



What's Happening

Navy Fire and Emergency Services Newsletter

Protecting Those Who Defend America

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Email the Editor:

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From the Deputy Director

In one of my favorite scenes in the 1989 Civil War movie *Glory*, Colonel Robert Gould Shaw watches his new regiment take marksmanship training. Private Jupiter Sharts is being cheered on by his fellow trainees as he displays his proficiency with the rifle by taking well-aimed, deadly accurate shots.

Colonel Shaw compliments him on his marksmanship ability and urges him to demonstrate more. As Sharts readies his muzzle-loader for his next shot, Colonel Shaw begins shouting increasingly forceful commands to “load faster” and starts firing a revolver behind the Private’s head while he continues to reload and shoot.

Private Sharts is visibly shaken as he struggles nervously to perform what, only a few moments earlier, he was able to do effortlessly. After this demonstration, Colonel Shaw approaches the Major overseeing the training and tells him:

“Teach them properly, Major.”

Powerful moment.

“Teach them properly” was the exact message needed back then, and the message is just as timely today as it was then. Probably more.

Our profession has changed tremendously over the last 40 years (my frame of reference) for better or worse. There are many of us who argue the changes are predominately for the good while others argue we are emasculating the fire service.

“We used to be about putting out the fire” is a common complaint about the emphasis on safety that is beginning to take hold in the fire service today. The 16 Firefighter Life Safety Initiatives and more recent Rules of Engagement are seen in some circles as a deterrent to firefighting and abandonment of the core values of the fire service.

Malarkey.

These antagonists are living in a past most of them never actually experienced. Days gone by when we responded to every call with more apparatus we could ever use and people hanging off each other on tailboards and open cabs. It was nothing to show up on a room and contents fire with four or five units and 30 or 40 guys (we were mostly all guys back then, but that’s another story) all freelancing their tails off with very little or no command presence.

From the Deputy Director (Cont.)

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Today's reality is very different. Our equipment and training is vastly superior, our vehicles are much more capable (and safer to operate), and our knowledge of the dangers inherent in the job has increased about a thousand-fold. We are simply much smarter than we were in "the good ole days."

That said, the inconvenient truth is, we are not resourced as well we were in 1971 either. The Navy can no longer afford a fire truck on every corner and is no longer willing to plan for the worst-case. Pragmatism is the attitude of the day and our resources are reflecting a risk management perspective. The Navy is accepting more risk and our resources reflect that acceptance. So instead of three engine companies in a station, we might have one; and instead of dedicated ARFF and ambulance crews, we may cross staff. Many municipalities are doing the same thing.

"Extend limited risk to protect savable property" is one of the Rules of Engagement being argued about these days. The Navy is indeed accepting more risk but that risk is not to our firefighters or other responders. Consequently we have to change how we operate and must think about firefighter safety a lot more.

There is no room for the thrill seeker in the fire service any more. We must be more cognizant of the safety of our firefighters; as officers we are responsible for their survival and we must be relentless with that message. Despite the complaints.

Teach them properly.

-Rick

Combs Cartoon

Bad Habits



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Last Alarms

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Last Alarms

The USFA reported 46 deaths in 2011. The following line of duty deaths were reported since we published our last issue:

Thomas Shields ♥

Age: 42
Flanders, NJ

Vincent Perez

Age: 48
San Francisco, CA

Anthony Valerio

Age: 53
San Francisco, CA

Garet Rasmussen ♥

Age: 38
Wenatchee, WA

Scott Davis

Age: 40
Muncie, IN

Corey Shaw

Age: 22
Du Quoin, IL

Brett Fulton

Age: 52
Lake City, FL

Josh Burch

Age: 31
Lake City, FL

Robin West ♥

Age: 55
Wellford, SC

Chris Pham ♥

Age: 35
Dallas, TX

2011 Totals

♥ 25 (54%) ☞ 5 (11%)

♥ 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
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
Leslie Gonzalez	USMC, 29 Palms, CA	Kerron.Moore@usmc.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

Annual F&ES Awards

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Components Announce CY2010 Award Winners

The Annual DoD F&ES Awards season is upon us again and for the first time in memory, we are able to announce the winners in each category for each service component. We featured our Navy winners in April, and now we can show you the rest of the field.

These people and teams will now compete for the DoD F&ES Awards which will be announced at the DoD F&ES Awards Banquet at the Atlanta Hilton on Friday, 26 August 2011 in Atlanta, GA. Each individual and team is more than worthy of DoD recognition and we wish them all the best of luck in Atlanta.

	Army	Navy	Air Force
Large Fire Department	Fort Bragg, NC	Joint Region Marianas, Guam	Joint Base Elmendorf-Richardson, AK
Medium Fire Department	USAG Humphreys, Korea	NAVSTA Rota, Spain	United States Air Force Academy, CO
Small Fire Department	Ocean Terminal, Concord, CA	NAS JRB Fort Worth, TX	Joint Base San Antonio, TX
Fire Prevention Program	USAG Daegu, Korea	Joint Region Marianas, Guam	F.E. Warren AFB, WY
Military Fire Officer	SFC Brandon Harris Fort Carson, CO	ABHC Gilbert Chavez NAVSTA Rota, Spain	MSgt Mark Cornell Scott AFB, IL
Military Firefighter	SPC Chase Snodgrass Fort Carson, CO	ABH2 Kevin Nabors ALF Fentress, VA	SrA Cody Simpson Ellsworth AFB, SD.
Civilian Fire Officer	Shawn Sullivan Fort Riley, KS	William O'Meara IV Andersen AFB	Brian Anderson Hill AFB, UT
Civilian Firefighter	Molly Frazier Sierra Army Depot, CA	Takeshi Innami CNF Japan	Karl Schultz Joint Base Elmendorf-Richardson, AK
Fire Service Instructor	Bryan Frayser Fort Riley, KS	Yujiro Iwata CNF Japan	TSgt Jeffery Wyatt Ramstein AB, Germany
Heroism	Peter Wolf Tracy O'Bryan Fort Carson, CO	Jesse Halterman Steven Beecham John Brigman Mark Skipper Christopher Dindl NSA Mid South, TN	Damian Johnston Christopher Bowlan Brett Stokes Jimmy Higgins
EMS Provider		Patrick Null NAVBASE Guam	TSgt Raymond Granillo SSgt Michael Byrne Sgt Megan Payton (US Army) Joint Base Balad, Iraq

	Marine Corps	DLA	Coast Guard
Large Fire Department	MCB Camp Lejeune, NC		
Medium Fire Department	MCLB Barstow, CA		
Small Fire Department	MCAS Yuma, AZ	Defense Supply Center Richmond, VA	BSU Kodiak, AK
Fire Prevention Program	MCB Camp Butler, Okinawa	DLA Distribution Susquehanna, PA	TRACEN Petaluma, CA
Military Fire Officer	GySgt Gregory Palmer MCAS Beaufort, SC		
Military Firefighter	Cpl Brandon Foote MCAS Kanehoe Bay, HA		DC2 Michael Cameron, Jr. TRACEN Cape May, NJ
Civilian Fire Officer	Paul Purdy MCLB Barstow, CA	Rodney Newton Defense Supply Center Richmond	
Civilian Firefighter	Craig Posey MCLB Barstow, CA	Anthony Fuller Defense Supply Center Richmond	Drew Devries BSU Kodiak, AK
Fire Service Instructor	SSgt Christopher Pickett MARDET Goodfellow AFB, TX		
Heroism	Ryan Hanify Robert Mashburn Nathan Beber Louis Santos MCLB Barstow, CA	Andrew Wallace DLA Distribution Susquehanna, PA	
EMS Provider	Mark Certain MCAS Yuma, AZ		

Corrections

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Getting the Accreditation Record Straight



We incorrectly credited NAVSTA Rota as “the first accredited DoD agency outside the United States” in March. In reality, the first DoD agency period, as well as the first outside the United States, to achieve accredited status was the former NAS Keflavik. On October 26, 2006 the government of Iceland established the Keflavik Airport Development Corporation which was given the task of converting the base into civilian use. Although no longer a DoD agency, the achievements and service of Chief Halli Stefánsson and his team should not be forgotten.

Okkar varnarræða to our friends in Iceland.

We were also informed that we had the order of accreditation incorrect by listing renewal dates for some agencies and original accreditation dates for others. With that in mind, we researched the records and came up with this table which we think is an accurate historical picture of DoD accredited agencies, including those whose status expired.

Organization	Component	Accreditation Date
NAS Keflavik (No longer DoD)	Navy	8/31/2000
Air Force Academy	USAF	3/31/2001
NAS Patuxent River (expired)	Navy	3/31/2003
Fort Lee	Army	3/10/2004
Navy Region Mid-Atlantic - Hampton Roads	Navy	3/10/2004
NAS Jacksonville (expired)	Navy	8/31/2004
Langley AFB	USAF	3/30/2005
McChord AFB (expired)	USAF	8/10/2005
Rock Island Arsenal	Army	8/10/2005
Navy Lakehurst (now Joint Base)	Navy	3/2/2006
Pacific Missile Range Facility	Navy	8/22/2007
Navy Region Northwest	Navy	3/31/2008
DLA San Joaquin County	DLA	8/13/2008
Hill AFB	USAF	3/10/2009
DSC Columbus	DLA	3/10/2009
DSC Richmond	DLA	3/10/2009
Vandenberg AFB	USAF	8/26/2009
Fort Drum	Army	8/26/2009
Charleston AFB (now Joint Base)	USAF	3/9/2010
Navy Region Hawaii	Navy	3/9/2010
MCLB Barstow	USMC	8/26/2010
NAVSTA Rota	Navy	3/8/2011
DESSP Susquehanna	DLA	3/8/2011

We are anxiously waiting to add more DoD agencies to this list in the near future.

Pay Freeze News

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Useless Knowledge



Pay Freeze Won't Halt All Raises

By Emily Long elong@govexec.com

Some performance-based pay raises and other salary adjustments are not subject to the recently announced two-year pay freeze, according to the Office of Personnel Management.

President Obama issued an executive order freezing civilian pay for two years, though workers still will qualify for promotions and step increases. In a 30 December memo sent to agency heads, OPM Director John Berry clarified which types of raises are excluded from the freeze.

The freeze will affect nearly two million employees under the General Schedule, Executive Schedule, Senior Executive Service, Senior Foreign Service, senior-level and scientific and professional, prevailing rate, and other executive branch pay systems and schedules, Berry wrote. It will not, however, affect military personnel, U.S. Postal Service workers or Postal Regulatory Commission employees.

According to the memo, the pay freeze does not apply to:

- Performance awards and bonuses; recruitment, relocation and retention incentives; and premium payments such as overtime pay;
- Promotions, periodic within-grade step increases based on fully successful level of performance, and quality step increases for outstanding performance;
- Adjustments in foreign areas to maintain a constant salary rate in U.S. dollars, or local currency, or to respond to foreign labor laws; and
- Pay-setting flexibilities, such as the GS superior qualifications and special needs pay-setting authority for newly appointed employees under Title 5 of the Code of Federal Regulations 531.212 and the GS maximum payable rate rule under 5 CFR 531.221.

The freeze also does not apply to any increase that is required by a collective bargaining agreement already in effect. If an agency decides to exclude a specific pay system, pay schedule or employee category from the pay freeze, then the agency must report its determination to OPM, the memo stated.

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What Song Is This From?

Only three guesses last month but all correctly said *Repo Man* by Ray Lamontagne and the Pariah Dogs. Beginning to sense a worn out welcome, so this will be our final quiz for a little while. Another post-Reagan selection, here it is;

In time I swore I'd take the straight and narrow path but still won't

Send me your guesses and try to avoid Google!

CNO on Social Media

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Ignoring Social Media: 'Strategic Error'

<http://www.navy.mil/cno>



Government leaders who are reluctant to allow employees access to social media must realize that message control in today's new-media environment is an illusion, advised Chief of Naval Operations Admiral Gary Roughead.

"The organization's voice is just one of many consistently touching on subjects of core interest to its identity and activities...it would be a strategic error of the most basic nature to not do everything you can to empower your workforce to communicate on behalf of the organization," he said, according to a transcript of his June 6 remarks at the Institute for Public Relations' Strategic Communications Summit in Arlington, Va.

Roughead said the Navy is "irreversibly" committed to engaging in social media throughout the organization and has only recently come to realize the "demand for radical transparency" in external communications.

Rather than think of the medium as the message, Roughead claims the *process* is the message—a communication process that is closed and controlling appears contrived and renders it ineffective.

"When you empower your workforce to be communicators, you must understand that you won't always agree with what they say or perhaps how they say it. You can certainly set reasonable boundaries--we tell our Sailors not to disclose classified information, and we expect everyone to treat everyone else with dignity and respect. But you can't dictate everything your people say," said Roughead.

Navy is also using social media to better connect internally. In the wake of the Japan tsunami and flooding in Millington, TN, the service was able to better monitor who needed help. "Virtual listening didn't replace the regular reports I received on relief supplies, the number of families affected, or the extent of radiation in affected areas, but it certainly augmented them," said Roughead.

By having junior officers maintain blogs and Facebook pages, communities have grown to better support one another--helping to address attrition and retention problems, Roughead said.

Integrating social media within a hierarchical organization is not without its challenges, however. Roughead said leaders must help the workforce navigate the blurring line between professional and personal, set policies that strike a balance between accountability and empowerment, and guard against the temptation of "making it about you," and not the organization.



Guest Editorial

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The Economics of Fire Prevention

By Janet Wilmoth, Editorial Director, FIRE CHIEF Magazine

How much time do you spend preventing fires? Firefighters train on fireground tactics, standard operating procedures, rescue operations and a host of other hands-on activities, but what portion of your training activities — heck, what portion of your day — do you think about preventing fires and the other emergencies you respond to?

“Anybody who works for a fire department is responsible for prevention,” said Alan Perdue, the emergency services director for Guilford County, N.C.

“Whether you are a recruit on your first day or a fire chief with years of experience, our mission should be to prevent the fire before it occurs; it’s a responsibility we all share.”

In tough economic times, fire-prevention staff and activities often are the first things cut from the budget. But is that wise? Perdue thinks not. He is a big believer in prevention, and is convinced that focus on safety should continue to increase even as department manpower decreases. “Fire prevention is probably one of the most important things of everything we do,” he said.

Perdue sits on the steering committee for Vision 20/20, an initiative spearheaded by the Institute of Fire Engineers to develop a national strategic planning process for fire-loss prevention. This week the organization launched its Fire Prevention Advocacy Toolkit, an online, comprehensive resource guide for fire departments. It provides local fire departments with step-by-step tools they need to prove the value of fire prevention in saving lives and reducing the impact of fire on a community and its economy. The toolkit fulfilled the first of five strategies set out by the IFE — a community risk reduction (CRR) effort. The IFE-U.S. Branch has been working on implementing the internationally successful CRR programs here.

“We all know that fire prevention saves lives and money, but it’s been somewhat difficult to justify these programs economically,” Perdue said. “A fire department responds to a fire every 23 seconds, someone is injured every 31 minutes, and every three hours someone dies. Annually, across the nation, fires cause \$15.5 billion in property damage.

“These new tools can demonstrate the terrible impact that a fire can have at a local level on people, a community and its economy,” he said. “A catastrophic fire can not only cause injuries and deaths, but it may also mean that businesses close their doors, resulting in losing both jobs and tax revenue. It’s really quite simple — prevention pays.”

Among the resources in the toolkit are guidelines for working with the local media, developing fire-prevention advocacy strategies and evaluating your program’s impact. While the toolkit is fairly comprehensive, Perdue admits it is still a very fluid process. “It’s not the answer, it’s the answer right now.”



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Prevention (Cont.)

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After establishing and defining the strategy, Perdue said next step was to define who their targets were and how to get the message out. Quoting management consultant Peter Drucker, Perdue said, “‘Things that get measured get done.’ We need to make sure the resources are in the right place for chiefs. It’s not like response time or salvage operations, but [prevention] can be measured if we set things down and evaluate what we’re doing.”

Perdue said, “There are really three different people we are trying to target with our effort: the public, the policy-makers and our own fire services.”

Speaking of educating the fire service, did you know that you don’t have to be an engineer to be a member of the IFE? IFE is a worldwide organization of fire-industry leaders sharing ideas of the global fire-service efforts. In fact, the majority of U.S. members are fire chiefs and chief officers.

Fire prevention is just not sexy in the world of fire. No one joins the fire service to work in the fire-prevention bureau, but why not? We never hear or read about saves or codes enforced. Maybe we should.

What have you done today to prevent fire in your community?

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On the Job - Cuba



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Youth Safety Fair

By John DiGiovanni, Fire Prevention Chief NAVSTA Guantanamo Bay



Whether a Youth Safety Fair or Child Development Center event, or a Safety Stand Down; you ask and Guantanamo Bay Fire & Emergency Services will be there. Such was the case this week at the popular Lyceum parking lot venue where the Youth Safety Fair took place on the heels of 101 days of summer at Naval Station Guantanamo Bay.

Fire Inspectors Clifford Foley and Dave Jimenez organized fire department events for the children. Firefighters Claudine Miller and O’Neil Thompson assigned to Ladder One provided the additional support necessary to make the event a memorable one for children and adults alike. Along with children’s fire helmets, and coloring books with crayons, plastic litter bags with fire safety messages were passed out to the children.

A small 1” hose line was laid out and the children took turns knocking down orange cones. When they got tired of spraying water at cones, we fired up the extinguisher trainer and adults and kids alike received valuable hands on fire extinguisher training.

Back in the Day

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Seagrave MB Pumpers

Story and photo by Tom W. Shand



During a good portion of the decades of the 1960's and 70's both the Navy and Marine Corps Fire Departments were operating with two door tilt cab commercial chassis apparatus equipped with 750 gpm fire pumps and 300 gallon water tanks. While these pumpers typically built on either Chevy or GMC chassis

were quite maneuverable, the crews were relegated to riding on the rear tailboard with little or no protection against the elements.

Beginning around 1975 the Navy began to acquire some cab forward custom chassis pumpers using Duplex, Pemfab and Spartan Motors chassis. These vehicles were some of the first units placed into service with both closed cab and rearward riding positions for the crew.

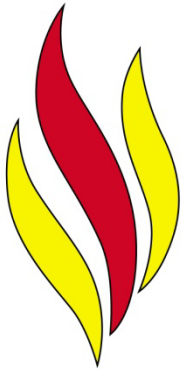
Depending upon where your department was located, the seats located on either side of the engine enclosure were referred to as the jump seats or buckets and were a welcome addition to the Navy and Marine Corps apparatus fleet. By this point Seagrave Fire Apparatus had relocated their operations from Columbus, Ohio to Clintonville, Wisconsin where they shared manufacturing operations with the FWD Corporation. Seagrave had not provided fire apparatus for the military in any large quantity since World War II and as a result developed a new style of cab to become competitive with other manufacturer's products.

The result was the MB series of cab forward apparatus which provided seating for four personnel using a boxy sheet metal design for the cab. Between 1977 and 1979 Seagrave Fire Apparatus provided 46 model MB-23098 pumpers to the U.S. Navy and 21 identical units to the Marine Corps. These pumpers were built on a 178 inch wheelbase and due to the front steering gear arrangement were known for taking a lot of real estate to turn them around in tight locations. By today's standards these units were modestly powered by a Cummins diesel engine rated at 225 horsepower with an Allison MT-643 four speed automatic transmission.

The units equipped with a Waterous fire pump rated at 1000 gpm together with a 500 gallon water tank and a Feecon around the pump foam system with a 60 gallon foam tank. While the engines were not equipped from the factory with master stream appliances most departments outfitted the units with a portable deck gun mounted over the fire pump. Prior to all of the modern day electronics the pump panels were straightforward with seven individual discharges, vernier throttle and "old school" relief valve.

Pumpers (Cont.)

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USMC News



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All of the Navy and Marine Corps pumpers were originally built in a bright chrome yellow livery and were devoid of all lettering and graphics. Eventually many of the Navy pumpers were repainted lime green with white roofs and white scotchlite stripes. The Marine Corps pumpers during the late 1980's began to appear in white over red colors with a mid-body white stripe.

The Camp Pendleton Marine Corps Base at one time operated several Seagrave MB model pumpers in front line service and in later years served as reserve units for the Fire Department. Camp Pendleton Engine 7 was a 1979 Seagrave assigned serial number J-95270 and property number 263670. Several former Navy and Marine Corps Seagrave pumpers now serve with municipal fire departments in North and South Carolina, Georgia and Tennessee.

One of the Seagrave MB pumpers that was assigned to the Naval Surface Warfare Center in Indian Head, Maryland was equipped with a one off midship mounted 35 foot Squirt water tower. Several bases operated multiple Seagrave MB model pumpers including the Subase New London, Connecticut, Norfolk Naval Station, Virginia and Naval Station, Newport, Rhode Island. Many of these units served until the late 1990's and were replaced by some of the early versions of Pierce Dash and Pierce Arrow canopy cab units.

Mission: MCLB Fire Department



The fire department at the Marine Corps Logistics Base is no different than any other when it comes to fire safety--they also want to get the word out during fire prevention week.

There are many similarities between a municipal fire department and the one on the Marine Corps Logistics Base, but there are also many differences.

“We work a different schedule , 24 hours on, 24 hours off, and we provide advanced cardiac life support,” Said Fire Chief Jack Colby.

Even though they may differ from most fire departments, one thing is for sure, they are all about fire prevention week, which this year focuses on smoke detectors.

“The majority of all households in the United States of America have smoke detectors, the problem is, they estimate 30 to 50 % of them are not working because people aren't replacing their batteries like they should,” Said Colby.

Another interesting fact—their staff is 100% civilian. “The biggest reason for that is, every Marine is 100% deployable and crash crews deploy with the flying mission of the Marine Corps. We stay behind to protect the structures.”

Chief Colby also says to remember to change out the batteries in your smoke detector even if you don't think they need replacing.

On the Job - Barstow

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Safety Resource



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MCLB Barstow F&ES Mutual Aid Responses

Submitted by Thomas Thompson, Fire Chief

On April 24, units from MCLB Barstow responded to a mutual aid call for a single car rollover requiring extrication. Upon arrival, crews assessed the situation and determined quick action was needed to stabilize the vehicle while simultaneously gaining access to and providing immediate care to the patient. Firefighter Paramedic Kristopher Laugtug was able to establish an intravenous line and administer pain medications to the patient while the rest of the team worked on extrication.

The patient was extricated and transported to a trauma center with significant injuries. She has since been discharged from the hospital and is undergoing follow-up care at home. Ironically, it was later determined that the patient was the wife of an officer from Fort Irwin. The DoD motto "Protecting Those Who Defend America" was clearly demonstrated during this incident.

On May 5th at 0100 hrs, MCLB Barstow Fire and Emergency Services responded via mutual aid request for a structure fire. Units arrived on location of a multi-use structure which housed a historic restaurant, an auto parts store, and a nail salon. This is the 14th structure fire this year where MCLB assets and personnel have been called to lend assistance.

Injury Prevention Course Available on MarineNet

By Thomas Ruffini, USMC F&ES Program Manager



It has been a long time coming, but the Firefighter Injury Prevention Course has finally been approved and made available on MarineNet!! Everyone with access to MarineNet can, and should, gain access to the program and complete the course.

Firefighters, as a job series, has one of the highest rates of lost-time injury in the Department of Defense. The Defense Safety Oversight Council (DSOC) provided money to the DoD Fire and Emergency Services Working Group to develop a course to help reduce the injury rate in our profession. The course is designed to reduce preventable injuries typically incurred in and around the fire station. Navy F&ES led the course development. The course was published over a year ago, but we took the long road to getting it vetted and approved for the Marine Corps Learning Management System (LMS), known as "MarineNet".

The MarineNet website is <https://www.marinenet.usmc.mil>. Signing up for an account (and signing in) is easy using your CAC card. I encourage everyone to sign in or sign up and complete this worthwhile program.

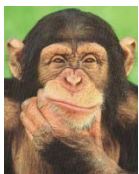
On the Job - Pendleton

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Laws of the Universe



Camp Pendleton Busy with Emergency Responses

Submitted by Jeff Wilkerson, Acting Chief, MCB Camp Pendleton F&ES



MCB Camp Pendleton F&ES has been busy over the past several weeks with a number of significant emergency responses. On May 24, units responded to a residential structure fire on the installation. Units arrived on location to find a working garage fire, with extension to a bedroom inside the residence. No injuries were reported, but damage to the

home was estimated at \$100,000. The cause of the fire was determined to be electrical. On June 2, a fire occurred on the exterior of a warehouse, causing \$10,000 worth of damage. The cause of this fire was also electrical.

On June 14, a fire involving lithium batteries in a commercial structure caused a hazardous materials incident. The fire was confined to a storage room, but caused \$100,000 in damage. The following day, numerous people in the building reported signs and symptoms attributed to exposure to hazardous materials. A hazmat response, along with a total of seven ambulances were summoned to the scene to mitigate the incident and treat 19 patients. Three patients were transported to Naval Hospital Camp Pendleton, six to Tri-City Medical Center, five to San Clemente Hospital, and five to Scripps Encinitas. The nearby community of Oceanside responded with three ambulances to assist with the treatment and transport of patients.

Camp Pendleton F&ES was also involved in a water rescue of two individuals from the ocean. With the assistance of several mutual aid companies, one person was rescued and survived the ordeal. The body of the other person was recovered several days later.

With wildfire season in full swing, Camp Pendleton has responded to 120 vegetation fires thus far this year. These fires have burned over 4,000 acres. Outside resources, including aircraft, strike teams, and cover crews from Oceanside and Orange County have assisted at various times. In addition to wildland fire training (see separate article), Camp Pendleton also hosted the CAL FIRE dozer school. During this program, CAL FIRE assisted Camp Pendleton in cutting approximately 15 miles of fire breaks.

As one can see, it has been a busy couple of months at Camp Pendleton!



Universal Truths

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers.

Law of the Alibi - If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Francis Black

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Retired Firefighter Passes Away

By Hector Cajigas, Fire Chief, MCAS Beaufort

The members of MCAS Beaufort F&ES and surrounding communities recently mourned the loss of retired firefighter Francis Black, who passed away June 17. Known as “Blue” by his friends and colleagues, Black recently retired from MCAS Beaufort with 27 years of service. He was also a volunteer with the Lady’s Island Saint Helena Fire District for 33 years, holding the position of Assistant Chief for 25 of those years.

Blue was a true firefighter who wanted to give back to his community and protect those who protect us. He was quick to befriend new firefighters and take them under his wing. According to Dwight Charleston, Fire Chief at MCRD Parris Island, “Blue did this to me when I went to work at MCAS Beaufort many years ago, and taught me a lot.”

According to Hector Cajigas, Fire Chief for MCAS Beaufort, “Francis was a mentor to new and existing firefighters. I had the pleasure of working with Francis from 1986 when I started with MCAS Beaufort until he retired. He was always a friend to me and someone that I could rely on. He will be missed by many, but will never be forgotten.”

Services for Blue were held June 23 at the Bethesda Christian Fellowship church, on Fripp Island, SC . He received a full firefighter funeral with burial at the Beaufort National Cemetery.

HQMC EFO’s



HQMC Personnel Attend EFO Symposium

Mike Pritchard and Chris Shimer from Headquarters Marine Corps LFF-1 recently participated in the 23rd Executive Fire Officer Program Graduate Symposium on April 29 – May 1, 2011, at the U.S. Fire Administration’s (USFA) National Fire Academy (NFA) in Emmitsburg, MD.

This annual event brought together over 165 senior fire officials from across the United States and Canada for three days to discuss various facets of fire service leadership. A highlight of this year’s program was a “Staff-Ride Visit” to the United States Holocaust Memorial Museum in Washington, D.C.

Pritchard and Shimer both graduated from NFA’s Executive Fire Officer Program in 2006. At the time of their graduation, Pritchard was a Deputy Chief with the El Paso Fire Department, while Shimer was a Deputy Chief with the Howard County Department of Fire and Rescue Services.

This prestigious academic program requires senior fire officials to meet stringent professional criteria for selection. The four-segment, advanced level program provides participants with a broad perspective on major aspects of fire administration. Participants also must complete Applied Research Projects in their local organization.

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On the Job - Hawaii

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Exercise in Paradise



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Joint Base Commander Visits Fire Department



On 17 June 2011 Captain Jeff James visited the Federal Fire Department Headquarters to tour the facility for the first time as, Joint Base Pearl Harbor Hickam (JBPHH) Commander. Captain James was briefed on the Fire & Emergency Services mission and emergency response capabilities and how the fire department supports JBPHH. Firefighters demonstrated several emergency operations to include confined space rescue, hazardous materials operations, airfield rescue firefighting, water safety rescue, mass decontamination, and Emergency Medical Services (EMS) - Advance Life Support (ALS) ambulance services.

Captain James also visited JBPHH Fire Station 2, Pearl Harbor and Fire Station 6 Hickam to tour the stations and meet the firefighters. “It’s been a wonderful opportunity to meet with a great group of professionals and receive a demonstration of their equipment. More importantly, it’s given me confidence that we have a well trained and motivated Fire Department ready and able to handle any contingency”, he said.

The Federal Fire Department continues to keep a high level of competency, we strive to keep our community safe and protect life and property.

Collapsed Building Exercise

As part of an exercise Navy Region Hawaii Regional Dispatch Center (RDC) received a report of a simulated explosion at Building 356, Quad C Schofield Barracks due to possible fire or lightning strike as well as structural support damage. There was also another report of a chemical release from a 150-lb Chlorine container.



Federal Fire Department firefighters arrived on scene and immediately established an initial 300’ perimeter isolation zone. Firefighters removed 12 “victims” from the building. They were decontaminated and examined by Paramedics and Acute Care Clinic first responders. Two “critical” victims were moved to Queens Hospital via Evergreen helicopter. Structural engineers and Explosive Ordnance Disposal (EOD) arrived on scene and declared the building safe.

The exercise involved 30 firefighters with seven fire apparatus, as well as support from EOD, Evergreen med-evac helicopter, Military Police, and the Acute Care Clinic. No one was injured during the exercise.

The Federal Fire Department maintains a high level of competency due to continual training in exercises like these. We strive to keep our community safe and protect life and property.

Free Training!

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No Cost On-Line Driver Training Program

www.FireFighterCloseCalls.com

Vehicle crashes are consistently a major cause of Firefighter Line of Duty deaths each year. Hundreds more are injured while responding to or returning from an incident. Recognizing that more needs to be done to educate fire fighters and EMT's about vehicle safety, The National Volunteer Fire Council (NVFC) has partnered with McNeil & Company and its ESIP Program to create a new campaign/training program designed to increase safe vehicle operations among ALL fire fighters and EMS personnel and provide training to STOP preventable injury and death from vehicle accidents.



The new STOP campaign reinforces that Safety Tops Our Priorities. The first training in the program - *STOP: Seatbelts Top Our Priorities* - is now available at no cost online for any FD at <http://training.mcneilandcompany.com> (access code 6832). The free 30-minute training module focuses on vehicle safety with an emphasis on seatbelt use. With Fire/EMS Safety, Health, and Survival Week in progress and proper seatbelt use one of the NVFC's Health and Safety Priorities for the Fire Service now is the perfect time to implement this training in your department.

Every year, 25 percent of on-duty firefighter fatalities are caused by vehicle crashes. According to the National Fire Protection Association, nearly 1,000 firefighters were injured in vehicle accidents in 2009 either in department apparatus or in personal vehicles responding to or returning from incidents.

STOP: Seatbelts Top Our Priorities is a training module delivered through an online platform hosted by McNeil and Company's Emergency Services Insurance Program (ESIP) and presented by Chief David Denniston, Client Education and Training Manager. Departments can incorporate the STOP program as part of their training activities to educate their members about vehicle safety and reduce the risk of firefighter and EMT death and injury from vehicle accidents. STOP contains completion tracking capabilities so departments can ensure their members have completed the course, and certificates of successful completion can be printed once individuals have finished the training. Training officers may contact the NVFC for a report of all their members who have completed the training.

Visit <http://tinyurl.com/6dfdygy> for the on line training program.

If you experience any difficulties accessing the training, please contact Heather Fredenburg at hfredenburg@mcneilandcompany.com or 800-822-3747 Ext. 524.

Stay tuned for information about additional STOP training modules from the NVFC at: www.NVFC.org

NOTE: While this is a great opportunity, it should be used as a part of a comprehensive fire and emergency services hands on / classroom driver program.

Hot Lock

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Thermal Imaging Cameras Versatile Tools

Submitted By Jerry Sack, Retired Navy & Marine Corps Fire Chief



These photos were taken on a typical power line down call. On arrival, the crew encountered a downed power line onto a chain link fence. The crew decided to use the TIC to determine what was going on with the fence. As you can see, the fence was approximately 300 degrees, and clearly shows up on the TIC. Even more interesting, the power line was actually found to be touching the fence approximately 200 yards away from where the picture was taken.

The TIC can be used in much more than fire situations, and power line down calls are no exception. These situations can prove to be an excellent training opportunity for everyone on the crew. The interesting thing about this particular training opportunity is that an actual heat source is present. Many times, firehouse TIC training does not involve any heat sources and simply involves finding another member in a darkened room. This is in fact training, but it may be teaching the TIC operator bad habits. In the darkened firehouse room (without fireground heat sources) the person shows up as the heat signature in the room, exactly the opposite of what it would appear in real fireground situations. Everyone who has ever trained with a TIC should already know that, but unfortunately, that sometimes isn't passed on during training.

TIC's are an amazing tool, but it's important to remember, just that... It is only a tool. It takes a skilled operator to use it effectively, and like most other tools, can actually be dangerous in the hands of an untrained operator. It is absolutely essential that we all know how to use a TIC, but it is even more essential that we never totally rely on a TIC.

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EMS Notice



AEDs Recalled

By Lewis Moore, CNIC HQ EMS Systems Specialist

An FDA Class I recall involving Defibtech DDU-100 Series AEDs sold under the brand names Lifeline AED and ReviverR AED is underway. The affected AEDs may cancel shock during the charging process and not deliver a shock. If your department is affected by the recall, please have your EMS Manager/Coordinator contact Defibtech Technical Support for upgrade instructions.

This FDA Class I recall notice is in addition to the previous recall notification and information regarding the Defibtech DDU-100 Series AEDs.

On the Job - Texas

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NAS Corpus Christi Promotes F&ES Officers

By John Morris, Fire Chief, NAS Corpus Christi



In a proud tradition that was initiated in 2008 by then Battalion Chief Jason Krause and Battalion Chief Andreas Simmons, NASCC F&ES held another promotion ceremony on June 7, 2011 at Fire Station Two. This ceremony served to celebrate the promotion of Captain Keith Young to Battalion Chief and Lieutenant Thomas Tracy being promoted to Captain. NASCC Commanding Officer CAPT Randy Pierson,

Command Master Chief Kenneth Mcglothlin, fellow firefighters, friends, family and our partners from the Flour Bluff Volunteer Fire Department joined in to share this important milestone in these individual's career.

Photo from Left to Right- Assistant Chief Jason Krause, Battalion Chief Keith Young, Captain Thomas Tracy and NASCC Commanding Officer, CAPT Randy Pierson.

Off the Job – San Diego



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Giving Back



NRSW, San Diego Metro District, Fire Captain Ron Hollander presents the San Diego County Burn Institute with a \$200,000 check at Firefighter's Night with the San Diego Padres at PETCO Park. The current President of the Firefighters Advisory Counsel to the Burn Institute, Captain Hollander has volunteered with the San Diego County Burn Institute for many years and is a former recipient of the Burn Center's Volunteer of the Year award.

The funds were raised by San Diego County Firefighters annual fill the boot drive.

Equipment Corner

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Ethanol Gasoline Blends and Small Engines

R. Scott Frazier PhD, PE, CEM Assistant Professor, Oklahoma State University

In many parts of the United States, the use of ethanol/gasoline fuel blends is very common. The state of Oklahoma only recently began using 10% blended fuels (E10) in many service stations. Along with this new fuel availability are customer concerns regarding compatibility with small engines such as lawn mowers and trimmers. The following presents information so consumers can decide if using ethanol blended fuels is appropriate for them. Also included are some basic suggestions to mitigate some possible problems that might exist.

Small Engines

There are millions of small “utility,” or “non-road,” engines in the U.S. These are typically air-cooled, single, or twin cylinder, 4- or 2-stroke engines. Most of these engines are carbureted and have minimal emissions control devices. Typical uses for these engines include: lawn mowing, trimming, pumping, emergency electrical generation and various other utility duties. These engines typically range up to 25 horsepower.

What the Manufacturers Recommend

Small engine manufacturers, such as Briggs and Stratton, have the following requirements regarding fuel used in their current 4- and 2-stroke engines:

- Clean, fresh, unleaded gasoline
- Minimum of 87 octane
- Gasoline with up to 10% ethanol (E10, gasohol) or up to 15% MTBE is acceptable

Therefore, using E10 is acceptable. However; using a higher ethanol blend such as E85 could void the warranty on these engines because it can lead to lean running conditions. But is there still a problem with E10, and what about using E10 in older (pre-1995) utility engines?

E10 Ethanol Blended Gasoline Concerns

Some consumers are concerned that E10 fuel will affect the operation of their small utility engines. Examining information on the web, there are many entries describing various problems associated with using ethanol blended fuel in these engines. Let’s examine some of the more common issues.

Corrosion and Wear

Both gasoline and ethanol can be corrosive to many plastics and natural rubber. Interestingly, straight unleaded gasoline can be corrosive to more plastics (and more severely) than ethanol. Highly aromatic additives (e.g., benzene) used to increase octane in straight gasoline are very corrosive to several materials. Detailed automotive tests using 20% ethanol were performed by the Minnesota Center for Automotive Research, Minnesota State University, Mankato. These tests found that:

- “The vehicle fuel system materials study used both gasoline-only and 10% ethanol blended fuel to compare to 20% ethanol blended fuels. The year-long project culminated in four separate and distinct material compatibility documents which conclude that the effects of 20% ethanol blended fuels do not present problems for current automotive or fuel dispensing equipment.”

Ethanol (Cont.)

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- Nineteen metals tested showed 20-year resistance to corrosion with E10 and E20 ethanol blends. Two metals tested (Zamak 5 - Zinc Aluminum alloy and Magnesium AZ91D) showed some corrosion with ethanol. These reactive alloys are not commonly found (unplated) in engines.
- All automotive rubber and elastomers tested showed some swelling, change in tensile strength and elongation from being immersed in various ethanol blends and pure gasoline. It should be noted, however, none of the changes were deemed to be bad enough to fail the test.

These tests, and others, seem to indicate compatibility between ethanol and standard engines; however, there may be circumstances where an engine built with very specific types of metals or plastics might experience material changes solely due to contact with ethanol fuel. It is unclear if these changes would cause an engine malfunction. This does not imply that problems do not exist. There is no hard evidence indicating a link between ethanol, component corrosion, and wear related engine malfunctions.

Therefore, E10 blends are generally considered non-corrosive and should not accelerate wear for newer engines (1995 and later). Examinations of manufacturer's statements indicate that ethanol blends up to 10% (E10) are acceptable. Older engines may run a slight risk of degradation of rubber, cork gaskets, and exposed magnesium and aluminum surfaces in the fuel system when using alcohol blends or highly aromatic modern fuels. Older engines may have other susceptibilities as well.

Ethanol – Solvent

Ethanol is an effective solvent and can be considered a fuel detergent. On one hand, this can help remove gum and deposits from fuel systems and is the reason alcohol is often used as a gasoline additive. A potential drawback for old, small engines is that neglected fuel systems may begin to precipitate old deposits at a greater rate than normal and clog fuel filters and small passageways. This is the suspected main reason for many ethanol related engine complaints.

It should be pointed out that deposits in fuel tanks and carburetor bowls will eventually cause problems in engines running straight gasoline; however ethanol blends may accelerate the release of deposits. Old fuel systems should be periodically inspected regardless of fuel type.

Water Contamination

Ethanol has hygroscopic qualities in it that attracts and mixes with water. At lower concentrations of water (up to 0.5% volume at 60° F), the alcohol will mix and remove the water as the fuel is burned and not harm the engine. At higher concentrations, the water will separate from the fuel and pool at the bottom of its container. This "phase" separation form of water in fuel can cause rust and possibly damage the engine. Fuel that is an E10 blend cannot absorb enough moisture out of the air to cause this phase separation. However, if condensation is allowed to occur, or water is directly splashed in the tank, water phase separation can occur. It should be pointed out that this water separation is more likely to occur in straight gasoline than in an ethanol blend.

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Ethanol (Cont.)

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Many small engine gas tanks are actually vented so the fuel can continue to flow into the carburetor as it is being used. This makes it important to store these engines away from damp or wet conditions.

For many years, people have purchased small bottles of “dry gas” in automotive stores to remove water from their gas tanks. This is essentially just alcohol that mixes the water into a solution so it can be harmlessly passed through the engine. There are some who theorize that the slight increase in water vapor in the combustion products might form acids in the crankcase oil, however, wear tests are inconclusive. The bottom line is ethanol will attract water in the air (extremely slowly); however, it will probably stay in the solution and be harmless to the engine. Liquid water separating from the fuel is a problem regardless of it being E10 or straight gasoline.

A lawnmower or tractor sitting under a tree or a tarp for months may experience fuel/water issues. Fuel containers should be sealed. Even straight gasoline should not be stored for more than 60 days without using stabilizer chemicals. When storing utility engines more than 60 days, it is usually recommended that the fuel be drained from the fuel system.

Prevention of Possible Ethanol Related Problems

Fuel systems are an often neglected part of utility engine systems. Utility engines work in dirty and harsh environments and are often stored in locations that can be damp and dirty, as well as have wide temperature swings. These types of working environments can increase potential problems with any kind of fuel system. E10 ethanol blended fuels may or may not make engines more susceptible to problems. There is no clear evidence one way or the other. In the absence of perfect knowledge, diligence in the form of routine inspection and maintenance is the best way to avoid problems.

There are a variety of fuel stabilizers and driers that may help minimize or eliminate water and corrosion problems. If you suspect the engine problem is caused by ethanol, use a fuel stabilizer that is specifically alcohol free. As always, check with the manufacturer regarding use of additives.

Oklahoma Cooperative Extension Fact Sheets are also available on our website at: <http://osufacts.okstate.edu>
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Vintage Truck



Midway Island Engine

Submitted by Howard Gillins



This pumper is still in service at Midway Island operated by contract personnel for the Fish and Wildlife Service. Midway was on the Navy BRAC list & was turned over in June 1996. The Airfield CFR operation & this pumper provide fire protection.

IAFC News

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On Scene Editorial Board Looking for Volunteers

The IAFC is creating the On Scene Editorial Board to provide you the content you're looking for and will enhance its value to you.

IAFC On Scene works hard to provide the best content on the topics that matter most to the association's members. We use many sources of input—surveys, statistics, informal feedback, current events and news—among other methods to figure out what to include in each issue. The editorial board will ensure we stay on target.

When activated this summer, the On Scene's board will provide content guidance and support for the newsletter. It will include eight individuals who represent diverse segments of the fire and emergency service and IAFC membership.

Members of the board will play a role in sustaining and developing On Scene as a primary communication vehicle for the association. They'll work with the editor to ensure that the newsletter's content helps to further IAFC members' professional development and that it reflects their interests and needs in an accurate, fair, balanced and effective way.

In addition, members may be asked to serve as an expert reviewer or recommend someone who can fill this role for a given topic. They'll be encouraged as well to submit and solicit original content for specific issues.

The group will meet via teleconference twice a year to review upcoming issue themes and suggest articles, generate ideas and recommend possible authors. In addition, on the summer teleconference—in early or mid-July—the group will help brainstorm ideas for issue themes for the coming year's editorial calendar.

General Eligibility Criteria – To be considered for the editorial board, you must:

- Be a member of the IAFC
- Have a broad, in-depth knowledge of the fire and emergency service and its current trends and advances
- Have experience writing articles for publication and the ability to critically evaluate content
- Be able to fulfill responsibilities of the editorial board on a voluntary basis
- Be able willing to represent the whole of the fire-EMS service and IAFC, not just a specific segment.

Membership on the board is a voluntary and uncompensated role.

If you'd like to be considered for participation or want more information about On Scene's editorial board, please send an email with contact information and a letter of interest containing any previous editorial board or other pertinent to OnScene@IAFC.org by June 17, 2011.

Hey Cap, What's Fer Supper?

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Fresh Fish Tacos with Cabbage Slaw

Try a delicious and different way to enjoy fish. With a distinctive south-of-the-border flavor, this nutritious dish can be made as zesty as you want by experimenting with the amount of hot sauce you use. They go great with a side of black beans or a nice avocado salad – or both.

12 small corn tortillas (or substitute with whole-wheat tortillas)	1 pound Tilapia fish fillets
3 tablespoons canola oil divided	3 cloves garlic, minced
3 tablespoons lime juice, divided	1 teaspoon ground cumin
1/2 cup fresh cilantro, chopped and divided	1/4 teaspoon each salt and freshly ground pepper
2 to 3 cups thinly sliced cabbage, mix of red and white varieties	Canola oil cooking spray
3 green onions sliced thinly	6 lime wedges for garnish
1 small red onion sliced thinly	Hot sauce (optional)
1 large tomato chopped	

Preheat the oven to 300 degrees.

Place tortillas in aluminum foil and cover completely. When oven has reached 300 degrees, place tortillas inside to warm. (This also could be done on grill while fish is cooking.)

Combine 2 tablespoons oil, 2 tablespoons lime juice, 1/4 cup cilantro, cabbage, green onions, red onion and tomato dice in a bowl and set aside.

Season fish with garlic, cumin, salt, pepper, remaining oil and cilantro, and 1 tablespoon lime juice. Heat grill or grill pan over medium-high heat. Spray with cooking spray. Place fish on grill/pan, careful to only turn once so it doesn't break apart. Let cook over medium high heat for about 4 minutes on first side and then about 2 minutes on second side. Let rest on large plate for about 5 minutes. Carefully flake apart the fish into roughly 1-inch size pieces.

Assemble tacos by placing fish and then slaw in each tortilla. Serve immediately with lime wedges and hot sauce, if desired.

Makes 6 servings.

Nutritional values per serving:

Calories: 274
 Total fat: 9 g
 Saturated fat: 1 g
 Carbohydrate: 31 g
 Protein: 19 g
 Dietary fiber: 5 g
 Sodium: 165 mg

Reprinted on June 6, 2011, courtesy of the American Institute for Cancer Research. For more information, please visit www.aicr.org.

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ESAMS Corner

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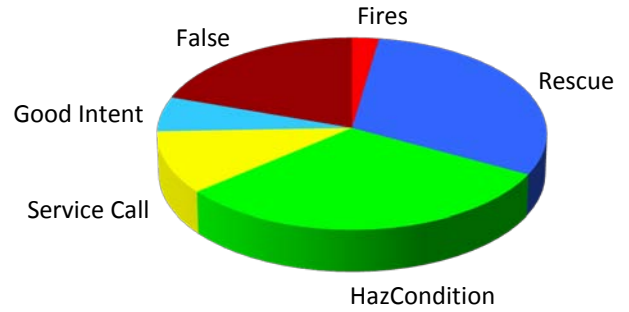
ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

May 2011 Statistics

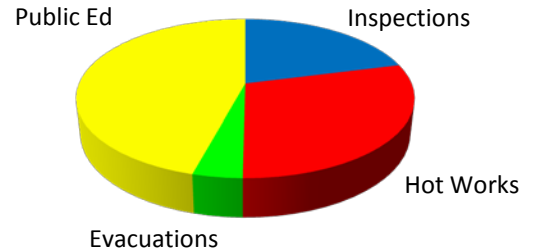
Operations

Total Incidents – 6,412
 Fires – 152
 Rescue & EMS – 1,949
 Hazardous – 1,977
 Service Call – 675
 Good Intent – 375
 False Alarm – 1,259



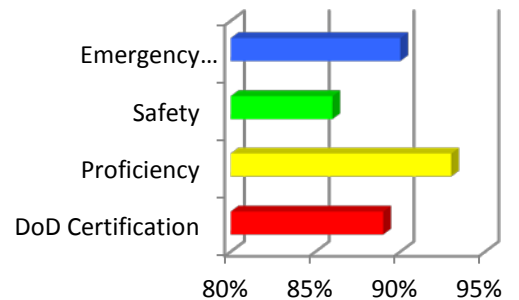
Prevention

Fire Inspections Completed – 3,050
 Hot Work Permits Issued – 4,249
 Building Evacuation Drills – 582
 Public Education Contacts – 6,659



Training

DoD Certification – 89%
 Proficiency, Skills, & Practice – 93%
 Safety Training – 86%
 Emergency Management - 90%



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F&ES On Duty Mishaps Report

Mishaps Reported – 31
 Total Lost Work Days – 216

ESAMS (Cont.)

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For incident numbers 731, 732, 741 and 742 (sprinkler or extinguishing system activation due to malfunction), a new checkbox will display. This checkbox allows users to note whether or not the incident involved an aircraft hangar. Once this box is checked and the record is saved, a new window will display with the "HANGAR FIRE SUPPRESSION SYSTEM ACTIVATION / RELEASE EVENT" form. The user fills out all applicable fields on the form with as much information that is known at the time. Save the report and send e-mail at this time so the chain of command will be notified of the event. When more information is obtained you can go back into the report from the basic NFIRS Page and update the HANGAR FIRE SUPPRESSION SYSTEM ACTIVATION / RELEASE EVENT. Once this form is completed, it can be printed or submitted again by email to personnel with the access to view Significant Event records.

C Incident Type 732 Extinguishing system activation due to malfunction If the system action involved an aircraft hangar, check here

D Aid Given or Received None **E1 Dates and Times** Click here ▼ to Enter/Update dates **E2 Shifts and Alarms** Shift/Platoon

Note: our service performance is rooted in time

HANGAR FIRE SUPPRESSION SYSTEM ACTIVATION/RELEASE EVENT

Save Form Reset Form Submit By Email Print Form Close Form (Will not be SAVED!)

Activity: Dam Neck Annex Activity UIC: N000ab Date of Event: 8/30/2010 Time of Event: 08:00:00 FDID No.: N2012 ESAMS/NFIRS Incident No: 1000001

Building No.: 1101 Was Building Occupied? No Yes

Type of Suppression System: Date Systems Installed: Type of Detection: If Flame Detector, Make & Model: Apparent Cause of Activation: Did system activation result in foam (AFFF or Hi-Ex) or water discharge? Was system abort station used? Approximate gallons of foam concentrate discharged: Did the system activation result in a monetary loss? No Yes If so, approximate cost to: Place fire suppression system back in service: \$ Clean up foam discharge: \$ Repair/Replace damaged equipment: \$ Repair/Replace damaged assets (Stored material, fuel, aircraft, aircraft parts, etc.): \$ Did the system activation result in an operational interruption? No Yes If so, how long? Was there an engineered AFFF containment system present? No Yes If so, did the containment system function properly (contain discharged AFFF)? No Yes Did AFFF discharge into sanitary sewer, storm drain, or waterway? No Yes Was a NOV (Notice of Violation) issued? No Yes

NOTE: If system activated accidentally, but no foam was discharged, complete report, enter 0 for gallons discharged, and explain in remarks field. If AFFF was discharged and containment system did not function or AFFF was not contained, explain in remarks field.

REMARKS:

Officer in Charge: Name: BRETT J. SMITH Rank/Title: Fire Fight Office: Date Completed: 8/30/2010 11:16:08 AM

We Can't Make This Up



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Do Not Touch!

We received a call for a suspicious package at receiving. A box had been left on the loading dock with this warning printed on it: "Danger! Do Not Touch!"

We dispatched a full HazMat alarm and began our assessment of the package. It was a medium sized cardboard shipping box with no signs of leakage and nothing to indicate a problem except the warning. After nearly 90 minutes of measuring and analyzing, our HazMat team leader determined it was safe to open the box. An entry team of two in complete level-A protection (and a back-up team) gingerly approached the box and carefully opened the top.

Inside were 500 signs that read: Danger! Do Not Touch!

Navy F&ES POCs

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News Distribution

Job Links

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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

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Lewis Moore, 202-433-7743, lewis.moore@navy.mil

Chris Handley, 202-433-7744, christopher.handley_ctr@navy.mil

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/>

Global Forum For Leadership

FRI 2011

FIRE-RESCUE INTERNATIONAL

AUGUST 23 - 27, 2011 • EXHIBITS: AUGUST 26 - 27, 2011

GEORGIA WORLD CONGRESS CENTER ATLANTA, GEORGIA

REGISTRATION NOW OPEN