



# What's Happening

Navy Fire and Emergency Services Newsletter

## Protecting Those Who Defend America

June 2012

OMNI CEDO DOMUS

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### *From the Deputy Director*

A very strange reaction is beginning to surface in fire stations around the Navy (as well other places in the country) that quite frankly puzzles and angers me all at once. It goes something like this;

“There are no weight standards in the fire service, besides, who are they to tell me what kind of shape I’m in, I know my body blah, blah, blah...” You get the idea.

A couple of years ago (May 2010) I wrote about my belief that every operational firefighter, from the Fire Chief to the recruit, needs to be in good physical condition for whatever position they fill. I remember paraphrasing Billy Goldfeder’s “who’s in your wallet” principle to include thinking about who might be in the wallets of the rest of your crew.

“It’s not all about you – you know?” was how I ended that piece.

Now I’m hearing smatterings of unrest over our forthcoming wellness and fitness program and actually I overheard one firefighter tell another “I’m getting sick of them telling me I’m out of shape.”

Talk about misdirected hostility! It’s hard to think of a fitting metaphor for that kind of reaction, it makes me sad and mad at the same time. Sad that anyone would think a wellness and fitness program is designed to do them harm!? (How cynical have we become?) Mad, because this denial of personal responsibility crud is getting very old; firefighting is a physically demanding occupation and requires physically fit people to pull the hose, throw the ladders, enter confined spaces, wear level-A suits and perform a billion other physically challenging tasks. Being out of shape is simply not an option; at least it shouldn’t be an option.

Whenever I’m asked why I don’t apply for a Fire Chief job my answer is always the same; I’m happy where I am — and I’m not in good enough physical condition to be a Fire Chief. Not something I’m very proud of, but it is the truth. I have no delusions of grandeur or fantasies of days gone by, it is what it is and it’s not good enough for an active role. Not yet anyway.

I guess I can almost understand someone expressing hate and discontent over being “unfairly” called out all the time, but attitudes like this deflect the problem and perpetrate the lie.

Don’t hate the player, hate the game.



## From the Deputy (Cont.)

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We may still have a ways to go before we have a formal, Navy-wide wellness and fitness program (more on that in another issue), but there is still plenty of help available for you to get and stay in shape.

Find it, ask for it, and use it.

A good place to start is your base fitness center; chances are there are a number of effective, free (or inexpensive) programs that you can take advantage of right under your nose. Or easier still, seek out that firehouse fitness fanatic we all have in our stations and ask him or her to work with you on some fundamental steps to fitness. Do something.

Do you know what a BMI is? Do you know what YOUR BMI is? Find out and set yourself some goals. You took the job to help others, not to have others be forced to help you.

There is no reason to wait around for a formal program to take some personal responsibility for your physical condition. Be honest with your teammates, be honest with your family and most important, be honest with yourself; you're not tired of people telling you to get in shape, you're tired of being out of shape. Be real with yourself and get some help. I promise you will feel better ... about everything.

- Rick

## Combs Cartoon



### Not Listening



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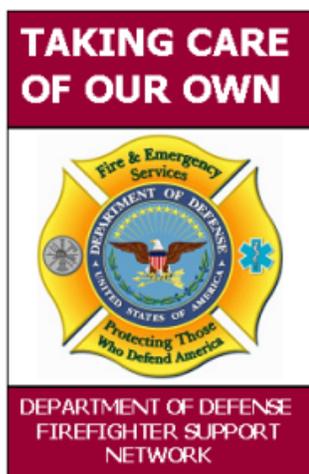
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## Last Alarms

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## TCOoO Update



## Robert Banfield



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## Last Alarms

The USFA reported 39 deaths to date in 2012. The following line of duty deaths were reported since we published our last issue:

**Todd Tompkins**

Age: 48  
Missoula, MT

**Anthony Polk** 🚒

Age: 31  
Yuma, AZ

**George Davis** ♥

Age: 62  
Hollis, ME

**Ronnie Chambless**

Age: 40  
Missoula, MT

**Donald L. Suggs** ♥

Age: 55  
Lillington, NC

### 2012 Totals

♥ 23 (58%) 🚒 9 (23%)

♥ Indicates cardiac related death

🚒 Indicates vehicle accident related

## Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation.

There are currently 18 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
Thomas Robinson	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Stella Shimabukuro	USAG Presidio of Monterey, CA	Scott.Hudock@us.army.mil
Dana Picard	Westover ARB, MA	Diane.Lessard@us.af.mil
Edward Rust	DES Richmond, VA	Clyde.Hipshire@dla.mil
Billie Edwards	March ARB, CA	Melinda.Miller.2@us.af.mil
Wilson Humphries	USAG Camp Parks, CA	Mark.A.Shippee.civ@mail.mil
Stephen Dock	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Peter Giles	Kirtland AFB, NM	Curtis2.Ray@kirtland.af.mil
Scott Berry	Navy Region Northwest, WA	Carmen.Morris2@navy.mil
Thomas Robinson	Altus AFB, OK	Nils.Brobjorg@altus.af.mil

## Last Alarm: Firefighter Robert Banfield



It is with great sadness that the Parris Island Fire Rescue announces the passing of Firefighter Robert Banfield on April 25, 2012 after a long and courageous battle with cancer.

Robert entered the federal service in 1989 working at NAS Weymouth, MA, NS Mayport, FL, NS Newport, RI, and MCRD Parris Island. Robert will always be remembered for his drive, attention to

detail and dedication to duty. He never gave up hope that he would be cured as he ran a biathlon in March of this year and worked as a firefighter until his passing.

Robert made a great impact on our department and will be deeply missed. From your Brothers and Sisters of the Parris Island Fire Department you have left a void with your passing but know you left it better than you found it.

Rest in Peace Bob.

## On the Job – Camp Pendleton

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## High-Rise Structure Drill at Camp Pendleton

By Bob Graham

Much of San Diego's sprawling North County has one thing in common: a distinct lack of multi-story commercial buildings. Population growth is spurring change throughout the region, including new multi-story structures on the massive Camp Pendleton Marine Base, which, for many years, was home to only one multi-story building, the Naval Hospital Camp Pendleton.



To promote high-rise structure firefighter training, base officials made the base hospital available for a high-rise drill on a recent Saturday morning, when patient loads were small at the hospital. Firefighters from Camp Pendleton and surrounding communities converged on the hospital to practice inter-departmental cooperation, refine skills and learn how to deal with a fire situation many had not encountered: a fire on the top floor of a high-rise.

The first in unit, Camp Pendleton engine 2714, began by checking the control panel on the Quarter Deck (ground floor) and began the climb to the fire floor to commence fire attack. Additional firefighters and apparatus from Camp Pendleton, CAL FIRE, Encinitas, Pala, Rancho Santa Fe, Solana Beach and Rincon fire departments began arriving and bringing gear to the third-floor staging area, then climbing to the fire floor on the sixth.

The "fire" scenario depicted a well-involved room at the far end of the sixth floor, with the additional complication of a ruptured oxygen valve. With time limited because of the hospital's operational commitments, the three-alarm exercise was completed successfully and within time constraints.

With any drill, the success lies in what is learned; in this case, participants gained a wealth of knowledge regarding the right and wrong ways to deal with a high-rise incident. Crews were commended for their "gung ho" attitude, following proper firefighting procedures and turning the staging floor into a readily available source of gear for those on the fire floor above. Fire commanders deemed the drill a major success.

*Bob Graham is a writer and photojournalist based in San Diego. He has worked in fire journalism for many years; one of his technical writing projects well known to firefighters over the past few years was the Holmatro Guide to Vehicle Extrication. Graham's background includes a stint in the automotive industry, where he was one of the first Toyota Master Technicians in the U.S.; a degree in Business Administration; and photography projects in aviation, railroading and endangered species.*

## On the Job - Paradise

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## Wildfire Press Conference

By Fire Inspector Angela Sanders



Department, Army Wildfire Management, Department of Land and Natural Resources (DLNR), and Honolulu Police Department.

The group convenes each year to formulate ways to promote public awareness, education and prevention of wildfires.

OWIE's mission is to create a seamless, cooperative interagency working group, establish a joint information center to disseminate coordinated information during incidents, prevent wildfires and promote public safety and confidence through unified public education efforts, and develop a common set of reporting requirements.

“Be vigilant at all times and to report any suspected activity” said Fire Chief Kenneth Silva from the Honolulu Fire Department in seeking the public's help during the current dry and active wildfire season.

Federal Fire Department Fire Chief Glenn DeLaura added “ensure your property is cleared of unnecessary shrubbery and debris, and to call 911 immediately.”

Each agency exhibited their wildland firefighting apparatus in front of a fence which displayed a key message, “Prevent Wildfires.” The sign was assembled by the Fire Prevention Division Fire Inspectors from the Federal Fire Department.

The working group offered some planning and safety tips for wildfire prevention:

- Report unauthorized dumping of rubbish and vegetation,
- Report overgrown, dry, and tall vegetation
- Protect your home by cleaning the roof and gutters regularly
- Ensure that fire apparatus can get to your home
- Install smoke detectors on each level of your home and in every sleeping area
- Create a safety zone around your home
- Lastly, when wildfires are threatening your area, if you are advised to evacuate, do so immediately.

Federal Fire Department Hawaii officials hosted a press conference at its headquarters June 13 to ask for public cooperation and support in the prevention of wildfires.

Representatives from the Oahu Wildfire Information and Education (OWIE) Group include working group members from Honolulu Fire Department, Federal Fire

## *Back in the Day*

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## *Iona Island Naval Ammunition Depot*

By Tom Shand



The Iona Island Naval Ammunition Depot was located outside of Stony Point, New York along the Hudson River on 556 acres of land. The U.S. Navy operated this site beginning in 1899 and, during 1965, declared the parcel to be excess and was turned over to the General Services Administration. The Palisades Interstate Park Commission acquired the property from the government and is currently a wildlife refuge with the surrounding marsh area designated as a National Historic Landmark in 1974.

This location supplied many of the munitions used during both World War I and II as it was located some 40 miles north of New York harbor. On November 4, 1903 an explosion at the site killed six workers and caused major damage to buildings up to eight miles away from the site. The early history of fire protection at the Ammunition Depot is being researched but it is believed to have been provided by hand carts and a steam fire pump that supplied a small hydrant system. While many of the buildings have been destroyed over the years the brick, two bay fire station still stands and local preservationists are working to maintain the structure for historical purposes.

While the Rockland County fire service was comprised of twenty six volunteer departments the Iona Island Naval Ammunition Depot operated as Department 41 and upon occasion would respond to assist the local departments with incidents in the Bear Mountain area adjacent to the depot. The facility was at one time assigned two American LaFrance 500 series pumpers. One a 1941 model was equipped with a 750 gpm pump, 500 gallon water tank and overhead ladder rack. A second pumper was delivered on September 5, 1942 and was provided with a carbon dioxide system with hose reel, 750 gpm pump and 500 gallon water tank. This pumper was an American LaFrance model B-6712 with serial number L-1884.

Both of these pumpers like other units produced during World War II were built with a minimal amount of chrome or polished components and had the running boards covered with black color rubber matting. The factory photo of the 1941 pumper shows that this vehicle was built with a chrome bumper which was unusual for that era



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## *In the Day (Cont.)*

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Tom Shand



Powered by massive Lycoming V-12 engines each of the pumpers had long engine cowls which when combined with manual steering would have made for some difficult responses in tight quarters.

By 1962 while the Ammunition Depot operations were winding down the Fire Department was assigned a 1946 Mack 750 gpm pumper together with a 1952 International 500 gpm pumper. As the only other local military installation was Camp Shanks in Orangeburg, the Naval facility at Iona Island presented a unique hazard to the local area. Additional research is underway to documents the history of the Fire Department apparatus and operations at Iona Island.

Photos courtesy of FireTrucks-AtWar.com

## *On the Job - Cuba*



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### *GTMO Fire Warden Chosen Airman of the Month*

By John DiGiovanni, NAVSTA Guantanamo Bay Fire Prevention Chief

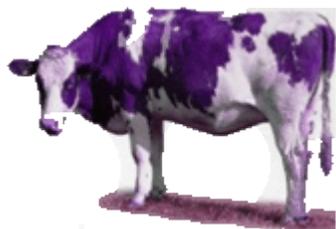


Highly visible and high profile, Office of Military Commission (OMC) procedures take place at Camp Justice where the Air Force Prime BEEF Unit keeps a vast area for a tent city. The tent city serves to support behind the scenes activities required for the OMC. Guantanamo Bay Fire Warden, TSgt David Poitras recently earned Airman of the Month in association with his Fire Warden duties and active involvement with Fire Inspectors Robert Murray and Jason Peck.

Fire Inspector Murray addressed the Prime BEEF Unit detailing the duties and extensive work TSgt Poitras accomplished as the unit's Fire Warden. In addition to completing an extensive monthly fire warden and life safety discrepancy checklist, he also takes personal accountability to address fire and life safety discrepancies which the Fire Prevention staff identify. The fire prevention inspectors do not hesitate to contact our Fire Wardens' supervisors with accolades for exceptional work are warranted, as was the case with TSgt Poitras. A small thank you to a Fire Warden and a little extra effort informing their supervisor of great work will promote a healthy fire warden program.

## Your Choice

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## Strive To Be a Purple Cow

By Ronny J. Coleman

The day after Sept. 11, 2001, practically every news outlet in the world was referring to firefighters as heroes of the finest kind. Songs were written, poems were penned and T-shirts were screen-printed. The era of the fallen hero was initiated.

We now are seeing a reversal of fortune. Today, there are headlines attacking the image of the fire service in a wide variety of ways that are inconsistent with us being regarded as America's heroes. There are criticisms of our pay, our benefits, our lifestyle and even our rights as public employees to engage in collective bargaining.

What happened? Is our job different today than it was before 9/11? Do we deserve the current criticism? How long is the cynicism going to last? These questions, and a lot more like them, will be conversation fodder for several more years. There are absolutely no simple solutions; there are only options to exercise that will either restore the fire service to a level of credibility or see it deteriorate further in the public eye. Which is it to be?

The outcome will depend on the economy. Simply put, if it doesn't get better, things are going to get worse. Consequently, you need to stop reading material about budgeting and start reading books on economics. Instead of worrying about staffing formulas, apparatus specification and program costs, you need to focus on gross income, per-capita expenditures and equity allocations. The days of writing next year's budgets by merely increasing every number according to the Consumer Price Index is over.

Here's a quick test to gauge your economic acumen. Answer the following questions from your knowledge base — don't look up the answers.

- What is your community's economic engine? What drives its ability to support government activity?
- What is the per-capita cost in your jurisdiction? Is it above or below the national average?
- What is the average annual income of your permanent population? How does that average relate to your costs of putting a firefighter into a position, with complete benefits included?
- What is the distribution of your population and what inferences are there for your response demands and deployment plan?
- How many businesses exist in your jurisdiction and which are the three top employers?
- Secondly, what are the three top sales-tax producers?
- What is the cost of an average home in your jurisdiction and how many homes do you protect?
- What percentage of your citizens is unemployed?
- What percentage of your population has graduated from college?

## Cow (Cont.)

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Chief Ronny J. Coleman

- What is the percentage of actual working structure fires?
- How many miles of streets and highways do you protect on which accidents and incidents occur?

If you can't or won't answer the above questions, then you won't really know your problems, and when the economy rebounds you might not be able to get back what you lost. Worse, you will forego the opportunity to become a purple cow.

And, just what is a purple cow? Let me give you a hint. If you have ever driven down a country road, you will begin to notice cattle in the fields, especially if you are a city person. At first, they are interesting, but after a while you begin to pay less and less attention to them. At some point, you begin to ignore them and after a while, they almost are invisible.

But, just imagine that some farmer out there has dyed his cow purple. I bet you would pay attention to that. I remember having a similar experience that involved spotting a giant Texas Longhorn in a field of Herefords. Different means visibility. This whole concept is better explained by Seth Godin, in his book, *The Purple Cow*. On the very first page is this phrase:

“If you are not remarkable, then you will be invisible.”

Right now is when we all should start looking to become more remarkable. This current crisis is an excellent opportunity for the fire service to reinvent itself.

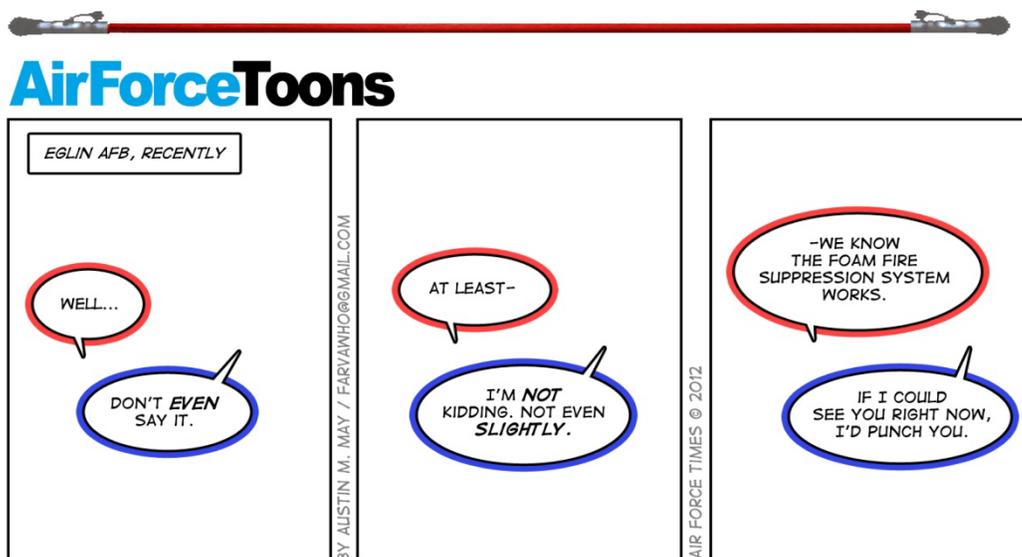
As the system starts to come back into equilibrium, we are likely to get some of our resources back but the level of service may never be the same as in the past. It is incumbent on us then to develop a newer, more flexible fire service model to ensure that when the next cycle occurs — and it will — it will be more difficult for our critics to further reduce our essential service.

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.

## FPE Humor



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## EPA Ruling

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## Fire-Truck Engine Regeneration Rule Changed

By Janet Wilmoth

Last October, the International Association of Fire Chiefs' Southeastern Division (SEAFD) began lobbying to have fire trucks and emergency equipment excluded from the Environmental Protection Agency's National Clean Diesel Campaign. The EPA's campaign, enacted in 2010, set engine-emission regulations for heavy-duty vehicles, excluding only military and construction vehicles.

"Fire apparatus are going into 'regeneration' at the scene of fires to begin the burn off process causing units to shut down, thus leaving firefighters with no water to fight a fire until replacement units can arrive," the SEAFD letter stated. "This situation could cause the loss of life to a fire fighter or to a taxpayer who is depending on the fire engine reaching them in time to save them and their property."

SEAFD began the campaign following the report on the San Diego fire truck that shut down on scene, according to Dan Cimini, retired assistant chief for Myrtle Beach, S.C. Fire departments throughout the southeastern region also had reported problems with the regeneration process of the engines and spurred on SEAFD.

"For volunteer departments this is particularly troublesome because they are told that when the light goes on, you cannot interrupt the regeneration process," he said.

In a surprising move last week, EPA Director Lisa Jackson signed the "EPA Relief for Fire Trucks and Ambulances Emission Control Systems" document. In a proposal mirrored in a direct final action, the EPA is offering regulatory flexibility for dedicated emergency vehicles and their engines, related to implementation of EPA's 2007/2010 criteria pollutant standards.

According to the EPA Fact Sheet, "emergency vehicles such as ambulances and fire trucks would no longer face power disruptions related to their diesel emission control systems." The sheet also contains an overview of the emergency vehicle flexibility as well as the other elements of EPA's proposed action: SCR maintenance provisions and regulatory flexibility for non-road equipment used during emergency responses.

"EPA is offering engine manufacturers the flexibility to avoid such abnormal conditions and ensure that there will not be emission-related power loss on emergency vehicles," the fact sheet read. "In doing so, EPA is helping manufacturers to address a potentially serious public safety issue."

EPA is proposing revisions that would allow manufacturers to request and EPA to approve modifications to emissions control systems on new and in-use emergency vehicles so they can be operated as intended, without reduced performance during emergency situations. For new engine or vehicle certifications, these improved controls or settings would generally be approved as auxiliary emission control devices (AECDs). For in-use engines and vehicles, EPA is proposing to allow engine and vehicle manufacturers to submit requests for EPA approval of Emergency Vehicle Field Modifications.

## ***EPA (Cont.)***

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While EPA is accepting comment on all parts of the rule, EPA is also publishing the provisions for dedicated emergency vehicles in a Direct Final Rule. This means that separable emergency vehicle provisions that do not receive adverse comment will become final 60 days from publication in the Federal Register. EPA will withdraw the parts of the direct final rule that receive adverse comments, and respond to all comments as part of a final rule.

The EPA expects that environmental impacts from the new action would be small and no anticipated adverse environmental impacts from the SCR maintenance proposal.

You can access the direct final rule, the proposed rule and related documents from <http://www.epa.gov/otaq/highway-diesel/regs.htm>

Fire Chief. Reprinted by permission of Penton Media, Inc. Copyright 2012. All rights reserved.

## ***Civilian Pay***



### ***Pay Raise Missing From Spending Bill***

By Kellie Lunney

A Senate panel recently advanced a spending bill that sets the stage for an extended pay freeze for government employees.

The Senate Appropriations Committee marked up its fiscal 2013 Financial Services and General Government spending bill, following the subcommittee's lead by staying silent on the issue of a possible federal pay raise next year. The annual financial services and general government bill typically is the vehicle for such federal pay provisions. No senators offered amendments related to the issue of a federal pay raise during the markup. A House panel also omitted language regarding federal pay in 2013.

The lack of provisions in both the House and Senate bills does not necessarily mean federal workers will not get a pay raise in 2013. If there is not specific language affecting federal salaries in any bills -- either stand-alone or omnibus legislation -- then the president has the authority to determine a pay raise based on the Employment Cost Index. President Obama recommended a 0.5 percent pay boost for federal workers in his fiscal 2013 budget, but if Congress doesn't appropriate funds for a pay raise, it's unclear where he would find the money for an increase, effectively continuing the current freeze. Congress, with the support of the Obama administration, placed federal civilian employees under a two-year pay freeze that began in January 2011.

A few weeks ago, the chamber passed the Military Construction and Veterans Affairs spending bill, which would starve the Defense and Veterans Affairs departments of funds needed to grant some civilians a pay hike. President Obama has threatened to veto the military-VA bill if it reaches him.

In addition, the House has voted for other measures that specifically extend the federal pay freeze. The Senate already has rejected some of them, although an extension of the pay freeze by the upper chamber is not out of the question.

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## Fire Chief Moves

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## Regional Fire Chief Mark Chaney Retires



CAPT Randall Lynch, Chief Mark Chaney, RDML Tilghman Payne

Navy Region Midwest (NRMW) Regional Fire Chief Mark Chaney retired from federal service on 30 April 2012.

Commander NRMW Rear Admiral Tilghman Payne and Naval Station Great Lakes Commanding Officer Randall Lynch presented Chief Chaney with the Navy Civilian Meritorious Service

Award during his retirement ceremony on 27 April 2012.

Mark assumed the NRMW Regional Fire Chief position in June 2007 after serving as the interim Fire Chief at Navy Region Mid-Atlantic. Prior to that interim assignment, he served as Regional Deputy Fire Chief and various other chief officer ranks in NRMA between September 1996 and June 2007. Mark was a key member, and most recently chairman, of the CNIC Regional Fire Chiefs Advisory Board.

Navy Region Midwest Fire and Emergency Services and the rest of the Midwest team wish Fire Chief Chaney and his family well wishes in the years to come.

## CPSE News



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## Name Change: CMO Now CEMSO

The Center for Public Safety Excellence's (CPSE) Commission on Professional Credentialing (CPC), in conjunction with EMS Week 2012, is re-launching the Chief Medical Officer (CMO) designation under the new name of Chief EMS Officer (CEMSO).

Last fall the CPC reviewed the program to learn how more people might pursue it. Overwhelmingly, the common answer received was that the title was not representative of what the position is. Some areas of the country do use the term CMO for their EMS Supervisor/Chief, but most use the term EMS.

This change is effective immediately, and all existing designees will be re-designated as Chief EMS Officers.

"This is about EMS as a profession, as it doesn't matter what patch you wear on your. What does matter is that you have the desire to better yourself and EMS as a whole." said Commissioner Norris W. Croom III, who serves as the EMS Representative on the Commission.

For more information on the Chief EMS Officer (CEMSO) designation or any of the programs at CPSE, go to [www.publicsafetyexcellence.org](http://www.publicsafetyexcellence.org).

## Wildland Fires

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## PSA: Prepare For Wildland Fires



Nearly 70,000 communities in the United States are at risk of damaging wildfires this season

In the midst of wildfire season throughout much of the country, the U.S. Forest Service, the National Fire Protection Association (NFPA) and the Ad Council announce the launch of a new public service advertising (PSAs)

campaign, Fire Adapted Communities, which aims to help individuals prepare their homes and communities for the threat of wildfire. Created pro bono by advertising agency Drafftcb, this campaign addresses the issue of proactively mitigating wildfire damage in fire-prone communities.

Nearly 70,000 communities nationwide are at risk from wildfire, according to the National Association of State Foresters. Embers from a wildfire travel great distances, often causing new wildfires more than a mile from their origin. It can take years for communities and local ecosystems to recover from a wildfire. In addition, wildfires cost government, businesses and individuals billions of dollars each year in suppression costs and damage to homes, infrastructure, the economy and resources.

"This campaign will help individual homeowners and communities safeguard their homes from wildfire threats," said U.S. Forest Service Chief Tom Tidwell. "As the old saying goes, an ounce of prevention is worth a pound of cure. We are pleased to partner with the Ad Council and the National Fire Protection Association to help educate communities - especially those next to wooded areas - on simple steps they can take to help protect their property and families when wildfires strike.

"Wildfire is an inevitable fact of life. This campaign raises awareness that those living in fire-prone communities must prepare in advance to mitigate wildfire damage when it occurs. The more proactive actions a community takes, the more fire adapted it becomes."

Wildfire threat is a reality to thousands of communities across the United States. We are proud to play an active role in Fire Adapted Communities as we continue our efforts to provide tools and information to encourage the public to prepare for wildfire and reduce their risk," said NFPA President Jim Shannon.

The television, radio, print, outdoor and web PSAs aim to empower residents to proactively take the steps to make their communities fire adapted by reinforcing that "you can't control where a wildfire ember will land - but you can control what happens when it does." The ads direct audiences to visit a new comprehensive website, [www.FireAdapted.org](http://www.FireAdapted.org), where they can find a host of resources on how to prepare for wildfires. The new web portal is a one-stop shop for the latest developments in wildfire safety, best practices, toolkits and programs of the nation's leading wildfire organizations.

## PSA (Cont.)

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"We are proud to join with the U.S. Forest Service and the National Fire Protection Association on this important and first-of-its-kind campaign," said Peggy Conlon, president and CEO of the Ad Council. "We hope that our efforts will influence property owners and community leaders in fire-prone areas to take the necessary steps to prepare in advance of a wildfire, improving the safety and resiliency of their communities."

"Draftfcb has enjoyed a long history with the Ad Council and U.S. Forest Service, working to empower individuals to prevent wildfires through Smokey Bear's message," said Hilary Hamer, senior vice president and group management director at Draftfcb. "It is an honor to join forces again to encourage communities to be prepared, protect themselves and prevail over the threat of wildfires."

For more than 68 years, the Ad Council has worked with the U.S. Forest Service and Draftfcb to address the issue of wildfire prevention with the iconic character Smokey Bear and his famous tagline "Only You Can Prevent Wildfires." The Ad Council partnered again with the U.S. Forest Service in 2009 to create its Discover the Forest campaign encouraging families to unplug and reconnect by getting outdoors and enjoying the wonders of nature.

The Fire Adapted Communities PSAs will be distributed to media outlets nationwide. Per the Ad Council model, the PSAs will air and run in advertising time and space that is donated by the media.

## Phishing Alert



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### *Be Careful With LinkedIn Messages*

An increased volume of SPAM (widespread distribution) and Phishing has been observed on the NMCI Unclassified network using a LinkedIn theme. A high volume of users are clicking on the links in the e-mails, which downloads malicious software to their workstation.

Upon first observing any suspicious e-mail:

- ✓ DO NOT 'Reply,' 'Reply to All,' or 'Forward' suspicious SPAM or Spoofing e-mail to any other NMCI User/s.
- ✓ DO NOT open or click on the links provided in the e-mail or attempt to visit any embedded site(s).
- ✓ Users should report the receipt of SPAM or Spoofing e-mails in accordance with the SPAM handling guidance provided on NMCI Homeport at <https://www.homeport.navy.mil/support/articles/report-spam-phishing/>
- ✓ DELETE the SPAM/Spoofing e-mail from your Inbox and Sent Items folder/s.

Additionally, users can set-up rules using the Junk E-Mail function in to send SPAM e-mails directly to the Deleted Items folder. Instructions are located at <https://www.homeport.navy.mil/training/tips/spam/>

## Online Safety

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## Tips for Using Public Wi-Fi Networks



Wi-Fi hotspots in coffee shops, libraries, airports, hotels, universities, and other public places are convenient, but they're often not secure. When using a hotspot, it's best to send information only to websites that are fully encrypted.

You can be confident a hotspot is secure only if it asks you to provide a WPA password. If you're not sure, treat the network as if it were unsecured.

### How encryption works

Encryption is the key to keeping your personal information secure online. Encryption scrambles the information you send over the Internet into a code so that it's not accessible to others. When using wireless networks, it's best to send personal information only if it's encrypted – either by an encrypted website or a secure Wi-Fi network. An encrypted website protects only the information you send to and from that site. A secure wireless network encrypts all the information you send using that network.

### How to tell if a website is encrypted

If you send email, share digital photos and videos, use social networks, or bank online, you're sending personal information over the Internet. The information you share is stored on a server – a powerful computer that collects and delivers content. Many websites, such as banking sites, use encryption to protect your information as it travels from your computer to their server.

To determine if a website is encrypted, look for https at the beginning of the web address (the "s" is for secure). Some websites use encryption only on the sign-in page, but if any part of your session isn't encrypted, your entire account could be vulnerable. Look for https on every page you visit, not just when you sign in.

### Don't assume a Wi-Fi hotspot is secure

Most Wi-Fi hotspots don't encrypt the information you send over the Internet and are not secure.

If you use an unsecured network to log in to an unencrypted site – or a site that uses encryption only on the sign-in page – other users on the network can see what you see and what you send. They could hijack your session and log in as you. New hacking tools – available for free online – make this easy, even for users with limited technical know-how. Your personal information, private documents, contacts, family photos and even your login credentials could be up for grabs.

An imposter could use your account to impersonate you and scam people you care about. In addition, a hacker could test your username and password to try to gain access to other websites – including sites that store your financial information.

## Wi-Fi (Cont.)

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## Office Humor



### Protect yourself when using public Wi-Fi

So what can you do to protect your information? Here are a few tips:

- When using a Wi-Fi hotspot, only log in or send personal information to websites that you know are fully encrypted. To be secure, your entire visit to each site should be encrypted – from the time you log in to the site until you log out. If you think you're logged in to an encrypted site but find yourself on an unencrypted page, log out right away.
- Don't stay permanently signed in to accounts. When you've finished using an account, log out.
- Do not use the same password on different websites. It could give someone who gains access to one of your accounts access to many of your accounts.
- Many web browsers alert users who try to visit fraudulent websites or download malicious programs. Pay attention to these warnings, and keep your browser and security software up-to-date.
- If you regularly access online accounts through Wi-Fi hotspots, use a virtual private network (VPN). VPNs encrypt traffic between your computer and the Internet, even on unsecured networks. You can obtain a personal VPN account from a VPN service provider. In addition, some organizations create VPNs to provide secure, remote access for their employees.
- Some Wi-Fi networks use encryption: WEP and WPA are the most common. WPA2 is the strongest. WPA encryption protects your information against common hacking programs. WEP may not. If you aren't certain that you are on a WPA network, use the same precautions as on an unsecured network.
- Installing browser add-ons or plug-ins can help, too. For example, Force-TLS and HTTPS-Everywhere are free Firefox add-ons that force the browser to use encryption on popular websites that usually aren't encrypted. They don't protect you on all websites – look for https in the URL to know a site is secure.

Reprinted courtesy of OnGuardOnline.gov. For more information, please visit [onguardonline.gov](http://onguardonline.gov).

### Staff Meeting

The boss always scheduled the weekly staff meeting for four thirty on Friday afternoons. When one of the employees finally got up the nerve to ask why, he explained.

"I will tell you why... I've learned that's the only time of the week when none of you seem to want to argue with me."

## *USS Miami Fire*

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## *Submarine Fire Rocks Naval Shipyard*

By Deborah McDermott

Firefighters from as many as 20 fire departments and agencies in New England were being hailed as heroes by Navy and state officials Thursday for their efforts in battling a difficult and hazardous blaze aboard the submarine USS Miami on 23 May.

At least 100 firefighters were estimated to be on scene, with many having to enter the burning submarine in shifts. Rear Admiral Rick Breckenridge said Thursday that the fire could have been much more extensive without the help of responders.

No cause and no dollar estimate was available Thursday afternoon for the fire that swept through the forward compartment of the nuclear powered submarine beginning just before 6:00pm. However, it was described as "extensive."

It was unclear whether the USS Miami would be able to return to service. Rear Admiral Rick Breckenridge said Thursday it was too early to say whether the sub could be salvaged.

Paul O'Connor, president of the Metal Trades Council at the shipyard, called the fire "an absolute tragedy. I haven't seen anything like the scope and magnitude of this. It's the most significant event in my 36-year career." Breckenridge spoke to media Thursday, and was joined by Robert McAleer of the Maine Emergency Management Agency and Chris Pope of the New Hampshire Department of Safety and Homeland Security.

Breckenridge stressed that at no time was there a danger to the nuclear reactor on the sub, saying it was contained and had been shut down for the past two months.

He said there was fuel on board, but could not say how much.

He said an investigation into the cause of the fire has been launched, adding "it will be thorough and will take time to get it right." Breckenridge said there were personnel on board that had to be evacuated at the time the fire broke out in the forward compartment space, which includes crew living and command and control space. They were quickly evacuated.

McAleer said the action of firefighters called to the scene was "almost beyond comprehension." They were battling the fire in close quarters, with smoke fumes obscuring their visibility. "They truly saved a valuable asset for the U.S. Navy."

Seven people sustained injuries during the fire-fighting response, Breckenridge said. However, he stressed, all injuries were minor. Those injured included three Portsmouth Naval Shipyard firefighters, two USS Miami crew members and two civilian firefighters. All were treated and released from a local hospital, he said, and all personnel were accounted for.

Local fire departments responding to the blaze included Kittery, York, York Beach, South Berwick, Eliot and South Berwick in Maine; and Portsmouth, Newington, New Castle and Rye in New Hampshire.

## *Sub Fire (Cont.)*

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Breckenridge said the temperature in the forward compartment was "very high, and there were caustic fumes." O'Connor said the crew were likely battling a brew of fumes from insulation, tile, oil, paint, electrical wires "and everything you can think of."

Maine Congresswoman Chellie Pingree, who toured the site on Thursday morning, said she was told that firefighters worked in shifts to combat the fire inside the submarine. "They ran through air packs pretty quickly and made numerous trips in, I heard about 70 or 80 trips," she said.

Pope and Breckenridge stressed that the crew and firefighters at the shipyard "train extensively for years" to handle a fire of this nature. "We train hard," said Breckenridge. "Typically, we perform better in an event than we do in training. And that's what happened yesterday. They acted in a top-notch manner."

York Beach, Maine Fire Chief Dave O'Brien said his firefighters were providing backup at the Shipyard fire station and were not involved in directly battling the blaze. However, he has worked at the shipyard in submarines and has a sense of what happened. "It's a confined space with one way in and one way out, so whatever you do it's much more difficult than fighting a building fire," he said. He said most air packs last for 30 minutes, so there had to be a continuous flow of firefighters in and out. "You only have minutes to do something and then you have to get out and someone else has to go in."

Pingree said Capt. Bryant Fuller told her the fire came at a good time because the USS Miami had been at the yard for three months, and so workers had already removed a lot of equipment from the damaged area. "It's in their favor that it had been emptied out."

"Everyone was extremely impressed with the courage of the firefighters and how well they worked together," she said. "People did what they needed to do. Firefighters will say we were just doing our job, but it takes a lot of guts. It was a very scary fire."

Firefighting companies with foam trailers from the South Portland Fire Department, Logan Airport Fire Department and Hanscom Air Force Base in Massachusetts, among others, were also called to the scene. According to South Portland Deputy Chief Miles Haskell, none of the foam companies were used to combat the fire. "It was set up so that we could use foam, but it was determined not to use it," he said.

Pingree said Fuller told her it is the Navy's "sincere hope" that yard workers can get the sub repaired. "They may be able to salvage it. They're going to do everything they can," she said. "It still has 13 more years of life, and it's an important part of our Navy fleet. If anyone can fix it, they can fix it here."

The USS Miami is in the third month of a 20-month overhaul at the shipyard.

## HQ Staff Changes

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### ABHC (AW/SW) Leonard Starr Joins CNIC HQ



CNIC HQ welcomes our newest staff member who will be charged with providing support for our military firefighters. ABHC Leonard V. Starr Joined the Navy in July 1995. He completed recruit training and apprenticeship training in Great Lakes, IL in September of 1995.

Chief Starr's assignments include tours onboard the USS Enterprise (CVN 65), USS Nashville (LPD 13) and the USS Bataan (LHD 5). His shore assignments include NALF Fentress, and NAS Sigonella, Italy where he served as a NEC 7012 firefighter.

Chief Starr's personal decorations include the Navy/Marine Corps Commendation Medal, Navy/ Marine Corps Achievement Medal (7 Awards), Navy Good Conduct Medal (4 Awards), and various deployment and service and NATO campaign awards.

He completed the Firefighter Apprentice course in 2003 and has since qualified as a Hazmat Technician and EMT-B. Chief Starr will be the face and the voice of CNIC F&ES at CNIC HQ for all matters concerning all issues faced by military firefighters.

Welcome aboard Chief!

### ...and Two Depart CNIC HQ

CNIC HQ Fire & Emergency Services wishes fair winds and following seas to two stellar shipmates this month. ABHCS Brian McRae retires from the active duty Navy, and Kevin King has been selected to return to his former position as the Director of Marine Corps F&ES and will also be leaving us at the end of June.

They are each leaving a pretty large hole in the CNIC water bucket and we thank them each for their service and wish them well in the future.

## Banking Humor



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### Mortgage Payment

Finally, our last mortgage payment came due. To make a ceremony of it, we went to the bank and paid in person.

The teller processed everything and handed me the closing papers.

Heading for the door, I suddenly remembered a rebate check I'd brought along to cash.

I went back to the same teller. "Sorry, we can't do that," she explained. "You don't have an account here."

## Nozzlehead

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## Need Charged Hoseline During Search Ops

*Modern fuels and construction often put firefighters and victims at too much risk without the protection of a charged hoseline*

**Dear Nozzlehead:** I am a veteran firefighter with 10 years on this fire department. I have been to a lot of fires and I do not understand some of the “new” attitudes. Everyone seems to be afraid to get in there and dance with the red devil. WE TOOK AN OATH and are expected to do whatever it takes to faithfully serve the public when they have a fire. Recently, our chiefs have started talking about not allowing us to search a fire or even go in without a charged hoseline!

I run on either the truck company (tower ladder) or the heavy-rescue. How are we expected to do our jobs on those companies if we have to waste time dragging a hoseline with us—especially when time is so critical? If we have to wait for water every time, people could get killed, especially in our area, where most of the homes are new. I’m very frustrated and we are starting to lose confidence in our chiefs. Your opinion is sincerely appreciated.

—*Dumbfounded in Delaware*

**Dear Dumbfounded,**

Thanks for taking the time to write me; I hope you won't regret it. But odds are, you will. Let's think about what you're saying—and apply it to 2012.

First, I always get a kick out of firefighters who talk about being veterans. I could care less how long someone has on the job—volunteer or career. I remember an old-timer telling me (back when I wasn't an old-timer!) to watch out for firefighters talking about how long they have on—because they may only have one year of training and experience over a 20-year period. That stuck in my mind, and always makes me question what someone has done with their time. Do they still attend conferences (and are they willing to pay for them even out of pocket)? What about regular training? How about additional specialty training?

So there's the question: Have you attended any “outside your fire department” training to UNDERSTAND how your theories are flawed and why your CHIEFS are correct?

Ouch! Yeah, I know, it hurts.

Here's the deal: You wanna dance? Get on that TV show and dance with some stars. Dance with the red devil? Are you serious? “Afraid” of getting in there? There's a difference in being courageous and being stupid. Don't confuse firefighting with wanting to go in and play. You remind me of a firefighter who recently told me he had experienced “many burns” in his career. When I asked him where he was burned, he told me his ears and his wrists. I asked if he had spent any time in a burn unit? Oh no—never. DO NOT tell me (or anyone else) you've experienced burns until you speak with someone who has survived serious burns—I mean painful burns causing disfiguring and disabling scarring or amputation.

## Nozzlehead (Cont.)

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Burns that cause complications such as shock, infection, multiple organ dysfunction syndrome, electrolyte imbalance and respiratory issues. Burns that require removal of dead tissue (debridement), fluid resuscitation and skin grafting. No firefighter who has been truly burned ever wants to experience that again.

Don't be stupid. We can be brave and are expected to be. Forget the stupid dancing crap.

Now, about the charged hoseline idea. A fire in any building today is not what it was even 10 years ago. Today's single-family dwelling is loaded with plastic products. Look around: the carpet, the 150" flat-screen TV, the furniture, Elmo—all of it is brought to you through the courtesy of the petrochemical industry. The problem with plastics: When burned, they have a much higher heat release rate (they produce A LOT more energy) than wood and other natural fiber products.

Here's how the fire science guys explain it: "A candle has a temperature of 1,500 degrees F. Three candles together still have a temperature of 1,500 degrees F; however, they produce three times the amount of energy. Let's think about that in terms of couches. One couch in a room has enough energy to take a room to flashover (1,500 degrees F) and make fire come out of the doorway. Put three couches in the room and you now have enough energy to have fire come out of the door and several windows and the fire is still ventilation-limited.

"If you're like me, though, you're not a science guy; you require Advil when the fire science guys explain stuff. So let me make this even simpler.

Today's fires, because of the petrochemical stuff burning inside, create a much, much higher VOLUME of fire—more horsepower behind those explosive gases and fire, more DANGEROUS ENERGY (think pre-flashover followed by the "energy" of a flashover). If you don't control them quickly, these fires will, at the very least, kick your ass and at worst, kill you.

The human limit for survival is 212 degrees F. Non-emotional, realistic science—as studied by firefighters looking at and modeling today's fires—demonstrates that flashover can occur in less than 5 minutes and reach a temperature of more than 1,100 degrees. In many situations, flashover can occur as the first companies are arriving on the scene, or when you're crawling down a hallway without the protection of a hoseline. In such cases, the survivability of victims can be very limited, or nonexistent. Does that mean we DON'T search? No—it means we SIZE IT UP to determine the conditions, which then helps us make the decision about whether and when we go in.

"Go in and get it?" It depends on the conditions, and what we can do to change them. Coordinated venting in the right spots can help—but WATER on the fire is what really kicks its ass.

## Nozzlehead (Cont.)

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The danger of being trapped while searching is affected by the arrival conditions, the construction of the burning building and the stuff inside. In wood-frame single- or multi-family dwellings, fire often spreads vertically very quickly, trapping the members operating above the fire without the protection of a hoseline. Lightweight trusses that are exposed to fire may fail in less than 10 minutes; lightweight engineered wooden I-beams have been reported to fail in as little as 4½ minutes. And remember that time starts BEFORE the fire was reported, before you were dispatched and before you arrived.

So now: Pull up to a dwelling (two-story, 1,200 square feet, new construction, glue holding the wood together) with heavy fire in the basement, extending up. Mom tells you there are kids in there on the first or second floor. Are you taking a charged hoseline? If you want to have a shot at helping those kids and keeping the fire off of them (and you), grab the line.

Are you not as efficient when you have to drag a 1¾" hoseline? It's time to drill. And drill. And then drill again. Training is once again a solution to a problem—or to correcting bad habits. Soaking wet, crying, coughing kids are a good thing.

I'm not saying there won't be that rare occasion where you justifiably may not have any choice in not bringing a line, because everything we do in this business is based upon CONDITIONS and RESOURCES. But if your company drills so it can function WITH a charged 1¾" line all the time, you will be used to it, and you will do it—expertly. That line not only puts “bullets in your gun,” it also helps you find your way out of the building ... with the kids.

Of course, another option is to always have an engine company protecting the truck company while they're searching—but realistically, looking at your own fire department, can that always be done? Almost always? Not very often? If you want the best chance in making the rescue and holding that fire, you are almost always better off with a charged line stretched by a trained crew that can deploy it and flow water quickly—TO GET WATER ON THE FIRE. As a highly respected chief officer with decades of experience in the largest fire department in the United States (that has many, many engines to protect trucks and rescue companies) recently stated: “Water is our lifeblood. Once we have a line in place and operating, our problems go away.”

Have a little confidence in your chiefs—they might just be correct.

FireRescue's fearlessly opinionated Nozzlehead has been the fire service's go-to advisor since November 2001. His decades of experience in the fire service make him well qualified to offer up 2,000-psi of free-flowing opinion each month on everything from firehouse hazing to freelancing. If you have a fire service question, concern or comment—and are looking for an answer with attitude—send a letter to Nozzlehead c/o FireRescue, 525 B St. Ste. 1800, San Diego, CA 92101, or e-mail him at [frm.editor@elsevier.com](mailto:frm.editor@elsevier.com).

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The ship that will not obey the helm will have to obey the rocks.  
- English Proverb

## SA Matters

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## Every EMS Call Starts with Scene Safety

By Rich Gasaway

Scene Safe, BSI. ” These words have been uttered by every first responder who has ever received medical training. In fact, any responder who has performed a practical exercise for certification knows the first two mandatory skills to be completed on the evaluation checklist are: (1) Ensure the scene is safe before entering, and (2) Don protective gear (BSI – Body Substance Isolation). Ensuring the scene is safe is rooted in situational awareness – being able to capture the clues and cues that helps a responder comprehend what is happening. There’s just one fundamental problem with this.

### “Scene Safe”

It is a standard training for responders to ensure a scene is safe prior to entry, right? If you’re a medically trained responder you know this already. However, many responders have not been taught *HOW* to ensure a scene is safe. They’ve only been told to ensure scenes are safe. This is an example of how responders can be trained to fail and it can result with them walking into bad situations.



### Learning scene safety

It is one thing to say a scene is safe and an entirely different thing to make sure the scene is safe before entering. Oftentimes, responders learn and practice medical skills in the safety of a fire station, squad house, police station or educational institution. These facilities are “safe” havens for responders, meaning there is never going to be an assailant waiting around the corner. The scene is always safe. Thus, responders can develop a complacency of not checking to ensure scene safety prior to accessing the patient. But they’re well-practiced at saying it.

### Where it all begins

The assessment of scene safety starts prior to arrival. Verbal clues and cues from dispatch can tip a responder of a potentially dangerous scene. This may be a best-case scenario because the responder will be on heightened awareness. For example, if dispatched to an injury secondary to domestic violence, responders are going to approach with a degree of caution (hopefully). But what about a call for an elderly person experiencing chest pains. Could this scene be equally dangerous? While the probability is lower, the likelihood still exists and precautions should be taken.

As responders approach the scene they should be alert for clues and cues the scene may not be safe. Where does a responder go to get the training necessary to assess scene safety? It would be my recommendation to ask your police department to provide a program for fire and EMS responders. Police officers routinely assess scenes for personal safety and approach calls with a different mindset. Most are very well trained and very well practiced at scene safety assessment.

## SA Matters (Cont.)

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Chief Rich Gasaway

When responders train on medical emergencies, the call should start from a block away. Contrary to this best practice, many medical first responder scenarios start in the training room of the station and personnel are denied the opportunity to complete a thorough scene assessment that should start from a safety distance (e.g., a block or more away).

### Chief Gasaway's Advice

My advice for how to improve responder safety is always rooted in training in ways that are realistic and repetitive. When it comes to ensuring a scene is safe, this training starts with teaching responders the clues and cues that indicate a potential problem with scene safety. That is followed by training responders on what they should do if clues and cues indicate there is a problem with scene safety. This involves teaching responders how to back out of situations and how to use defensive strategies to protect themselves.

The training should also include responding into scenes from a distance, teaching responders the clues and cues to be processed while approaching the scene. A good best practice would be to create scenarios that actually provide clues and cues that a scene may not be safe. Your police department should be able to help create these training scenarios. This may include the presence of perpetrators that responders might encounter unexpectedly.

Richard B. Gasaway is a scholar-practitioner on first responder safety. In addition to serving 30+ years as a public safety provider, he earned his Doctor of Philosophy degree while studying emergency incident situational awareness and decision making under stress. Dr. Gasaway is widely considered to be one of the nation's leading authorities on first responder situational awareness and decision making. His material has been featured and referenced in more than 350 books, book chapters, research projects, journal articles, podcasts, webinars and videos. His research and passion to improve first responder safety through improved situational awareness is unrivaled. Dr. Gasaway's safety programs have been presented to more than 23,600 public safety providers across North America, Europe and Asia.

Visit <http://www.samatters.com/> to read more, sign up for RSS Feeds and the SA Matters newsletter.

## Healthy Recipe



### Baked Meatballs

These are so quick because you cook them in the oven. Make this large amount and freeze for later use. Add spaghetti sauce and serve over pasta, or make a sandwich by serving with sauce on a whole grain roll.

1 cup oatmeal or oat bran	1 teaspoon salt (optional)
1 cup fat-free milk	1/2 teaspoon ground black pepper
1/2 cup egg substitute (equal to 2 eggs)	1/4 teaspoon ground nutmeg
1 tablespoon dried parsley	2 teaspoons onion powder
2 pounds extra-lean ground beef or ground turkey	

Preheat oven to 425 degrees.

Mix the first eight ingredients. Add meat and mix well.

Shape into 1-1/2-inch balls.

Arrange on baking sheets that have been sprayed with nonstick cooking spray. Bake for 12 minutes or until done.

Makes 12 servings (each serving = 4 meatballs).

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# ESAMS Update

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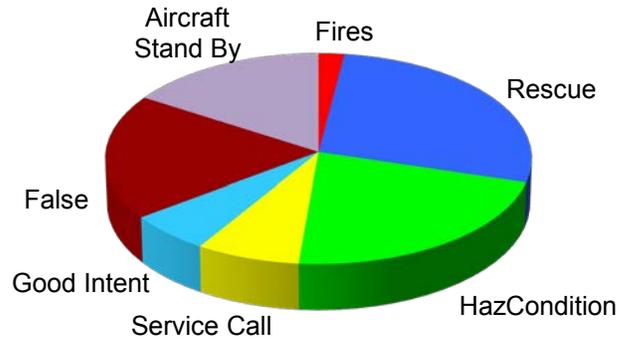
## ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

### May 2012 Statistics

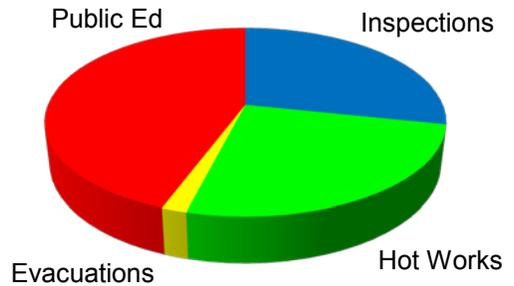
#### Operations

Total Incidents – 6,280  
 Fires – 154  
 Rescue & EMS – 2,050  
 Hazardous – 1,623  
 Service Call – 555  
 Good Intent – 444  
 False Alarm – 1,427  
 Aircraft Standby– 1,193



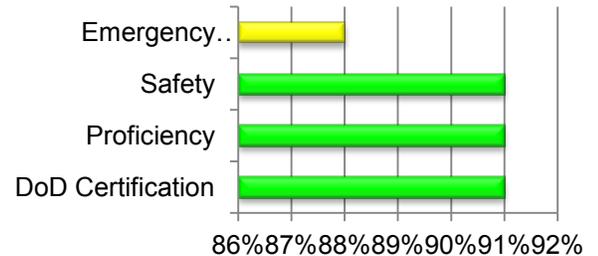
#### Prevention

Fire Inspections Completed – 3,459  
 Hot Work Permits Issued – 3,130  
 Building Evacuation Drills – 209  
 Public Education Contacts – 5,416



#### Training

Emergency Management - 91%  
 Safety Training – 91%  
 Proficiency, Skills, & Practice – 91%  
 DoD Certification – 88%



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### F&ES On Duty Mishaps Report

Mishaps Reported – 33  
 Total Lost Work Days – 144

## F&ES POCs

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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://cnicgateway.cnic.navy.mil/HQ/N3/N30/default.aspx>  
DSN 288

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