled with that, we have seen the number of fires decrease by about 7% per year over the last decade, and that number will continue to trend downward. At the same time, demand for pre-hospital care will continue to increase due to a variety of circumstances — age, demographic shifts, healthcare costs and poverty, to name a few. The economy tends to cycle about every 10 years. Recessions and recoveries will occur. Fire and EMS organizations that plan for and position themselves for these events will be most successful in surviving and benefiting from each of them.

This profession will continue to be dangerous for all members. Physical and mental stress take their toll on humans exposed to products of combustion, chemical releases, instantaneous high-stress situations, physically demanding tasks and increasing pressure to know more and add additional skills.

## Modern Problems (Cont.)

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Fire chiefs and EMS leaders will continue to be under pressure to provide core services at a lower cost and take on additional lines of business to ensure survivability and stave off privatization. Important and proven strategies to deal with all the issues previously listed include seeking partnerships with other local government agencies and with private entities in order to support one another's core mission, and the regionalization of specialty services such as hazmat response, high-angle and below-grade rescue, and water rescue. Contracting out certain tasks such as EMS standard compliance classes, or requiring applicants to comply with certain minimum qualifications in order to be eligible for employment or membership in a volunteer company — rather than paying for a lengthy recruit school — will reduce costs and speed recruitment and hiring.

As the number of fire incidents continues to decline, fire chiefs must continue to seek other lines of related business to add value to local government and the community it serves. Developing public-awareness campaigns designed to reduce the number of vehicle-related casualties may be an avenue both fire and EMS should consider. Motor-vehicle crashes are the No. 1 cause of accidental death in most age groups every year. Approximately 30,000 people die from vehicle crashes each year, compared to less than 3,000 due to fire. Fire and EMS are the primary responders to these incidents; however, we do little in terms of preventing and mitigating this extraordinary loss of life.

Seeking opportunities for the fire service related to the emergence of alternative fuels is something that should be considered. Electric-vehicle charging stations, photovoltaic installations, and dispensing stations for hydrogen fuel cell-powered vehicles all should require permits and inspections, and are but a few examples of opportunities for fire department revenue generation.

The future brings with it both challenging and opportunistic prospects for the fire and EMS services. There is an old saying that holds true for this condition: If you are looking for a big opportunity, look for a big problem. Fire and EMS leaders have the opportunity to stabilize, protect and grow their organizations for the future. They can do so by breaking down walls and working together in this common interest challenge that impacts employees and volunteer personnel — and, ultimately, the communities they serve.

Glenn Gaines is the Deputy U.S. Fire Administrator.  
Fire Chief. Reprinted by permission of Penton Media, Inc. Copyright 2011. All rights reserved.

The INNOVATION point is the pivotal moment when talented and motivated people seek the opportunity to act on their ideas and dreams.

- W. Arthur Porter

## Congressional News

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### ***Bill Would Prohibit Step Increases Through 2012***

By Kellie Lunney

A House lawmaker has introduced a bill that would prohibit step increases for federal employees who currently are subject to a pay freeze.

The provision, tucked into larger legislation aimed at improving transparency within the appropriations process, would prevent federal workers from receiving within-grade step increases through the end of 2012. If enacted, it would mean extra pain for federal employees during the second year of the federal pay freeze; the current salary freeze does not affect pay boosts as a result of within-grade step increases or promotions.

The pay bump associated with a step increase varies according to the employee's specific pay system. For example, there are 10 steps within each grade of the General Schedule, which covers much of the federal workforce, and the pay increase between most steps within those grades is roughly \$2,000. In 2012, the base pay for a GS-12, Step 1 is \$60,274; for a GS-12, Step 2 it is \$62,283.

The 2012 Honest Budget Act (H.R. 3844), sponsored by Rep. Martha Roby, R-AL, would make it more difficult to pass appropriations bills without first approving a budget; it also would tighten rules about using emergency and disaster designations that increase spending.

"This legislation is designed to root out the budget gimmicks most commonly used by politicians to hide the truth, confuse the public and run up the national debt," Roby said during Feb. 2 remarks on the House floor. The legislation also would not count rescissions, or the withholding of already appropriated funds, for certain programs that do not save money in the fiscal years covered under the budget.

Roby's bill has 28 co-sponsors.

Sen. Jeff Sessions, R-AL, introduced a similar bill (S. 1651), also containing a provision prohibiting step increases for feds through 2012, last October. It's currently in committee.

Most of the latest federal pay news has focused on continuing efforts to extend the federal pay freeze, overshadowing the measure affecting federal compensation in Roby's bill.

The House passed a bill sponsored by Rep. Sean Duffy, R-WI, that would extend the pay freeze another year. Meanwhile on the Senate side, a group of high-profile GOP lawmakers unveiled legislation that would freeze federal salaries through 2014 and reduce the size of the government by 5 percent through attrition.

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## Joint Statement

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## IAFC, NFFF, NVFC on Suicide in Fire Service

The news of the last few days has brought attention to a growing concern within the fire and emergency service and an important behavioral health topic that many of us have been working on for more than a year. As we've learned, suicide is a very complex matter for which there are no simple answers. Fire service leaders often wonder how to approach this potential problem within their departments. Each situation is different and requires special intervention and support.

In light of recent tragedies, now is the time for the fire service to draw on our collective culture and traditions and come together in support of one another.

The IAFC, NFFF and NVFC encourage all members of the fire and emergency service to familiarize themselves with the credible and valuable tools and resources that are available to assist firefighters and their families who may be coping with depression or thoughts of suicide. Anyone who feels at risk or knows of someone who may be at risk should contact the National Suicide Prevention Lifeline at 800-273-TALK (8255) or seek emergency medical assistance.

Education: The First Step to Moving Forward In July of 2011, the NFFF convened a two-day summit in Baltimore to learn from the nation's leading experts on suicide about the incidence, causes and pathways to prevention. Our three organizations are working on the next steps that were identified during this gathering. The white paper from this symposium can be found on the NFFF's Life Safety Initiatives website  
<http://iafc.informz.net/z/cjUucD9taT0yMTA1ODYxJnA9MSZ1PTEwMDQzNjY4NDQmbGk9MTAwMzkzNTk/index.html> .

Furthermore, to better understand the complexities of this issue, behavioral health experts recommend the book *Why People Die by Suicide* by Dr. Thomas Joiner, of Florida State University, who assisted with the Baltimore summit.

Like you, we realize the profound pain that the families and friends of these firefighters are experiencing. Out of respect for their privacy and their grief, we should refrain from rumor or speculation about what may have caused these tragedies.

As we proceed through the next couple of weeks, it is important to remember that we support each other by "Taking Care of Our Own." Do not hesitate to reach out to one another or seek assistance from our individual organizations if you feel the need.

Download the Navy First Responder Training video, *Critical Lifeline, The Role of First Responders in Behavioral Emergencies - Suicide Prevention* at;

[https://g2.cnmc.navy.mil/tscnichq/SiteCollectionDocuments/FV.aspx?file=http://content.cnmc.navy.mil.edge.suite.net/cnmcstorage.download.akamai.com/gateway/N3\\_20120215.flv](https://g2.cnmc.navy.mil/tscnichq/SiteCollectionDocuments/FV.aspx?file=http://content.cnmc.navy.mil.edge.suite.net/cnmcstorage.download.akamai.com/gateway/N3_20120215.flv)



## SA Matters

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### *Situational Awareness Matters*

By Rich Gasaway



In January 2012 I published an eBook, *Situational Awareness Matters! Fifty Lessons to Improve Your Situational Awareness, Volume 1*. The book is a compilation of the first fifty articles from the Situational Awareness Matters! website. It is my goal to compile the articles periodically and publish them as a book to facilitate sharing of the ideas among first responders. The eBook can be downloaded and printed or viewed from an eReader. Use the content to guide training for novice and experienced company officers and commanders.

The proceeds of the eBook will be reinvested back into the website and will be used to to advance the mission of the Situational Awareness Matters! The book is located in the store at [www.SAMatters.com](http://www.SAMatters.com). The website is made possible from viewer support (sort of like public television). Thank you for supporting my mission.

If you are a first responder...serious about improving safety...by improving situational awareness and decision making...Sign up today for the free SAMatters newsletter.

<http://samatters.us2.list-manage1.com/subscribe?u=d8690b09472c89a747e427bf4&id=be5c39ec8f>

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## I Wonder...



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### *Express Lane to the Doghouse*

Suddenly realizing I must have left my car keys in the car, I frantically headed for the parking lot.

My wife, Amy, has scolded me many times for leaving the keys in the ignition. My theory is the ignition is the best place not to lose them; her theory is that the car will be stolen. As I burst out the door, I came to a terrifying conclusion. Her theory was right; the parking lot was empty.

I immediately called the police. I confessed that I had left my keys in the car, and that it had been stolen. Then I made the most difficult call of all.

"Honey," I stammered. I always call her "honey" in times like these. "I left my keys in the car, and it has been stolen."

There was a period of silence. I thought the call had been dropped, but then I heard Amy's voice;

"Adam," she barked, "I dropped you off!"

Now it was my time to be silent. Embarrassed, I said, "Well, would you come and get me?"

Amy retorted, "As soon as I convince this policeman I didn't steal your car!"

## ESAMS Tips

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## That's Funny!



## Maneuvering Around ESAMS

All ESAMS users are encouraged to call the ESAMS Help Desk in order to receive customer support for such issues as:

- Login assistance
- ESAMS user assistance
- Data entry and data change requests
- Trouble shooting/responding to problems
- Web Training course subject matter expert review administration
- OJT Training additions and updates
- Regulatory standard validation and administration
- Technical support

The ESAMS Help Desk can be reached at (865) 693-0048 or (866) 249-7314.

OCONUS users can dial (809) 463-3376 from a DSN enabled phone. At the second dial tone dial (866) 249-7314. (Don't forget to dial 1 first if required)

The Help Desk hours of operation are Monday through Friday 7 AM - 8 PM ET and Saturday 8 AM - 3PM ET.

Data Change requests can be submitted by ESAMS administrators with TRMS access (see the Data Change Request link under "Administrative Links" on the ESAMS Main Page).

"Webmaster Emails" can be submitted by any ESAMS user (see the Questions or Comments link under "Help" in the upper right corner of the ESAMS Main Page).

See your Messages Link on the ESAMS Main Page under "My Links" to view all of your written communications with ESAMS Personnel.

All other suggestions, questions, or concerns regarding the ESAMS program or requests for changes to the ESAMS program must be referred through Chris Handley at CNIC HQ F&ES at (202) 433-7744.

## The Physical

During my physical yesterday, my doctor asked me about my daily activity level, so I described a typical day this way:

"Well, yesterday morning, I waded along the edge of a lake, escaped from wild dogs in the heavy brush, marched up and down several rocky hills, stood in a patch of poison ivy, crawled out of quicksand, and jumped away from an aggressive rattlesnake."

Inspired by my story, the doctor said, "You must be some outdoorsman!"

"No," I replied, "I'm just a lousy golfer."



**ESAMS Update**

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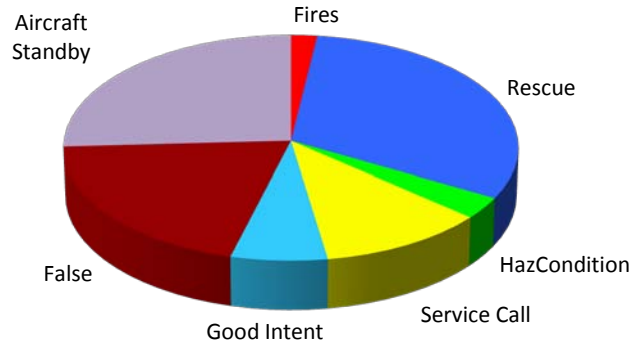
**ESAMS Corner**

By Clarence Settle, ESAMS Fire Technical Support

**January 2012 Statistics**

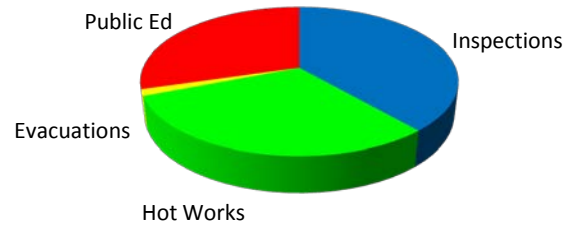
**Operations**

Total Incidents – 4,565  
 Fires – 120  
 Rescue & EMS – 1,910  
 Hazardous – 189  
 Service Call – 687  
 Good Intent – 396  
 False Alarm – 1,230  
 Aircraft Standby – 1,579



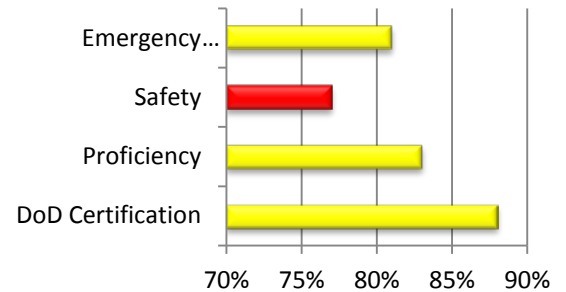
**Prevention**

Fire Inspections Completed – 3,657  
 Hot Work Permits Issued – 2,870  
 Building Evacuation Drills – 133  
 Public Education Contacts – 2,802



**Training**

Emergency Management - 81%  
 Safety Training – 77%  
 Proficiency, Skills, & Practice – 83%  
 DoD Certification – 88%



**F&ES On Duty Mishaps Report**

Mishaps Reported – 26

Total Lost Work Days – 66

## Navy F&ES POCs

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## News Distribution

## Jobs

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## Navy Fire & Emergency Services (N30)

Commander, Navy Installations Command  
716 Sicard Street, SE, Suite 1000  
Washington Navy Yard, DC 20374-5140

<https://g2.cnrc.navy.mil/communities/service/html/communityview?communityUuid=2640240b-f9e3-4273-af9d-c20c128629e2>  
DSN 288

Carl Glover, 202-433-4775, [carl.glover@navy.mil](mailto:carl.glover@navy.mil)

Ricky Brockman, 202-433-4781, [ricky.brockman@navy.mil](mailto:ricky.brockman@navy.mil)

Gene Rausch, 202-433-4753, [gene.rausch@navy.mil](mailto:gene.rausch@navy.mil)

Tim Pitman, 202-433-4782, [timothy.pitman@navy.mil](mailto:timothy.pitman@navy.mil)

Kevin King, 202-433-7742, [kevin.king4@navy.mil](mailto:kevin.king4@navy.mil)

John Smithgall, 202-685-0882, [john.smithgall@navy.mil](mailto:john.smithgall@navy.mil)

ABHCS Brian McRae, 202-685-0651, [brian.mcrae@navy.mil](mailto:brian.mcrae@navy.mil)

Eric Chaney, 202-433-3291, [eric.chaney@navy.mil](mailto:eric.chaney@navy.mil)

Lewis Moore, 202-433-7743, [lewis.moore@navy.mil](mailto:lewis.moore@navy.mil)

Chris Handley, 202-433-7744, [christopher.handley@navy.mil](mailto:christopher.handley@navy.mil)

Adam Farb, 202-685-0712, [adam.farb@navy.mil](mailto:adam.farb@navy.mil)

To receive this newsletter automatically, e-mail [ricky.brockman@navy.mil](mailto: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>



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